

## QUESTION of the MONTH

What was the first year that a rear window defogger was available as an option of a Mustang?

The first two members who correctly answer our question of the month will receive a Mustang Club of America T-Shirt. These answers are to be submitted on a postcard (Noting on this card also your shirt size) and mailed to the National Headquarters, P.O. Box 447, Lithonia, Georgia 30058

WHAT WAS THE FIRST YEAR THAT A TILT-A-WAY STEERING WHEEL WAS OFFERED AS AN ACCESSORY IN A MUSTANG?

CORRECT ANSWER: 1967

## LETTERS TO THE EDITOR

Dear Editor:

Vintage Tee's would like to congratulate the Georgia Regional Group for an outstanding job and show well done on "Atlanta '78".

Gentlemen, I am proud to be a member and associated with you and look forward to working with you in the future.

Thanks to all of you. You really worked your fannies off.

Thank you,  
Buddy Jones, Vintage Tee's

Dear Editor:

I would like to thank the officers and participants of the Mustang Club of America for their assistance and fellowship during our visit in Atlanta. Our visit to the Grand Nationals was a pleasant experience and one we will not forget.

The extended trip in our 1966 Mustang convertible occurred without incident. We used several quarts of oil but that is not unusual for an original engine.

Even though we do not have a show car as such, we do enjoy our car and entered it in the competition mostly to learn how well it compares to other cars of the same vintage.

Again, thanks for the good time.

John H. Schooler  
Lees Summit, Missouri

Dear Editor:

Regarding the search for the oldest Mustang: I think we've found it. It's a 1964 1/2 convertible which we purchased in September. The production date on the door is (15B) February 15, 1964, about three weeks before normal production began. We purchased the car from the original owner (a Ford employee in Dearborn) who said the car was used by Ford at the New York World's Fair in 1964. We will research the car further and send a complete story and pictures, as soon as possible.

By the way, we want to tell you that we think the September, 1978 issue of the Mustang Times was the best ever. You really did a nice job.

Gary Schweitzer  
Grosse Pointe, Michigan

Letters to Editor cont'd Pg. 15.

## FROM OUR PRESIDENT

I would like to say "Thanks" to all of you who came by to see me on my recent visits to Englishtown, N. J.; Indianapolis, Indiana; Carlisle and Hershey, Pennsylvania. It was a pleasure to meet with you and only wish I had had more time to visit.

A special welcome to our three, most recent, regional groups: First Virginia Regional Group in Stuart, Virginia; The Indy Mustangs in Indianapolis, Indiana and the Maryland Regional Group in Baltimore, Maryland. We look forward to hearing big news from these regional groups.

cont'd on Page 18

## LETTERS TO THE EDITOR

cont'd from Pg. 5.

### "A Connecticut Yankee in Northlake Mall"

It's true! Southern hospitality is no myth. On the weekend of August 25-27, 1978, I found myself in the middle of the MCA's Grand National Car Show and Swap Meet held at Northlake Mall in Atlanta, Georgia. Going "down South" for the first time, I didn't know what to expect. My doubts were immediately laid to rest upon my arrival at Jim and Sue Osborn's home. I was treated to a hospitality that is, I discovered, a natural in Georgia. I thank the Osborn's the MCA officials, and the folks at the Northlake Mall. And thank you, Alec Karasconyi. It was Alec MCA Northeast Representative, who suggested I join MCA. It didn't take much persuasion on the part of Alex as I have been a Mustang owner since 1965. Before joining this summer, I had never been to any car shows neither as a participant nor an observer. MCA made me see the light. Now, I go to any Mustang/Shelby related function wherever it may be.

The Club's Grand National filled me with a spirit I had never felt. Wake up, Northerners...you have a tough act to follow. Being the largest auto show in the Northeast, the Southbury Training School Meet was a success once again. The Mustang turnout was, however, dismal. Of the 50 people contacted, only one MCA member showed up.

During my brief stay in Georgia, I picked up a small souvenir--an immaculate, low-mileage, rust-free 1968 Shelby. Such was my enthusiasm!

Lynn D. Brown  
Danbury, Connecticut

Dear Editor:

Many thanks to everyone in Atlanta from everyone in Volunteer Country for the great time and for making our first show a great success.

Because of the enthusiasm and participation shown at the Grand National Show in Atlanta, there is no reason why the National Club as well as our own regional group should not continue to grow beyond expectations.

Again, many thanks and hope to see everyone in the very near future.

Congratulations to all winners.

Bob Murphy, President  
Volunteer Regional Group  
Knoxville, Tennessee

Good news for you Mustangers. If you like to build models or can't afford a big one or are just too small, then Revell and AMT have the answer. Just about two months ago AMT came out with a 1966 Mustang hardtop. It's a pretty good job too! The car features a Pony interior with a full console, but if you look hard you find an automatic shifter with a manual transmission below it. A few other mistakes are evident, but at less than four bucks one can't have everything.

Now, if you think bigger, well, Revell has the answer. A 1/16th scale model of a 1965 2+2 GT. The price is also bigger at about \$16.00 but...the car has a lot of features such as workable steering, working windows, opening doors, trunk and hood. And if that is not enough, the suspension also works! It also features a lot of mistakes but it didn't stop me from buying the model.

In the future we hope to have some pictures and other reports for you.

1966 Ford Mustang Hardtop  
AMT 2207

1965 Ford Mustang 2+2 GT  
Revell H-1286