

### Date Dilemma

I am presently trying to obtain some information on a 1965 Mustang that I own. I am puzzled by the warranty plate data and how it relates to the model year and the equipment this car has. It seems that the car has the assembly date of a 1964½ but the body style of a 1965. The date code is 14H which I decode to mean August 14, 1965, as the first digit of the serial number is a "5" (5F07C260747). This is three days before official 1965 production began on August 17. This would mean that this car is one of the very first 1965's produced, if I understand it all correctly. The car does have a 1964½-style Eaton power steering pump.

Can you help with this enigmatic problem?

John Putnam  
Asheville, North Carolina

John, you are making the same mistakes here that a lot of people do. First, the official introduction date has little meaning in this context. Second, all 1964½ Mustangs were titled and registered as 1965s and carried only "5"s on the warranty plates. Only a few prototype Mustangs were built with "4" year codes. As far as the Eaton pump is concerned, and for that matter any and all of the features that are supposed to be indicative of a "1964½" vehicle, this is not a positive thing. A change was made to another pump during early Mustang production but Ford always used up the old pumps first. At one plant, they may have begun using the new style pump three, four, six months earlier than at another Mustang assembly plant. These are not black and white indicators, they are only features that typify early, so-called 1964½ cars.

Your car is just what it seems to be, a Mustang produced a few days prior to the official introduction date. This is standard procedure for any car company as they have to have cars in the dealers' hands at intro time so they will have something to show! We would further guess that your car should have a number of 1964½ features, such as a generator, non-

adjustable passenger seat, etc. Thanks for writing!

### Keep It In

After receiving the *Mustang Times* yesterday I sat down on the grass by my mailbox and hurriedly turned to the "Regional Group News." All right! It's there, my last letter as correspondent for the Music City Mustang Club. Do you know how that made me feel? I was thrilled when our president, Mike Whitley, asked me to do the job and I enjoyed it even though I worried about my spelling and getting everyone's name right — but no one complained. We even read it at our meetings for members that hadn't attended the month before. I hope Mike will give this job to someone else who will keep me informed as to what they've been doing. You see, I'm in Tampa, Florida now and all my friends are still in Nashville, meeting once a month and working hard to make "our" club a good one. I agree we don't need the minutes of their meetings but yes, I want to know what's happening in all the clubs, especially "mine!" Keep it in!

Donna Westerfield  
Tampa, Florida

### Tales of T-5

Since there seems to be a growing interest in the Mustang T-5 here is some information on two of these cars that are located at Ft. Knox, Kentucky.

The first of these is a 1965 fastback still in the hands of the original owner. The car was purchased while the owner was stationed in Germany. The car is a 289-4V with three-speed and disc brakes. The owner has all the original paper work that came with the car when he picked it up in Germany. The car is all original and has less than a one hundred thousand miles on it. No, the owner does not remember what type gas cap the car had. After the car was returned to the states the cap was discarded and a locking cap installed due to a problem with stolen gas. Both the owner and his wife seem to remember that the cap was a plain chrome or stainless type but can not give any greater detail. The bolts that

hold the filler neck into the rear panel are all in place and of the same type so it would seem that whatever type cap was on the car did not have the cable like the domestic models.

The other T-5 here at Knox is a 1966 coupe with a 289-2V and a four-speed. The car has the heavy duty suspension and quicker ratio steering like found on GTs, but no disc brakes. This car has had several owners so the original owner is unknown. It is all original and has not been modified in any way. Mileage on this '66 is 81,000 and from all indications is the correct mileage. Both of these cars could serve as good examples for anyone restoring a T-5, '65 or '66, back to original condition.

It should also be noted that anyone looking for a T-5 would do well to look for one of these cars around a military base. Most of these cars were sold to US servicemen stationed in Germany who were shipped back to the states when their tour ended. There have been a number of these cars here at Ft. Knox over the last few years. In some cases the T-5 badges have been removed for various reasons so you need to check VIN plates. Many of these cars have changed hands any number of times but they seem to stay in the area around the military bases. If any T-5 owner needs specific information on an item I will be happy to assist by checking out the cars located here.

Jon D. Miller  
Ft. Knox, Kentucky

### Classified Cars

The changes you have made in the *Mustang Times* are making it a publication in which all members can take pride. It is a statement that the Mustang Club of America has matured and that it is a viable and stable organization. A magazine is not a club nor does a magazine make a club. It does, however, represent the club and as a representative it should be one of the club's best salesmen for recruiting new members.

