

Score One For John Q. Public

Unless you have been hibernating in a cave the last few months, you, have undoubtedly read or heard about Ford's "better idea" of the Mazda based Mustang. Outrage would probably be a good word to describe the reaction of most Mustang enthusiasts. Encouragement came from many publications and clubs to start a letter writing campaign to Ford to express our feelings on the subject. Apparently the effort has paid off.

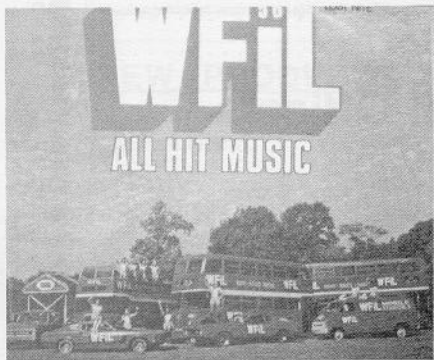
The August 17th edition of Automotive News indicates that the Mus-

tang as we know it today (rear wheel drive) is safe through 1991. Rumor has it that the car being built by Mazda at the Flat Rock, Michigan plant will be called the Ford Probe. For the 1992 model year a next-generation Probe could possibly replace the rear wheel drive Mustang. This Probe model could possibly be front wheel drive, but due to advanced technology could also follow in the muscle car tradition. The Automotive News article states "According to Ford sources, the company received thousands of letters criticizing management for thinking of abandoning the popular V-8 model in favor of a less-powerful front wheel drive version made at Mazda's new plant."

With the resurgence of "muscle" in the 1982 Mustang it will be nice to see our Mustang tradition continue but just because our favorite car seems to be safe for a few more years we can't let Ford forget how we feel about our pony cars. The 1992 model year will be here before you know it and I, personally, am not too thrilled over the idea of a front wheel drive car then either. As many folks have already stated I'd rather see the Mustang die gracefully than become just another econo-box.

In the meantime we can derive satisfaction in knowing that the wishes of John Q. Public have been heard and, we hope, understood. Score one for John Q. Public.

Teresa



Boss Jocks

This photo is of an oldies record album released in 1971 by Philadelphia top 40 radio station WFIL-56 AM. Boss Mustangs were the usual promotional cars used by the station which resulted in the disc jockeys becoming known as "The Boss Jocks". This album cover features a 1970 Boss 302 and a 1971 Mach I. The whereabouts of the cars are presently unknown.

Many thanks to Mick Wolk of the Valley Forge Mustang Club for the photo and information — Editor.

Albuquerque — Here We Come

Be sure to mark your calendars for the National show to be held over Memorial Day weekend (May 28-29, 1988) in Albuquerque, New Mexico. The Rio Grande Mustang Club previously hosted the western version of our dual Grand Nationals in 1986 and put on quite a show. With the beautiful scenery and this hard-working group you can expect a very successful show. Don't miss it!

Ford History

The man responsible for the design of the Mustang, Lincoln Town Car, Continental Mark III, the first Mercury Cougar and the Falcon passed away in August 1987. Eugene Bordinat, Jr. retired from Ford Motor Company in 1980 after serving as head of the design department for 19 years. Mr. Bordinat, who was 67, was well respected by his colleagues and played an important part in Ford's history.

Source of information: Automotive News, August 17, 1987 edition.

Continental Rally

If you've ever imagined the thrill of participating in a cross-country road rally and winning the "big bucks", here's your chance. Continental Rally is sponsoring "the World's longest and largest road rally ever". The rally will start near the central east coast of the U.S. and will cover the mainland of North America ending somewhere in the Los Angeles area. (The exact route is given only to registrants at each checkpoint.) Prizes totaling \$1,000,000.00 will be awarded!

If a member of the Mustang Club of America buys a registration or refers someone to Continental Rally who does, MCA will be paid a \$100 finders fee. A maximum of 3,000 registrations will be accepted for the rally start on August 2, 1988. For more complete information contact Continental Rally, Inc., 15439 53rd Ave. S., Seattle, WA 98188 or phone toll free 1-800-553-6554.



An Open Letter . . .

As we have passed the mid-season mark in Mustang car shows, I have come to the conclusion that judging rules are like McDonalds. When you travel from one area to another, it is good to know that if the rules are MCA rules, you can always count on consistency.

Judges will always vary, but if the rules are the same, each person will feel they were judged fairly. An example is Stan and Molly Hymen of the Pacific Mustang Club (in California) who combined their summer vacation with a tour of car shows. They started in Solvang, California with a show that used modified MCA rules, up to Reno, Tulsa, and as many shows as they can fit in until they reach the MCA Grand National in Biloxi, Mississippi on August 29th.

This trip was made possible by the adoption of a standard set of rules (MCA) that enables the same car to be competitive wherever it goes.

I cannot close without giving credit to the Mustang Rules Formulating Committee, sponsored by Ford Motor Company, and all Mustang clubs in California that shared their knowledge with that committee.

Scott McNair
Suisun City, CA

PRESS RELEASE

Cars of the Past Inc.

Cars of the Past Inc., a nonprofit mutual benefit corporation has been formed to protect the rights and interests of all who enjoy classic cars, and specifically the manufacturers and merchants who supply the obsolete parts and accessories necessary to keep them functional and beautiful.

There are those who, through the courts or legislation, intend to force our cars off the road. Taking away leaded gas, and forcing us to install smog devices did not accomplish their goal, so they now attack the parts

suppliers, without parts the cars are useless.

We are probably the largest special interest group in the world today — if we stand together we can continue to enjoy our cars tomorrow!

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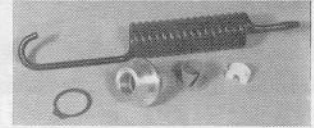
Personal supporting membership fees are fifty dollars, fees for businesses and clubs will be sent on request, or you may call Jim Clary, Director, at (818) 780-8893.

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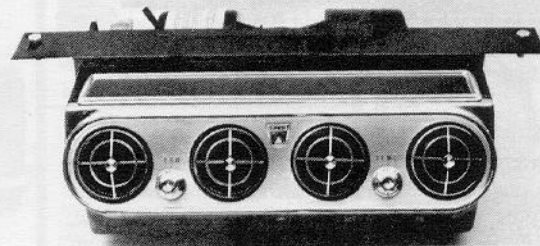
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