

REGIONAL GROUP NEWS



The following are the minutes of our Membership Meeting of November 21, 1978.

Ernie McFall and his brother were visiting with us from Norton, Virginia.

Name tags were discussed and decision was made to order from Doc Taylor. The Club will buy the tags and members ordering name tags will repay the Club. Ernie Stout is handling this transaction with Doc Taylor.

Club officers have received no word on National's work on judging guidelines.

Don Wolfe still has Mustang caps for sale, originally purchased by Club for sale to members.

Christmas Banquet details are being finalized for December 22nd, the Friday before Christmas at Ramada Inn in Kingsport. Ernie Stout is lining up a band for this function; hopefully, Tommy Dickens. Our club will bear all expenses for the banquet. Charles Carey and Alvie Bright will purchase gifts to be given away. Limitations on gift expenditure will be \$250.00. These gifts will be given away during the entire program, including the dance. Tickets will be used with one per adult family and each child receiving a separate ticket.

New officials for the club were nominated by the membership to fill the vacancies of 5 officers and 3 new board of directors. Don Wolfe and Max Epps by virtue of their having been president, will automatically remain on the Board of Directors.

The membership nominated Charles Carey, Freddie Jones, Don Cox, Ernie Stout, Jack Ladd, Sid Miller, Hunter Perkins, Wayne Bryant, Bill Henderson and Alvie Bright.

A Board of Directors meeting was held immediately afterwards with the following slate of officials elected:

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|-----------------|---------------|
| President | Charles Carey |
| Vice President | Don Cox |
| Secretary | Ernie Stout |
| Treasurer | Jack Ladd |
| Parliamentarian | Alvie Bright |

The following were elected to the Board of Directors:

Freddie Jones
Bill Henderson
Wayne Bryant

Our club membership certainly wants to go on record of expressing our appreciation for the guidance and leadership of Don Wolfe during 1978. Don's enthusiasm and craftsmanship have been an inspiration to all.

Don Cox, Secretary

VOLUNTEER REGIONAL GROUP

At the last meeting of the Volunteer Regional Group, November 16, 1978, the Officer's reports were given and old business was taken care of.

Harold Shipley's resignation was announced and he was then replaced by Doug Gass, and we would like to welcome Doug to the Board.

All members were urged to send in their vote for National Board Members. Bob Murphy was chosen to represent our club in Georgia and we're sure he'll do a great job.

Since our club is still rather new, all members agreed that our present officers should stay in office for the following year until the next election.

Please remember, all volunteers to help with the February show are welcome and we appreciate those who have already volunteered.

Carol Pearson, Secretary

REGIONAL GROUP NEWS

NORTHWEST OHIO REGIONAL GROUP

The fall meeting of the Northwest Ohio Regional Group was held at the Holiday Inn, Ferrysburg, on October 29, 1978. There were 12 members and 5 Mustangs in attendance.

It was reported that the membership stood at 30 and that an all-out membership drive should be made during the winter. There was a discussion concerning the Chattanooga Meet and it was suggested that we travel to the Meet in a caravan. Also discussed was the possibility of a rally race.

The next meeting will be March 24, 1979, at Hugh Black's in Bucyrus, Ohio. Election of officers, a dinner at Woods Steer Barn in Upper Sandusky, Ohio, lodging at the Holiday Inn and movies of the past meets will be the main agenda.

The meeting ended with inspection of members' cars which included two coupes and three convertibles.

Larry J. Graser, Ohio Group
Director

If you are interested in joining the Northwest Ohio Regional Group, please contact Larry J. Graser, 1418 Forester Drive, Oregon, Ohio 43616.

"INDY. MUSTANGS" REGIONAL GROUP

We were very pleased with our first meeting. 18 joined our regional club and 5 joined the National Club.

The following members were chosen for the following positions:

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|-----------------|----------------------|
| President | Garvin G. Sexton, II |
| Vice President | Steve Zenobia |
| Sec./Treasurer | Ann Zenobia |
| Historian | Judy Sexton |
| Parliamentarian | Wilbur Roy |

It was agreed that our meetings would be held on the first Wednesday of each month in the Conference Room at Foxworthy Ford Dealer.

Our door prize was won by Linda Pager. Our prize was a Mustang Club of America license plate which was donated by the National Headquarters. The "Indy Mustangs" thank you.

Our club wishes to thank Foxworthy Ford Dealership for backing our club. We were informed by Parts Manager, John Blocher that he would double his Mustang parts' inventory. Most of the club members discovered that a lot of parts they have combed the junk yards for are still available through your Ford dealer and at a much lower price.

At the end of our meeting, a few members did a little parts' swapping and then went outside to look over each others Mustangs.



The October meeting was brought to order by Pat Makowski, President. The trip to Frankenmuth was discussed, all the plans are still on and everyone expects to have a good time.

