

DEATH OF A CAR HOBBY?

by Teresa Vickery

The "Big Three" auto makers have been known to do some pretty unusual things from time to time — drastic changes in car body styles, introduction and quick elimination of models and, of course, the changes we have come to expect such as rising costs. Many of these drastic changes set the stage for our hobby today.

During the many years of the automobile's life folks have had an interest in cars of the past. This has seemed to increase over the recent years partially due to the many changes continually made to new models. This increased interest in older cars has become a way of life for many of us.

And unfortunately some view the stealing of these special interest cars as a way of life. A great number of these stolen cars are given "new" data plates and sold to unsuspecting car enthusiasts. An investigation of this problem eventually led to an investigation into possible trademark violations on reproduction items for the collector cars.

Enter General Motors.

General Motors has become concerned over the use of reproduction items which bear the GM emblem. One area of concern seems to be the use of imported components which use GM style labeling and sold in GM containers. Officials want this practice stopped. The desire to eliminate the imported items is understandable. But does this desire necessitate the elimination of American made reproduction items also?

If officials are successful in their quest to eliminate reproduction items this would leave most owners of older GM cars high and dry. GM will not be selling any of the needed replacement items so there would inevitably be a decline in old car ownership and restoration. What does this have to do with us as Mustang owners? Plenty!

Undoubtedly all auto manufacturers are keeping an eye on this situation and if the elimination of reproduction GM items occurs, Ford Motor Co. may very well follow suit. This would

mean absolutely no reproduction items would be available for our Mustangs. The thought of sky-rocketing prices on NOS items is terrifying. Most of us would be faced with the decision of paying the high prices for NOS items, permanently postponing a restoration or selling the car. And chances are very good that the value of our cars would drop considerably since restorations would be beyond the average persons reach.

We, as car enthusiasts, must not allow this action to take place. It is imperative that our feelings as old car owners be heard. We must convince the officials that these reproduction items are an important part of our hobby. By all means take a few minutes to write a letter or two to the addresses listed below. The future of our hobby rests in our hands.

Mr. Ron Noble
Assistant U.S. District Attorney
Room 3310
U.S. Court House
601 Marice
Philadelphia, PA 19106
Public Relations Dept.
General Motors Corp.
3044 W. Grand Blvd.
Detroit, MI 48202

AMERICAN PONY DRIVE

MCA president Horace Wood was recently contacted by John Manners of Baar Switzerland concerning an American Pony Drive planned for 1989 to celebrate the 25th anniversary of the Mustang. Mr. Manners and his friends across Europe will be bringing 150 Mustangs to the United States for a caravan across the southern portion of the country. This endeavor has received backing from several large US businesses and it is our hope that the caravan can be coordinated with our regional shows from Pensacola to Los Angeles.

Mr. Wood will be receiving additional information in the near future. We'll keep you posted.

AUTO APPRAISAL — DO YOU REALLY NEED ONE?

by Teresa Vickery

After many long hard hours of blood, sweat, and tears (not to mention the expense) your beautiful Mustang is ready for show or go. Before you move that vehicle one fraction of an inch you need insurance, but is standard insurance enough? In most cases the answer is "no." In general you should obtain an appraisal if any of the following apply:

1. Your agent or insurance representative recommends you do so.
2. Your car is over five years old and is in good to excellent condition.
3. Your car is over ten years old and it is in good condition.
4. Your car is;
 - (a) a street rod
 - (b) over five years old and a very rare model
 - (c) a street machine
 - (d) a custom car or truck
 - (e) a kit car
 - (f) an antique car
 - (g) a special interest vehicle
 - (h) a partially finished restoration or special auto

An owner of a vehicle which falls into one of these categories will likely have trouble with a claim if an appraisal is not acquired. Your insurance agent or representative will probably not have the necessary knowledge and experience to handle an appraisal for you so it will be necessary to locate an independent appraiser.

Your appraiser should look over your car carefully and be willing to listen to your explanation of the time involved in the project and expenses. (If you have invoices and pictures make them readily available.) The appraiser will also take the following factors into consideration.

1. age, make, and model
2. workmanship
3. original condition of body, etc.
4. cost of construction
5. initial purchase price
6. maintenance
7. number of years on road at cur-

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rent rebuilding

8. any current body rust or damage
9. accessories
10. desirability
11. current selling price of particular model

The final appraisal may not be what you had in mind but remember this is for insurance purposes not for selling purposes. And don't expect the appraiser to increase his valuation at your insistence. This would be asking the appraiser to put his reputation on the line and could cause problems if you filed a claim based on an inflated appraisal.

A couple of hours of your time can save many hours of worry and frustration at a later date. Ask your insurance agent or your favorite Mustang parts vendor for appraiser references.

Source of information: AMCAN Appraisal Systems of North America, Inc., Memphis, TN

SHELBY TRIVIA

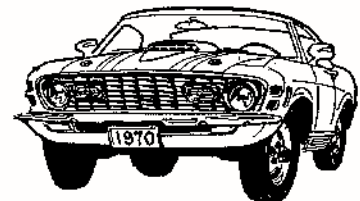
by F.L. Beaver

The Rocket City Mustang Club

1. What is Carroll Shelby's middle name?
2. Carol Connors, who wrote the theme from "Rocky", also wrote a song back in the sixties about one of Carroll Shelby's creations which was sung by the Rip Chords. What was the name of the song?
3. What kind of Goodyear tire did most '68 Shelybs come with?
4. What does the "LAT" in front of the Sunbeam Tiger's, also known as the Poor Man's Cobra, optional equipment numbers stand for?
5. By what name were the Cobra 427 prototypes known?
6. Where did the Monte Carlo bar get its name?
7. What SCCA class did the GT-350 win in '65, '66, and '67?
8. What year did Shelby drive to a win at LeMans?
9. When did Hertz rent Shelby's?
10. How many 427 Daytona Super Coupes were built?
11. While the famous Dragon snakes were Cobras setup for the drag-strip, what were the less well known Cobras setup for auto-crosses called?
12. What does the "SFM" in 1965-66 GT-350 serial numbers stand for?
13. How high does the speedometers on GT-350 "R" models read?
14. The one Shelby Super Snake GT-500 built by Mel Burns Ford had what engine?
15. When did Shelby-prepared GT-40's win at LeMans?

15. 1966 and 1967.
 - price (\$7,500) prevented it.
 14. 427 high-rise. 50 were planned, but the high
 13. 160 mph.
 12. Shelby Ford Mustang.
 11. The Slalom Snake.
 10. One. It is currently for sale.
 9. 1966, 1968-70.
 8. 1959.
 7. B/Production
 - that participated in the Monte Carlo Rally.
 6. It was first used on the 1964 Falcon rally cars
 5. Cobra II.
 4. Los Angeles Tiger.
 - ties.
 - GT-350's came with the Goodyear Polyglass
 3. The Goodyear Speedway 350 with raised
 - Cobra at the time.
 2. "Hey Little Cobra". She actually owned a
 1. Hall.
- Answers:

(Source: Shelby American Cobra/Mustang Guide, Petersen Publishing Company, 1987.)



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