

## News & Notes

### A Friend in Need

*For many of us the Mustang Club of America is an extension of our families. As part of a very large family we have been given an opportunity to help someone who is an important part of Mustang history. Some of us have been fortunate enough to meet Larry Shinoda and enjoy his stories concerning the Boss 302. We received the following letter and wanted to bring this matter to the attention of all enthusiasts. Please do whatever you can to help-----*

You know Larry Shinoda as a friend, relative, designer, and legend in the automotive world. In whatever roles you know him, he needs your support and help now. Recently, Larry suffered from complete kidney failure and is on dialysis four times a day. He is valiantly trying to carry on "business as usual", but with difficulty. By November 12, 1996, Larry's Shinoda Design Associates, Inc., office in Livonia, Michigan, will be moved.

Mailing address:  
PO Box 251658  
West Bloomfield, MI 48325-1658

Phone numbers:  
(810) 788-5674 main line  
(810) 788-5674 secondary line  
(810) 788-5679 fax and modem  
FED EX and UPS:  
6351 N. Aldingbrooke Circle Rd.  
West Bloomfield, MI 48322

We have established a Larry K. Shinoda Medical Trust at Quaker City Federal Savings and Loan Association #01 10537205. Contributions may be made payable to his Trust and sent in care of his sister:

Larry K. Shinoda Medical Trust  
c/o Grace Shinoda Nakamura  
PO Box 4712  
Whittier, CA 90607-4712

Your positive thoughts, prayers, and generosity will be greatly appreciated by Larry and the family. Thank you.

Sincerely yours,  
Grace Shinoda Nakamura  
Trustee

### Registries Updates

MCA member Raynald Belanger sent us the following registry updates:

#### 1969-70 Convertible Registry

Total 1969 Mustang convertibles registered: 196

Total 1970 convertibles registered: 250

The least popular engine in 1969-70 convertible is 200 1V, T-code.

No 1970 convertibles built at San Jose registered.

#### 1968 Mustang Seafoam Green Registry

Total 1968 Seafoam Green registered: 72

Only 7 fastbacks and 8 convertibles registered.

No 1968 1/2 428 engine registered.

For additional information contact Raynald Belanger, 702 de la Coulee, ste Julie, Quebec, Canada J3E 1K9.

### My Classic Car

My Classic Car - Video Magazine has been busy traveling all across this great nation to gather information on some of the most interesting vehicles and personalities in the car hobby today.

The show is tentatively scheduled to air at 1:00 p.m. (Eastern Time) each Saturday and again at

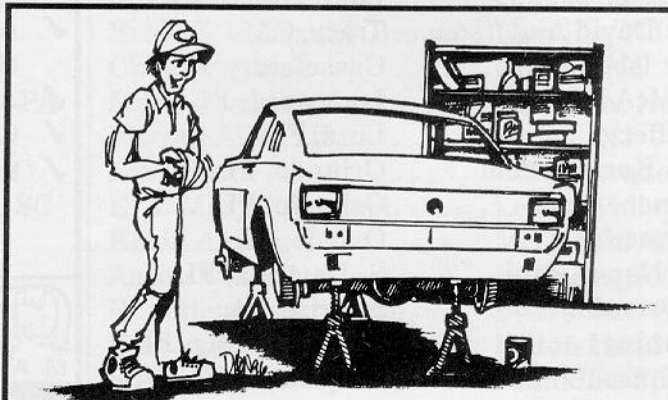
### Mustangs and "Loose Bolts"

One item that can make a car magazine seem absolutely complete is a cartoon featuring your favorite marque. MCA member and long time Mustang enthusiast Don Bolt will be unleashing his brand of Mustang humor via "Loose Bolts".

Be sure to check out each issue of this publication for pony puns and metal mayhem.

#### LOOSE BOLTS

by Don Bolt



"A New Year, a new interest and a new reason to go into debt!"

3:30 p.m. each Sunday. Future episodes will include restoration tips such as "color sanding for show", "rewiring", and "making gaskets", and features such as "427 Cobra", "Ford GT40", and "Mustang Boss 302 vs. Camaro Z28".

Tune in or stay in touch with all the My Classic Car news online at <http://www.myclassiccar.com>.

### News From SEMA

Many of you may not know that the Mustang Club of America is a member of the Specialty Equipment Market Association commonly referred to as SEMA. We regularly receive updates on the happenings within the automotive-related industry.

SEMA is extremely active in protecting the rights of car hobbyists as well as equipment manufacturers. Scrutinizing emissions testing procedures and vehicle scrappage legislation are among the concerns of this organization.

As many of you know, the EPA has issued a revised Federal Test Procedure (FTP) to check emissions levels of new vehicles. This procedure will test aggressive driving and acceleration as well as higher vehicle speeds. Since the new testing is more intense than the previous FTP, more expensive and sophisticated equipment is required. This of course means that the additional costs will ultimately find their way into the vehicle owner's pocket. (We're already dealing with this situation in Georgia.)

SEMA provided extensive comments to the EPA on the proposed FTP amendments which received a favorable response. A formal response to objectionable provisions, such as test-cycle requirements which are unduly severe or fail to represent real-world driving conditions will be prepared by

SEMA after the amended FTP has been carefully reviewed.

A bill late last year which proposed the use of federal tax dollars for state "cash for clunkers" programs was defeated with the aid of SEMA members. According to the December 1996 issue of *SEMA News* "Scrapage programs have remained somewhat in check because they have failed financially -- a federal subsidy would change that. ....SEMA is armed with solid ammunition for fighting scrapage legislation in 1997. Studies out of Florida and Ohio both conclude that programs aimed at scrapping older cars as a means to reduce emissions are misdirected. Meanwhile, a pilot project in San Diego, California, has been successful in retrofitting older cars with emission-reducing equipment as an alternative to scrapage. SEMA has achieved gains in other precedent-setting California scrapage programs to allow the recycling of parts and engines, the "rescue" of collectible vehicles, and has forced regulators to re-examine the real emissions impact of these programs."

### Safety Concerns

For some time, news has centered around the good and bad aspects of vehicle air bags. While they save many lives, these same instruments can be deadly to children and adults of smaller stature.

The following excerpt is from an article in the November/December 1996 issue of "Update" from the Coalition for Vehicle Choice:

"If you own a car or truck with air bags, here's an important message for you and your family. It's as simple as A-B-C: Air bag safety means -- Buckle everyone, Children in Back!

By now you've probably heard that air bags, while protecting adult passengers, can seriously

injure or kill young children. The National Highway Traffic Safety Administration (NHTSA) reports that, tragically, 30 children and several small adults have been killed by the force of a deploying air bag. In many cases, the children were riding in the front seat either in a rear-facing child safety seat or "out of position" - either unbuckled or not wearing the shoulder portion of the safety belt.

That's why children from birth to about age 12 should always ride in the back seat. Air bags inflate with such speed and force that they can hurt those who are sitting too close -- particularly children."

### On The Lighter Side

The following bit of wisdom was spotted in the Savannah Mustang Club's newsletter, "Hoofprints & Horse Sense" ---

Have You Noticed...? That ordering replacement parts for your Mustang and having children are alike? Neither comes with instructions!

### Mustang Museum

Don't forget to purchase your "I Support Mustang Museum" decal. These full color decals are available by sending \$5.00 along with your name and address to Mustang Museum Decal, c/o Penpoint, 432 Lakeshore St., Jasper, GA 30143. By purchasing a decal you will automatically be included in all future mailings of a quarterly newsletter devoted to news and information regarding this endeavor.

Clubs interested in selling decals at an upcoming event should contact Robert Dudgeon at (405) 376-3115 for details.