

A few months back we had the sad task of dropping one of our regional groups from the list of MCA-chartered chapters. This saddens us because we have seen the results of club splits before. The ostensible reason for this club dropping their MCA affiliation was the requirement that all local members also hold national membership. Their argument was that the twenty dollar dues they spent went for nothing tangible, and that to require all local members to be national members as well smacked of profiteering.

This is, of course, not the case. Most members have no idea of the cost spiral from which the car clubs in this country are suffering. In fact, a recent editorial in *Car Collector* magazine was devoted to just this subject. That periodical's editor suggested that different make clubs should get together to pool their resources in an attempt to eliminate duplicate services and effect a savings of critically-short funds. To suggest that the Corvette, Porsche, and Jaguar clubs should amalgamate their offices is like saying one can save on cage space by putting cats, dogs, and rats all in one big enclosure. It should also sufficiently illustrate the problem confronting the small marque club in this day and time.

The Mustang Club of America is in the lucky position of being a medium size club, with the potential to become one of the biggest, if not the biggest, car club in existence. This situation should save us from having to undergo the soul-searching problem of a depleted treasury. But no one in the club wants to see a local chapter "take their ball and go home" when we all are in the same "game": to preserve and restore America's first and foremost ponycar.

We cannot believe that anyone who is also a member of any other car club can beef about the cost of belonging to the MCA. Many, many other clubs are having to raise their dues to keep ab-

reast of inflation and very, very few of them are printing their magazines on a monthly basis. As we have said before, a monthly frequency is a very expensive proposition, which is why most car clubs avoid it like the plague.

The Mustang Club of America is often compared to a certain monthly magazine, whether unjustly or not. But the essential question is one of service. Is a commercial magazine going to put on a series of national shows for its subscribers? Is it going to formulate judging rules to administer at those shows? Is it going to distribute membership rosters to the members to foster better communication and fellowship? Is it going to offer free classified ads each month to its readers? The answer is no, because these things are not profit-making. That is the essential difference between a club and a commercial organization: the latter is in business for a profit while a club is in the club business for somewhat higher reasons. To dismiss the club because it does not do as good a job in a few small areas is to deny oneself and one's club the benefit of myriad other things, both tangible and intangible.

Lest you think this editorial is a tirade against a certain former regional group and/or a certain periodical, please believe it is not. In fact, we have gained five new regional groups since the loss of the one under discussion, so we do not anticipate the folding of the MCA in the months to come! We just hate to lose even one regional group when the benefits to them are so substantial. We are all seeking the same ends and should be able to agree on the means by which to achieve them. The fact that one club with, say, 5,000 members is more effective than one with 100 is undeniable.

We hold fervent hopes that this particular former regional group will see the error of their ways and petition

the national club for regional group status. It is our heartfelt belief that in the long run, tossing aside all thoughts of personal conflict and monetary limitations, such a move would be beneficial to all parties concerned. The bigger and faster the Mustang Club of America grows, the more it will be able to do for its members; there is no question of this. We must all work together to overcome whatever difficulties lie in our paths to achieve the ends which we seek.

Consider, if you will, that the Mustang's "father", Lee Iaccoca, was rebuffed several times by corporate powers when he sought to have what became the Mustang program approved. His perseverance paid off in the end and so will the perseverance of all who are involved in the Mustang Club of America. Let's all pull together and there will be no limit to the things we can achieve.

Now we would like again to ask the membership of the MCA to participate in the production of the *Mustang Times*. We seek any contribution from anyone on any Mustang subject. We know you Mustang experts are out there so how about sharing some of that knowledge with your fellow members? They would appreciate it and so would your editor. He has almost exhausted his limited knowledge of Mustang lore.

If you can't take the time to write something for the *Times*, a submission to "Paper Pony," "Pony Plates," "Horse Show," etc., is equally helpful. At the very least please drop us a note telling us what you would like to see in the *Mustang Times*. If you won't tell us what you want to see our feeling is that you've given up your right to complain about what you get! We need and solicit your help; please take a few minutes to let us know what's in and on your mind.