

Club Newsletters: A Gold Mine Of Tips

Bulletins published by various local and regional Mustang groups across the nation are a wealth of information, and I'm one of the few people who has the opportunity to see a couple of dozen of them each month.

From time to time I would like to take this space to share some of the more interesting items gleaned from these various publications and to give credit where credit is due.

Every club which publishes a newsletter has to have one or more dedicated people willing to give a great deal of their own time and energy for the betterment of their own group and the sport in general.

One of the more interesting articles of late comes from the Vintage Mustang Club Newsletter in Kansas City. It is a legal report by Les Rosenfeld:

"The Court of Appeals for the Western District of Missouri has recently reiterated the warning 'let the buyer beware,' when it comes to the purchase of classic vehicles.

"In *Belisle v. Micelli*, 758 S.W.2d 465 (Mo. Ct. App. 1988), Belisle had sought to purchase from Micelli a partially restored 1928 Ford Model A roadster and a quantity of replacement parts. Micelli had abandoned the restoration project when his mechanic could not complete the project. Micelli endorsed and delivered the Certificate of Title upon payment of the agreed-upon amount of \$4500. Belisle loaded the car and parts on a trailer and shipped it to Colorado.

"Belisle claimed that the car he received was actually a 1931 Ford. (There was an obvious conflict in the testimony, as an expert witness testified that the car was a 1928 Ford with a 1931 or 1932 engine, but that the replacement of engines was not unusual). Belisle sought damages for breach of contract (the purchase price), plus \$25,000 for fraud.

"The Court of Appeals held that Belisle could not recover for either breach of contract or fraud, centering its decision on Belisle's failure to prove damages. The Court reasoned that Belisle failed to present evidence of the difference between the values of a 1928 Ford with a 1928 engine and a 1928 Ford with a 1932 engine. Nor had there been any testimony to prove that Belisle had incurred any additional expense as a consequence (such as handling expenses, parts expenses, etc.) of purchasing the car with a changed engine.

"Advice: Beware of what you are purchasing, and look your classic vehicle over before consummating a purchase. If the seller makes any material representations to you

News & Notes From The Editor



By Steve McMullan

(originality of equipment, mileage, value, etc.) you should get the representation in writing."

Good advice, Mr. Rosenfeld. Thanks for sharing it with us.

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"The automobile may have replaced the horse and buggy, but it is still wise for the driver to stay on the wagon." — From the Pacific Mustang Gazette, Dave Finner, Editor.

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Pat and Kathy Reaves of the Suncoast Mustang Club in Clearwater, FL, won first place with their 1973 convertible in the 1971-73 Mustang Class at the Mustang and T-Bird Show held recently near Zephyrhill, FL. Congratulations!

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Quick Tip: "Try mineral spirits instead of klean and tar remover for quick exterior cleaning. It works the same at about one-tenth the cost." — From "The Fastlane," the Saleen Autosports Newsletter.

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Here's another technical tip, courtesy of the Ft. Lauderdale Mustang Club Newsletter:

"If you want those fender bolts to look like they just came out of the factory on your 1964½, just follow this procedure:

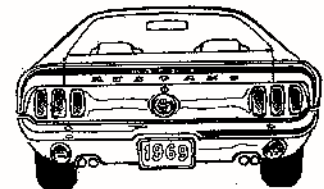
"First wire brush (or sandblast) the bolts to remove all traces of paint and rust. Then heat them in a cup of motor oil. This will give them a blue appearance which will resist rusting. For an even longer lasting finish, apply a coat of clear, non-gloss paint. This should keep your fender bolts showroom

new for many years. But remember, protect your eyes when putting the bolts in the oil. It may splatter."

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If your club isn't forwarding a copy of its regular newsletter to The Mustang Times, I would certainly like to encourage you to do so. I'm sure your fellow Mustang Club of America members would appreciate sharing your ideas, hints, and suggestions. Just mail a copy to MCA National Headquarters, P.O. Box 447, Lithonia, GA. 30058-0447.

I look forward to seeing your newsletter in the days to come!



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