

Dear Mary Jean,

We agree wholeheartedly on the content of February's editorial. I, along with four other MCA members founded the Wisconsin early Mustangers in 1979. I served as president for three terms and am still the board chairman.

We were granted one of the earliest MCA Regional charters. Everything was going along fine until a person with a Mustang II wanted to join. How terrible would that be? We contacted the MCA and were told that only '65 to '73s were acceptable. At that time, the 3rd Generation Mustangs had been introduced. We figured interest in the breed would only be better than ever. We decided to allow the person with the Mustang II to join us.

After reaffirming their position, we withdrew from the MCA. I always maintained my membership and encouraged other WEM members to do the same. We grew rapidly through the 80's into the early 90's. At that time, we knew that the MCA was accepting any and all Mustangs. We decided to renew our charter, and are once again a Regional group of the MCA.

The main reason for this note is to remind others not to become intolerant. Old and new can co-exist. We learn a lot from each other. Plus, one complements the other.

Have a great 2008.
Dick Doria #3260

Mary Jean,

Please tell Charlie Jones that was a great article in the March issue. Finally

MCA is seeing that some of us want to drive. I have the utmost respect for concours cars but that is not me. I know most people go to an MCA show and are happy they can stay at the host hotel so they don't have to drive their cars and get them dirty. There is nothing wrong with that for some people, but I grew up driving Stangs. I tell most people my Mustangs are period correct and are street driven.

The Mustang can be made to fit anyone. From the family wanting dependable transportation to the all-out racer that wants to drag race or straighten the corners. It can be for everyone and how you enjoy it can be the same. I know a lot of your readers weren't around when we would cruise Main Street, but those were the best of times. Back then we didn't need someone else telling us if our car was good, because it was ours and it was the best out there.

Pass on to have more to do at MCA events than sit around and look at the cars.

Thanks,
Paul Johnson

Mary Jean,

I met you last June at the Mid-America Ford Meet in Tulsa, OK. I had a great time seeing all of the 1,200-plus cars, and taking my Satin Silver 2005 GT on the track at Hallett. The entire weekend was a blast with a lot of car candy to see.

I read our February Editorial with some amusement. I also have many friends who own Vintage Mustangs and don't seem to appreciate the newer

2005-2008 models.

I owned a '67 Mustang convertible my senior year in high school and through out college. Probably one of the worst choices my wife and I made was to sell it before moving to Denver in 1972. I loved that car. However, things happen in life, and we have to make choices.

We looked for a similar '67 convertible to restore, but couldn't find one we liked. I knew about the 2005's about one year before they went on sale. My wife asked, "Why don't you just buy a new one and have the instant gratification?" So, in November 2004, we placed our order and the rest is, as they say, history.

My point is, the newer Mustangs, with all of the updated technology and classic visual cues, are actually the "older" versions.

It's been said that "imitation is the sincerest form flattery," and I personally think in this case, Ford got it right.

Vintage Mustang owners should be thankful for all the attention as well.

I look forward to getting my "Times" every month.

Keep up the good work.
Dave Lassen #61173

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