

DEAR MARY JEAN,

I found the April item - "The Incredible Mustang Blueprints Find—A Glimpse Into History" a great article. Please include more topics like that in the magazine whenever possible. I do have one question that wasn't clearly answered in the article that concerns cars like mine. My car was built 3/19/68 and I had always wondered why some '68 Mustangs had different rear reflectors. Due to the info in this article, I understand that it was due to a strike. But the question remains, why the change? Did the factory run out of '68 model sheet-metal and have to use '67 sheetmetal?

Kelly Bryant

Hi Kelly,

Thanks for the comments on the Blueprint article. It was one of my favorites.

I'm printing your letter in hopes that our knowledgeable members will provide answers to your questions.

-mj

DEAR MARY JEAN,

I know this letter is a couple months late, but I had to respond to your editorial in the April issue about Pony Bill and Joey from New Jersey. That write up tells you how caring and amazing this hobby can be. My wife, Candie, is in need of a kidney also and has been on the transplant list since just after Christmas of 2007. She's been in dialysis treatments since 2005 and does that three times a week. Reading that article gives us both hope that there are caring and unselfish people out there that are willing to do the unheard of, especially in the Mustang community. Back in late

March, our local Mustang club, Mustangs of Burlington, held a benefit cruise in for my wife and raised over \$400 towards medical expenses that may arise from the transplant, whenever that may come. We both were very grateful for the club, and although I haven't been very active lately in it, we are very appreciative of all they've done. I look forward to seeing the story of Pony Bill and Joey (aka Speedfreak 87) in a future issue! Reasons like this make me glad to be part of such an awesome hobby and community.

Joe Dombrowski

DEAR MARY JEAN,

I just wanted to say thanks for including the series by Charlie Jones. I truly can appreciate what he is writing about. I am a new Mustang Club member here in New Jersey. I joined locally with the Garden State Region Mustang Club. I bought a 2007 Mustang GT last November. Finally, after looking at them since I was a teen in the 60's. The car is my daily driver, but I have taken it on as a project car also; investigating, planning and making modifications to it suitable for use on road courses like Watkins Glen, Lime Rock etc. I am lucky to be a long term member of the Porsche Club of America as well. As such, I've had the opportunity to participate for over ten years in their Driver Education events. End of May I will have the modified Mustang GT on the track at Watkins Glen. It'll be very interesting to see how it handles compared to the Porsche 944s and 911s I've owned. I still have my 944, but with over 100 track days, I thought it might be a good time to rest it for a while. Charlie's articles are spot on. On road courses,

power is secondary to braking and handling capabilities. That's why I have focused first on suspension upgrades for the Mustang GT, appropriate tires on larger wheels, as well as brake upgrades along with better brake cooling and high temperature race brake fluid. For driver ed events, safety is so important. Since I run in the advanced run group I installed a roll bar with shoulder harness bar and six point harnesses, as well as a 2 1/2 lb halon fire extinguisher mounted in front of the passenger seat. On track it's all about being smooth, understanding the cars dynamics and limits and your own limits. I'm still learning after all these years, different tracks and conditions are never quite the same twice. I can't wait to see how the Mustang GT does on the track. Maybe there'll be some HP upgrades in the future, but for now I think what it's got is just fine. I need to learn how to most efficiently use the stock 300 HP, don't over brake into the turns and be sure to be slow in fast out consistently. Please tell Charlie to keep up the articles. It would be great if more Mustang owners had the opportunity to learn to drive their cars on some of the most famous road course tracks in the world. Yes, right here in the good old USA.

Gary Hamilton

We would like to hear what's on your mind. Send your letters via e-mail to:

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