

Rochester Club Needs Help With Pony Corrale

EDITOR:

For the last few years, we Mustang lovers have participated in parade laps at Watkins International Raceway in Watkins Glen, NY. It is a beautiful layout in the scenic countryside where we get together several times a year for all sorts of racing, highlighted by "Bud at the Glen" and "Vintage Cup" weekend where the "Vets go head-to-head with the Vintage Stangs.

To date, Mr. Goodwrench has had the upper hand, hospitality-wise. They have a nice Corvette Corrale, enclosed with split-rail fence, shrubbery and a hospitality tent. They have been a part of the track for years and have developed a nice area.

Ford Motor Company is the sponsor of this facility, so I contacted people in Buffalo to see what could be done for the Mustang people. At the last two "Bud at the Glen" NASCAR races we had some choice pieces of Ford history out there. I received no response from Ford Motor Company. Most recently, I sent letters to some New York State and Pennsylvania Ford dealers hoping they might care enough to help sponsor a corrale. At present, no response.

Watkins International has designated a spot for us to build a Mustang Corrale. It has good track access for parade laps and is directly behind grandstand seating. We need this corrale! Last year, with the large number of spectators at the Bud, and no designated area, we were forced into an open field. These vehicles are much too nice and valuable to be forced into an open field. Perimeter camping would be available so you could stay with your car.

We have had cars in attendance from Florida to Canada and feel they deserve a place to come back to each year. Are there any Mustangers out there interested in helping make this project a reality? If so, please contact William Brown, Box 344, Crane Road, Elmira, NY 14901 or phone (607) 732-9974 (home) or (607) 734-4251 (work).

William Brown
Mustang Club of America
Rochester Shelby-Mustang Club

Playboy Pink Registry Formed By MCA Member

EDITOR:

As a new member of MCA, I think *The Mustang Times* can be of great help to me in a project I have undertaken.

I have formed a "Playboy Pink Registry" which I hope will pull most of the current

The Mustang Times/March, 1991

owners of the PP cars from the woodwork.

If owners of these great cars will just send their complete Data Plate information and VIN number to Robert F. Finney, P.O. Box 1036, Price, UT 84501, I will be very grateful. I would also appreciate a picture of the PP car.

Anyone who sends the registry info will receive a complete list of all PP owners when I have it compiled, plus I am sending all information on the PP cars to Jim Haskell's "In Search of Mustangs" registry.

As a former newspaper publisher, I think you are doing a great job with *The Mustang Times*. It is a very well formatted publication.

Robert L. Finney
MCA Number 23655
Price, UT

New Pony Owner Seeks Information On Fram Ad

EDITOR:

I have recently purchased a 1964½ Rangoon Red convertible. It has a white top, white (parchment) interior, wire hubcaps, white side paint stripe, and rocker panel molding.

The front plate is red and has the inscription "64½ Mustang" in white lettering.

The previous owner informed me that the car has been used in a Fram Autolite Mustang give-away promotion ad, but does not know which magazine(s) or the exact year in which the ad appeared.

Its use in the ad has been confirmed by a Boston photography studio and Fram Autolite. Neither of these businesses can track down where or when this ad appeared, but believe it appeared about five years ago. Any help in locating this ad would be greatly appreciated.

Larry W. Richardson
RD No. 1, Box 278
Vernon, VT 05354

New Legislation Brings Problems For Mustangers

EDITOR:

I need some help or ideas pertaining to auto insurance coverage for vehicles while they are in winter storage.

Enclosed is a copy of a new law which our state slipped in without being discussed or the public having any knowledge of prior to its passage.

This new law requires all motorists to keep full coverage on any car, truck, etc. while they have a current license plate on it. Also, they just about made it impossible to get a classic plate for any Mustang.

I personally feel these laws are unjustified and I would like some ideas to begin a campaign here to get these laws modified so car clubs like ours can maintain our membership. I feel that most people are upset with the way the state has prejudices against the older vehicles and it could lead to many car owners giving up on their hobbies.

If you could give me a list of all clubs in the state of Pennsylvania, I would like to write to them all and try to organize a committee to fight these laws. Any other ideas or suggestions are welcome.

Dan Kilanowski
President

Lake Erie Mustang Owners Club

Reader Has Documents For Long Lost Mustang

EDITOR:

While going through some old papers I came across the window sticker and sales order form for a Mustang I ordered in April of 1964. If, by some miracle, this particular car still exists, I thought the current owner might like these papers as documentation of the car's history. Could you run this letter in an issue of *The Mustang Times*?

The Mustang was a Guardsman Blue convertible, V-8, automatic, white top, AM radio, VIN 5F08F166422. If one of your members has this car, please contact me at the above address. I'm still loyal to America's first pony car — my daily driver is a 1990 LX 5.0 hatchback.

Robert Miller
18 George's Place
Clinton, NJ

Our AACA Representative Reviews 1st Year Activity

EDITOR:

As I start my second year as liaison between the Mustang Club of America and the Antique Automobile Club of America, I would like to give our membership a review of the first year of Mustang competition in the AACA.

I gave three presentations to the AACA National Judging Schools in Philadelphia, PA Feb. 10, 1990. These were primarily on the differences between the 1964½ and 1965 Mustangs. Brenda and I attended Judging Schools there and then traveled to Hagerstown, MD June 16 to serve on judging teams as Apprentice Judges. After this we were qualified as field judges.

I went to Louisville, KY Sept. 8, where I served as Team Captain on the Mustang Team and then, on Oct. 13, I attended a show in Hershey, PA and served as Depu-

ty Chief Judge on Mustangs.

