

Newspaper's Views On CAFE Standards Draw Fire

Editor:

A recent editorial in *The Atlanta Constitution*, entitled "Clinton Is Right About Cars," states that the auto fatality rate has fallen by 40 percent since 1975, while new-car mileage has doubled. While both of these facts are true, linking them in a cause-effect manner is incorrect.

The bulk of mileage improvement has occurred because of vehicle downsizing and weight reductions, factors which increase auto fatalities. Downsizing cars has negative safety consequences, according to the Insurance Institute for Highway Safety. Fatality rates have fallen because of progress in other areas, such as increased use of safety belts and air bags, tougher drunk driving laws, road construction techniques that emphasize safety, etc. Fatalities have certainly not decreased because cars are getting higher mileage.

Researchers at Harvard University and the Brookings Institution have linked downsizing and weight reduction with a "14 to 27 percent increase in occupant fatality risk." Their research estimates that fuel economy standards will be responsible for "2,200 to 3,900 excess occupant fatalities over 10 years of a given model year's use."

Furthermore, a 1989 U.S. Department of Transportation report pointed to an increase in fatal single-vehicle rollover crashes as an adverse safety effect of downsizing.

So both car size and weight influence occupant safety. But weight has tradeoffs in terms of safety — it protects people in heavy cars, but it increases the crash forces transmitted to the occupants of lighter cars when the two collide.

The National Safety Council has an 80-year history of protecting lives and as members of the Coalition for Vehicle Choice we oppose drastic increases in fuel economy standards solely on the basis of their negative effect on safety.

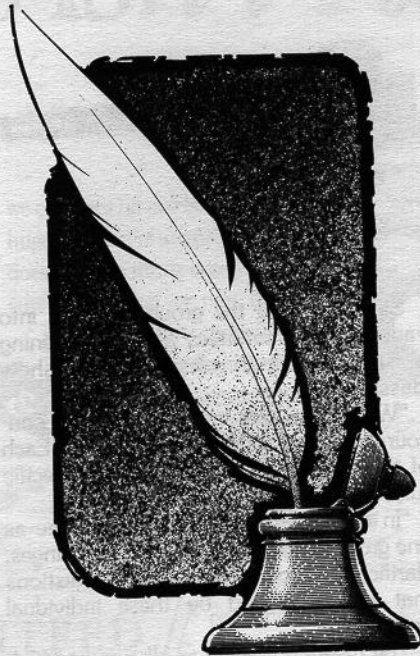
Robert J. Wilson
SE Region Director
National Safety Council

CVC Offers Its Rebuttal To Newspaper Editorial

Editor:

This letter is in response to an editorial which appeared in a recent edition of *The Atlanta Constitution* entitled "Clinton Is Right About Cars."

The editorial is riddled with false assumptions and wrong conclusions. The writer seems excited to find an "honest-to-



goodness" issue to contrast the presidential candidates. That we have no issue with. However, if being "honest-to-goodness" is important, these key "facts" from the editorial need to be corrected:

Technological improvements take more than a journalist's wishful thinking. The supposition that "there is every reason to believe that similar (CAFE) advancements would be possible without compromising safety or comfort" is not supported by any credible scientific study. In fact, the recently released report by the National Academy of Sciences' National Research Council states that fuel economy levels can be increased, but not without significant trade-offs in consumer costs, safety and utility. The study estimates that increased fuel economy standards would add \$500-\$2750 to the price of each vehicle.

The writer is correct that Japanese, German and other foreign manufacturers will be forced to meet the same standards as U.S. manufacturers. That is probably why foreign manufacturers also oppose drastic increases in fuel economy standards. Reacting to American consumer needs and tastes, imports have been getting larger and heavier for several years. That has led to lower mileage ratings for many of these vehicles, compared to earlier imports.

American dependence on foreign oil has increased during the period of CAFE man-

dates. A Washington University study found that increasing CAFE standards by 40 percent would decrease gasoline demand "by less than one-fourth of one percent — less than one day's consumption of gasoline per year."

On the same day that the editorial was published, three separate articles in the *Constitution's* business section also reiterate the fallacies of the editorial:

The first, "GM To Cut Doraville Production," mentions the fact that the Doraville plant will begin making minivans in 1995. This plant was almost closed earlier this year by GM. A concerted effort by state and local governments and the business community helped keep it open. The minivans to be built at the plant will not meet the higher CAFE standards the *Constitution* has endorsed. In fact, no minivan built by any manufacturer will meet the standards.

The second, "Light Trucks Carry Sales Weight for Big Three," highlights that 55 percent of GM, Ford and Chrysler's sales during the second quarter of 1992 were comprised of pick-up trucks, light trucks and vans. Also, no mid- or full-size pick-up (produced by any manufacturer) can meet the proposed CAFE standards.