Please, however, exercise caution with the magazine and ensure that each issue is responsive to the member's needs to share club activities, to learn

the history of their cars, to appreciate the efforts of other members, and to gain technical knowledge. Don't let the magazine become overwhelmed with advertising to the exclusion of editorial content. The restriction of classified ads is a step backwards. Really, what can you advertise adequately in 30 words? Charge me a dollar or two but not a 30 word limit, please.

Overall, the *Mustang Times* has become an excellent magazine, one that properly represents the Mustang Club of America.

R. C. Halseth  
Livonia, Michigan

Your compliments are appreciated, as well as your displeasure at the classifieds limit we recently have applied. The reason we cut the classifieds down to thirty words each month per member is purely for the saving of money. Additionally, we have a tax problem with our non-profit status which prevents our charging for classifieds and giving them free, as I understand it. Might we suggest that if you find the thirty word limit too restrictive, then consider a small display advertisement? Quite honestly, with costs going through the roof, we have had to re-evaluate every page of the *Mustang Times* to see if we cannot generate income from it. Look at all the other clubs and magazines that you spend your money on — they are all raising their rates. We don't want to do this and our revised classified policies are just one way of helping to avoid the inevitable rise. Thanks for writing and for understanding our plight.

### Her Two Cents

This letter concerns the problems with the "Regional Group News" section of our magazine. You had previously asked for response to this and I thought I would give my two cents worth.

I generally enjoy reading information about the other groups. However, I do not care to read about the details of the last meeting or activity. After handling the national club mail for several months, I know that many of

the groups send a copy of their latest newsletter and then expect the editor to pick out the appropriate information for the group news. Many of the groups also send a copy of their secretary's report. Let's face it: reading the minutes from another group's meeting is just plain boring. Many times the minutes from our own group can be pretty boring, too.

As former secretary for the Georgia Regional Group, I know it is not easy to write something interesting for the group news. What I would like to suggest is that each secretary take the time to make a summation of the group's activities. Give such information as date, time, location, principal people involved, and a brief statement on the activity itself. This may possibly be interesting to everyone.

Teresa Vickery  
Lithonia, Georgia

### Boss Books

I am restoring a 1970 Boss 302 and would like to know if you can tell me what books will show me how to disassemble the body, fenders, doors, etc., and that will also show wiring diagrams. Thanks for any help you can give me.

Tim Stambaugh  
Lima, Ohio

Thanks for your note. You need to talk to a few of our advertisers! There are many different books we could recommend but we feel that the original shop manual is your best bet. This is not a hard item to find.

### Maturing MCA

It seems to me that MCA is maturing fairly well and I'm sure it will continue to improve. The *Mustang Times* is moving in a good direction, too.

My suggestions parallel some things already in the works, but are as follows:

Ads really improved my knowledge of what is available for restoration/improvement. But a more frequent change of content by advertisers would be an improvement.

Input from members on "things I've done or tried" is always interesting. For instance, on my 1969 Mach I (428CJ) a

change to the "export brace" and adding the "Monte-Carlo" bar were straight bolt-ons and made a noticeable improvement in everyday driving. It goes where you point it much better now. The anti-sway bar kit from Maier Racing and others is quality and fits well with a little welding. I used the 1 1/16 inch rear bar and found it almost too stiff (oversteer on all but softest of the three settings). The 5/8 inch bar offered would probably be a good addition to most Mustangs.

"What I would like to know" is an invitation to others to respond. How about some of those with fiberglass hoods? Did you use stock hood springs? Hinges? Latches? Did it hold up well after a year on the street? How about "override" or Traction-Master traction bars. Good for street? Were some "underride?" Share your experiences.

To me, some news of regional groups is interesting as some represent people and places I've known or lived. Perhaps a "what we're doing/what we've done" summary would be more interesting than just club minutes.

Reprints of exceptional articles (with permission) from sources such as *The Shelby American* would be OK, too. Most of all, let's try to keep a positive attitude.

Jerry Carroll  
Morganton, North Carolina

Thanks for giving us your views, Jerry. As you say, some of these ideas are already in the works, for example, the reprints from other publications. And you probably know that we have been exhorting the membership to share all those little technical tidbits they have discovered over the years.

As for your admonition to "keep a positive attitude," you can be certain that we will. We've printed some of the correspondence from dissatisfied members for several reasons, not the least of which is that it makes for interesting reading. And it cannot hurt the club to know exactly what the complaints are. In fact, we feel that this sort of thing can only help the MCA become a better and more responsive club.