We have had an informative year learning the way of the AACA. We also have several members of MCA who have done well in AACA competition this past year.

These include:

William Kish of Easton, PA, 1965 convertible, AACA First Junior, AACA Senior;

Peter Schmidtke, Belle Mead, NJ, 1964½ convertible, AACA First Junior, AACA Senior, First Preservation;

Ed Gaczek, Morris Plains, NJ, 1965 fastback, AACA First Junior;

Alex Karris, Newaygo, MI, 1964½ convertible, AACA First Junior;

Kelly White, North Wilkesboro, NC, 1964½ coupe, AACA First Junior, AACA Senior, First Preservation.

There may be other AACA winners, but I do not have access to results of Western AACA meets as yet.

We need more MCA people participating in AACA Judging. I expect next year to be a better year in terms of the number of Mustangs participating.

Again on Feb. 7-9 there was a seminar on Mustangs at the National AACA Convention in Philadelphia. I served as moderator of the program. Fred Glazier Jr. of the First Pennsylvania Mustang Club and Richard Porter Jr. of the National Capital Region Mustang Club served as panelists.

Brenda and I have enjoyed this year of association with the AACA and will continue to work for the benefit of our Ponies.

David L. Zimmerman
MCA Liaison/AACA
North Jersey Mustang Club
Peapack, NJ

European Mustanger Seeking Wiring Diagram

EDITOR:

First I would like to pay you a compliment for your efforts in publishing *The Mustang Times*. The magazine gives me a good idea of what is going on in the U.S.A. regarding Mustangs. I am particularly interested in Readers' Forum and Troubleshooter. I like to read about all sorts of things concerning Mustangs as I own a 1964½ coupe. I am most interested in the early Mustangs.

My Mustang is in reasonable condition, but the car lost its original 260 engine and three-speed manual transmission. It is now equipped with a 302 engine and a C4 automatic.

I am trying to locate a 260 engine and three-speed transmission, but they are hard to find here in Holland.

I work on my Mustang as much as I can. I am preparing it for the coming season. I

have owned the car for six months. The interior is partly new. So are the dual exhaust, tires and rear suspension.

My wish is to find a book or document containing a good electrical diagram with the right colors for the wiring of a 1964½ with DC generator. I have a 1965 shop manual and a 1964 supplement. As I own a Mustang, I don't want to buy a 1964 Comet and Falcon manual for the wiring only.

Many Mustang parts are two or three times as expensive here in Holland as they are in the United States. I want to spend my money as economically as possible and try to do the job as perfectly as I can and restore the car to its original condition.

I have seen only very bad copies of wiring diagram manuals and they contain very little information. It is hard to distinguish routing and colors. Maybe there is another possibility you know of.

Thank you for reading this.

C.M. Roozeboom
Hooilann 53
Breda 4816 EB
Holland, Europe

(Editor's Note: *The wiring diagram you are seeking is called MP1 and is available from most U.S. dealers for \$5. If you are not able to find a suitable wiring manual in Holland, you should certainly be able to purchase one from one of the many dealers in the U.S.)*

New Poster Celebrates Shelby World Championship

Autograph, a Cupertino, CA firm, has announced the production of a "museum quality poster" to commemorate the 25th anniversary of Shelby American's victory over Ferrari for the 1965 FIA World Manufacturers Championship.

The July 4, 1965 victory was the first and only time to date that an American company has won an FIA World title.

Depicted on the poster is the restored Daytona Cobra Coupe chassis number CSX2601, the car with which Bob Bondurant clinched the title by winning at Reims. Also shown on the poster is a black and white photograph by Bernard Cahier taken during the 1965 race.

The 33X17-inch poster is produced in six colors on 100 percent acid free paper. It is offered in a limited, numbered edition of 500 for a retail price of \$200. Each poster is signed by Carroll Shelby, Bob Bondurant and Pete Brock, the designer of the Daytona Coupe.

For additional information write Autograph, 10051 Pasadena Avenue, Suite J, Cupertino, CA 95014 or call (408) 255-9100.

SHOW QUALITY REBUILT CARBURETORS

- COMPETITIVE PRICING
- WE REBUILD YOURS OR BUY OURS
- ONE & TWO BARREL SPECIALISTS
- PERFORMANCE 4-BARREL SPECIALISTS
- COMPLETE CONCOURS QUALITY PLATING AVAILABLE
- HI PO SOURCE

SIMPLE DO IT YOURSELF 6 CYLINDER PERFORMANCE KITS

\$18.00

Plus \$2.00 shipping

- IMPROVES PERFORMANCE, DRIVEABILITY AND POWER
- CORRECTS HESITATION, FLAT SPOTS, MORNING START, HOT START STALL
- INCLUDED: PARTS, COMPLETE EXPLANATION, INSTRUCTIONS, DIAGRAMS
- STATE ENGINE SIZE, TRANSMISSION TYPE, WITH OR WITHOUT AIR

REPRODUCTION CARBURETOR TAGS

\$10.00

Shipping Included

- FOMOCO AND AUTOLITE SERIES
- ORDER BY APPLICATION OR YOUR TAG NUMBER
- STATE ENGINE SIZE, TRANSMISSION TYPE, WITH OR WITHOUT AIR AND PRODUCTION DATE OF CAR OR CARBURETOR

PONY CARBURETORS, INC.

Box 420, 74 LINCKLAEN
CAZENOVIA, NY 13035

(315) 655-4466