Pat introduced our new editors, Manual and Lois Bagnaschi to everyone.

The Mustang Club of America, 1979 Eastern National Mustang Show fliers were passed out. The show will be next May 25-27, 1979 in Chattanooga, Tennessee hosted by the Scenic City Regional Group.

Greg Smith introduced by John Hasikin, is a Master Mechanic, Technician & certified in eight different areas. Mr. Smith will be on hand at our meetings to answer any questions you might have about your Mustangs or any problems you may be having with them.

This meeting was our election night. It has been a pleasure serving you for the past year. Everyone seems to be participating more. Once you fill an

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office and it's time to leave, you often wish you did a little more. I'd like to thank everyone who co-operated with me during this year.

The following is a listing of our 1979 officers:

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|---------------------------|-------------------|
| President | John Haskin |
| Vice President | Vacant |
| Secretary | Sharon Stephenson |
| Treasurer | Gini Scherer |
| Reg. Group Representative | Gary Schweitzer |

New Board members will take office in January.

Lois Bagnaschi, Editor

'60s Mustang Owners Are Riding High

Chicago Tribune

LOS ANGELES — Within the costlier precincts of southern California, where a Mercedes or even a Rolls-Royce is as commonplace as a Gucci shoe, the true connoisseur drives a '65 Ford.

Not just any '65 Ford, of course, but a sleek and now classic Mustang convertible, the car that is beginning to rival the regal Thunderbird itself as America's contemporary automotive masterpiece.

Mustang clubs are dotted about the country. Some dealerships sell nothing but restored Mustangs, and other firms specialize in renovating them. There is even a monthly magazine called "Mustang News."

The intense interest in the Mustang, particularly the 1965 and 1966 models, has driven up the cost until many now sell for more than twice their original price. One collector in Georgia recently turned down \$12,000 for a mint-condition '66 convertible.

That proposed price was considered grossly excessive by most Mustang experts (and there are thousands of knowledgeable aficionados who deserve that title). But prices of \$6,000 are not unusual — still remarkable for a car that sold new for only about \$2,800.

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Car #5: 1970 Mustang Boss 302 (grabber orange with black stripes) Tony purchased this car new in 1970 and it is totally original with only 17,000 miles. Has four-speed, slats, spoilers and is loaded. Tony has had a number of people try to buy this car. Tony states it would be necessary that he sell his wife first.

Judy and Tony Branda
Altoona, Pennsylvania

EDITOR'S NOTE: We would like to thank Judy and Tony Branda for allowing us to feature their fine collection of Mustangs and Shelys as December's Cars of the Month.

Sorry, fellas, eat your heart out! This is Judy and Tony's personal collection and they aren't for sale.

Common Car

The early-Mustang phenomenon is all the more amazing because it is a common car; millions have been manufactured and are still on the road. Ford built 417,000 Mustangs in 1965 alone, setting an industry record for first-year production.

There are all sorts of Mustang freaks. Some collect only '65 or '66 convertibles (the body changed in '67). Others are interested solely in the Shelby Mustang, a modified fastback with high-performance options.

Specialties are taken so seriously that mixing models is often avoided at runs and rallies sponsored by Mustang organizations.

The proud owner of a tropical turquoise '65 topless with all the original trim would naturally tend to regard himself as superior to the driver of the '68 coupe that lacked its original upholstery.

And the owner of a '66 Shelby GT350 equipped with the optional whiny horn and the "glowing horsey," a translucent plastic piece that highlights the grill ornaments ... well, like the Cabots and the Lodges, he would confer mostly with God.

It's Serious

"They tend to take this stuff very seriously," said Bob Page, editor of Mustang News. "Every collector wants his car to be absolutely authentic, and most have their specialties."

Page knows of collectors who have six or more Mustangs. One Californian has an inventory of 15, including four prize convertibles that he has put aside for his grandchildren, the oldest of whom is 14.

"For one thing, the styling is still very up-to-date," said E. K. Beaumont, operator of a California dealership that sells only reconditioned Mustangs. "The Mustang was the first of its type; it started a brand-new trend in automotive design. A whole generation of cars has copied it, from the Camaro to the Celica."

Another apparent explanation is price. Even though immaculate, early-model convertibles bring top dollar, it is still possible to latch on to one needing a little work for around \$3,000. Prices for a coupe are even less.

"Most people who are into Mustangs never have been car collectors before," Page said. "A lot of women are doing it. They like the fact that they can get mechanical work and even body work done at almost any Ford dealership. Nearly all of the parts are still available."

This contrasts with the hapless Thunderbird owner who, after shelling out as much as \$20,000 for one of those '55 two-seaters that were the gnawing envy of his youth, must then be prepared to go through endless torture and expense to find replacement parts and capable mechanics.