The third, "Ford Opens Henry County Parts Center," mentions that Ford has five of the top 10 selling cars and trucks in 1992. Most would not meet the proposed CAFE standards.

There are many more reasons why drastically higher CAFE standards would hurt business, agriculture, industry and consumers across America. Along with nearly 3000 others, over 200 Georgia organizations are members of the Coalition for Vehicle Choice, united in their opposition to higher CAFE standards. CVC would be happy to provide information on CAFE standards to anyone, and can be reached at 250 Spalding Drive, Atlanta, GA 30328.

Scott Mall
Georgia Coordinator
Coalition for Vehicle Choice

New Zealand Mustangers Is Collecting Patches

Editor:

Greetings and best wishes from the Auckland Mustang Owners Club in Auckland, New Zealand.

I am presently the editor for our club newsletter. We have a very large and well organized club with approximately 100 members.

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I am starting to collect jacket patches from Mustang clubs all over the world. The patches will be fixed to our club banner and will be displayed with pride at all our events.

If you can help me and wish your club to be represented on this banner, I would be grateful if you could send me one of your club patches at P.O. Box 44-062 Pt. Chevalier, Auckland 10, New Zealand.

We will also be happy to send one of our club patches to any MCA Regional Group requesting one.

I am currently contacting over 400 clubs in seven countries and the collection is starting to take shape.

If any of your members are ever in Auckland, New Zealand, please do not hesitate to contact me, and I am sure we could organize some good times. Also, I am sure our club members would love to hear from a fellow Mustang.

Robert Reeie
Auckland, New Zealand

Vendor Offers Praise For The Mustang Times

Editor:

On behalf of Classy Chassis Minatures I wish to take this time to thank you all for the article you printed in regard to our company in the September issue.

I feel your wording, layout and photo reproduction were all nothing short of excellent. The article has been pulling numerous inquiries. As such, we are now working on including a display ad in our upcoming ad budget.

As a Mustang enthusiast and MCA member, each month I look forward to receiving my copy of *The Mustang Times*. I enjoy your articles and valuable information. You have a great magazine!

And, again, thanks for the article.

Tony Cincotta
MCA No. 24625

Reader Has Suggestions On Redesign Of Mustang

Editor:

This letter is concerning the redesign of the 1994 or 1995 Mustang.

After viewing various automotive magazines and photos of the new Mustang, I would like to say it is a nice design except for the rear end.

One design change that would make the Mustang even nicer, in my opinion, would be to offer a Targa option.

Just think of it: open sky above you without having a full convertible. Every time I see my brother's 1984 Corvette without the roof on I wish I had a Targa roof on my 1982 GT instead of a sunroof.

How hard would it be to put in a Targa if the demand was there?

I also hope the new Mustang comes out with the 4.6 modular engine as reported, but instead of making it a limited edition engine,

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Ford should offer the engine as an unlimited option, because they will certainly sell as many as they can build with it as an option.

John Barazzuol
MCA No. 23989

Member Has Information On Pony Car Give-Away

Editor:

In reference to the letter from Gary M. Fitton, *Mustang Times*, July 1992, about "Command Hair Cream Pony Give-Aways," I can share with you this copy of an original magazine advertisement.

As I recall, the ad ran in mid 1964. As you stated, information regarding these 70 cars is quite rare.

I hope I was of some assistance.

Keep up the good work in promoting this legendary sports car.

Mike Platt
MCA No. 25205

(Editor's Note: Thank you for forwarding the copy of the magazine advertisement relating to the Command Hair Cream Mustang contest. We have mailed the copy you sent to the club member who wrote the original letter seeking information on this promotion. We're certain he will find it quite interesting.)

Reader Wants MCA Show Closer To New York!

Editor:

I want to thank you and tell you that your club and its monthly magazine have been great.

I am hoping you will hold a Mustang show closer to New York some day. If you do, I would like to enter my 1965 coupe.

I have completed my restoration on my coupe and I am proud of it and would like to show it off in your Horse Show page. If possible, please tell me what to do.

Glen Yudman
MCA No. 24390

(Editor's Note: To have your Mustang included in our Horse Show feature, submit several black and white or sharp color photos of the exterior to "Horse Show," C/O The Mustang Times, P.O. Box 447, Lithonia, GA 30058. We incorporate as many of these photos as possible in each issue of your club magazine.)

Your Letters Welcomed!

Letters from readers of *The Mustang Times* are welcomed.

Address your comment, suggestion, criticism or question to: The Editor, *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

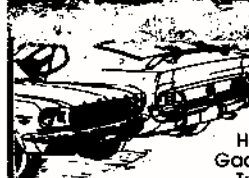
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