

# IN SEARCH OF MUSTANGS

As of this writing (February 20, 1981) there still seems to be a serious lack of participation in this project. The count now stands at about 700 participants. I'd like to offer a prize to the MCA member who comes up with the most VID information. Perhaps we'll work on this idea and put it to work.

One large problem is that members are not submitting the proper information. Many are sending just the serial number with no date or DSO numbers. Some send in just the date and DSO numbers with no serial number. Many are sending information off the assembly plate under the hood in the engine compartment. We need the complete information off the VID plate or sticker (also called the warranty plate) on the driver's door or pillar (depending on the year). If you've no VID plate or sticker, just the serial number will do. Many send lists of serial numbers, but no DSO or date. Please make every effort to get all the VID plate information, serial number, DSO code, and date or date code. These items are extremely important in the outcome of our project.

As the months of April and May roll in, there will be a change in my status and personal address. The latest date that I will be receiving mail at this address will be May 1, 1981. If you wish to correspond or submit VID information, please hold on to it until I've relocated and can offer a new address. Please send anything urgent to the *Mustang Times*, P.O. Box 47262, Doraville, Georgia 30362. Upon getting settled, I'll send for any letters that you may have submitted. I'll also keep MCA informed of my whereabouts. Please keep this in mind as any letters sent to 1094 Elk Street in Altus, Oklahoma, will not be received by me after May 1, 1981. Please do not forget this important message.

With my change in status will be a temporary halt in the project. The project will probably pick up around fall, 1981. I ask all of you to please understand and be patient. The results will be fascinating to most of you, I'm sure. In addition to extending this project, I plan

to spread the word to other publications on this project. As of now, this project is extended indefinitely. Please do not give up, results will begin to appear soon. We all must maintain a positive attitude about MCA and the *Mustang Times*. Things are indeed on the upswing!

I couldn't help but notice the letter from Satolli Glassmeyer of Ohio. I agree that the *Mustang Times* has suffered in the past, but the Mustang Club of America is just that, a club! You are not only paying for a magazine but a membership as well! Let's all pitch in and help Greg make the *Mustang Times* the best publication ever. It can't be done without everyone's help.

The Mustang Club of America is five years old and is still a relatively new club. Team work is the key to a successful club or organization. If you have an idea, restoration tip, how-to, you name it, send it to Gregory Wells and the *Mustang Times*. I can assure you, if it is a good idea, you can bet Greg will print it. If you are planning a restoration, take pictures as you go along. Write an article about it. Show the trouble areas and ways that fellow enthusiasts can save time and money. You can help others to learn from any mistakes you may make on your restoration. If you are a vendor, write about your operation and what you can offer the Mustang enthusiast. It not only helps the *Mustang Times* but your business as well. Show us your operation!

The bottom line is: Support MCA! Have some confidence in Greg and the new team of professionals that is involved in the publication of the *Mustang Times*. I have talked with many of you and have heard various views on the *Mustang Times*; most have been poor. If your membership is nearly up, please reconsider giving our new editor a chance, I feel sure we are all in for a pleasant surprise. The Mustang Club of America is our club; let's give it our all and strive for perfection! We can do it! Remember this: with that \$20 a year, you are not only getting a magazine subscription, but a membership as well.

With your membership comes responsibility so I ask all of you please to support MCA. It is the responsibility of all of us to recruit new members and see that existing members renew their memberships. The latter is not always possible, but we can try. With your ideas and suggestions, MCA can grow to the 5,000 member mark and beyond, and the *Mustang Times* will grow to be a very enjoyable and informative publication that we'll all be proud of. Enough said!

I would like to thank various regional groups for their participation in our project. VID information has been received from all around the world: Australia, Japan, Canada, Alaska, the Phillipine Islands, and from here at home. Some Mustangs were sold new in these foreign countries, others were shipped. Some Mustangs were meant to be sold in a foreign country but never were shipped over and these still have the DSO 90-99 meaning export! For T-5 fans, not much is available on this car. I've looked high and low for T-5 information, but it just isn't there. We'll not give up, T-5 owners, our search continues.

Another part of our search involves the One Millionth Mustang. This Mustang is out there somewhere! If anyone has information to relate, we'd like to hear from them immediately. Another interesting topic is the Two Millionth Mustang, built in the 1972 model year. Can anyone offer information on this Mustang? 1972 was also the year for the One Millionth Thunderbird!

Everyone is encouraged to get out and visit the wrecking yards and used car lots for VID information. There are Mustangs and Shelbys by the thousands out there, both privately owned and in wrecking yards. It is up to you to find them. In visiting various wrecking yards around Wichita Falls, Texas, I found over 40 VID plates! You can do it, too.

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