

Ambassadors Both

I just wanted to take time to say what great ambassadors of good will Bob and Teresa Vickery are for the Mustang Club of America. They are both enthusiastic, friendly, and special people. I have seen them smooth many ruffled feathers and in general go that one step further to make people feel good. We don't know them real well but I do appreciate the many times they have made us and many others feel better about the club and what is trying to be accomplished with steady improvement. I don't mean to put anyone else down because there are a lot of nice people we have come in contact with.

And while I'm handing out praises let me say the new format of the *Mustang Times* is 1000% better. Keep up the good work.

Barbara Lamb
Musella, Georgia

His Nickle's Worth

I see from some of the letters in the recent "Mail Bag" that it is once again open season for shots at the MCA and *MT*. It is so easy to write a letter damning something rather than praising it. I applaud the open attitude which allows these letters to be printed in the *MT* for folks to vent their feelings. I am not writing to complain, rather look at some of the positive points of the MCA and *MT*.

I am the president of CSCRMCA and the regional group director but am writing as MCA member #2448. When I was recruited into the MCA the *Times* was one of the aspects I liked the best. I never imagined that I would drive half way across the country to attend a car show. The *Times* was a link to the national organization which allowed me to participate in activities, if only by reading about them. Since that time I've gotten completely hooked and last summer I *did* drive half way across the country to a car show. The *Times* caught my interest and kept it at high level.

Since November, 1979, I have been writing the CSCRMCA newsletter for the *Times*. In that time span I have missed one issue due to sending it in too late. It takes a small amount of time

and effort but the good response we get from our local members makes it more than worthwhile. People like to see their names in print and their interest is heightened by seeing local activities receive national coverage. After all, we are a national club composed primarily of local groups. If the MCA fails to maintain local interest than it will fail nationally as well. I am no writer but I do the best I can. If someone finds my letters fail to interest them, my advice would be to spare themselves the pain and don't read it. I see the "Regional Group News" section as not only interesting but vital to the purpose and growth of the MCA. To delete it would seriously hurt the local organizations.

The monthly frequency of the *Times* has been discussed before and here is my 5¢ worth (you can't get anything for 2¢ anymore!). With the continued growth in Mustang clubs and activities there is more information which needs to be passed along. The monthly format now used gets the word out in a timely fashion. The classified ads would be nearly useless in a bi-monthly or quarterly issue since the information would be so old. Imagine deciding to sell a car in April and having your ad come out in the June issue. That kind of time lag would be too much to deal with. Monthly issues and first class mailing make the *Times* what it should be, a useful means of communication. To go to a bi-monthly or fewer issues would be one giant step backwards.

Craig R. Zion
Columbia, South Carolina

Thanks, Craig, for your input. We should note that you are probably the most prompt with your regional group news. If they all came in as regularly as the CSCRMCA's news did, we'd have no complaints. Believe us, they do not. It also would help if the correspondents would write their pieces to be as interesting as possible; many are just abbreviated minutes and lists of coming events. This does get boring to the average member. As you can tell from this month's "Mail Bag," the opinions are running toward the keeping of the "Regional Group News" section.

As for the frequency of the *Times*, we need to make it clear that we have no plans to change it at this time. We just wanted to point out that this is a very expensive format that does not allow a lot of time for in-depth research by the editor. Quite frankly, we have our hands full just getting a forty-four page issue out every thirty days. If the membership demands that we go to a different format, for whatever reasons, this is a possibility. Certainly your thoughts on the subject are valid points and we appreciate receiving them.

News: Yes!

I am responding to the question of whether or not to continue the "Regional Group News" in the *Mustang Times*. Although I feel that most national members have a special interest in the Mustang as a superb automobile, I also feel that a national club has the responsibility of collecting and dispensing regional news and functions. Therefore, I am suggesting that the *Mustang Times* unite these ideas to please both the car owner/enthusiast and the club member. Granted, Christmas parties are not a turn-on to the readers of the *Mustang Times* so could a word limit be enforced from each regional writer? Possibly this enforcement would keep the news pertinent and informative to the reader.

I feel that as national members we need a choice — if some members do not choose to read "Regional Group News" — fine, but it is nice to be knowledgeable about other Mustang clubs.

Debbie Van Hook
Decatur, Illinois

A word limit would be of little use, as the problem is getting them in. After getting them in, it's getting them interesting that is the real problem. Thanks for writing!

Long Island Sounds

My opinion is that you should publish a bi-monthly or quarterly magazine with more color, content, bulk, and with better paper, rather than the present monthly format. Otherwise, I

think you are doing your best. Keep up the good work!

I wish there were a chapter on Long Island.

Thomas B. Lierse
Commack, New York

Since we have covered the pros and cons of this topic before, we'll just say thanks for writing. Your vote has been recorded.

Why not start the chapter on Long Island?

Numbers Numbing

I have finally got around to submitting my 1967 coupe in the "In Search of Mustangs" project. The VID plate is as follows: warranty number 7T01T297536, body 65A, color I, trim 2A, date 10V, dso 13, axle 3, trans 1.

I have been unable to decipher the codes, except for the engine (a 200 cid six-cylinder), the trans (a three-speed), and the rear end (3.20:1 ratio). Can you help uncode the rest of the data, such as the date (what is 10V), district, assembly plant, and so on? Thank you very much if you can.

Joseph Bossert
St. Leonard, Maryland

Thanks for your note, Joe, which originally was sent to Jim Smart. We'll be glad to decode your plate. The 65A body is a two-door hardtop with bucket seats, color is lime gold with black trim. It was delivered out of the New York district as a regular production unit (not a special order). The car was the 197,536th Fairlane, Falcon, or Mustang built at the Metuchen, New Jersey, assembly plant for the 1967 model year.

As for your date code, let us discuss the difference between model year and calendar year. A manufacturer's model year usually begins in July or August of the year before the model year (i.e., 1966 for 1967 models). This is when the assembly plants have to begin building the cars in order to have enough to meet the demand after introduction time. This is also necessary to "fill the pipeline," that is, to start cars in the shipping process from plant to dealer. With the

first Mustangs, introduced on April 17, 1964, as 1965 models, production commenced on Monday, March 9, 1964. With the 1967 models, which were introduced on September 30, 1966, the date production began at the plants would have been August, or possibly July or September and depending on the plant. So a 10V date code on a 1967 Mustang would mean a production date of August 10, 1967, fairly late in the model year. John Putnam's date code of 14H (see last month's "Mail Bag") on a 1965 is August 14, 1964. Why? Ford used the letters A through M (excepting I) for January through December of a model's first twelve months of production. For models whose production exceeded twelve months (as the 1965 models did) the letters N through Z (excepting O) were used in the date code. Generally, model years will not run too much over twelve months, say thirteen or fourteen months or so. This is often caused by the popularity of a given model or of the late arrival of the next year's model changeover.

You did not indicate, Joe, why you were having difficulty deciphering your warranty plate, so we'll take this opportunity to make a recommendation to you and all the others with the same problem. Jim Osborn's Automotive Literature has recently published a "1964½-73 Mustang Vehicle I.D. Decoder" which has all the tables and instructions as Ford issued them for deciphering Mustang warranty plates. You should be able to get a copy from virtually any one of our advertisers and it will solve your puzzling problem.

Burns Him

I am writing in regards to the letter in the April, 1981, issue of *Mustang Times* by Ernest A. Whithers, Jr., to say that I personally feel that he should still be allowed to display his car at Mustang Club of America meets but his car should not be judged in any of the present classifications as it is not a completely authentic Mustang. Also I feel that taking a Chevy motor and putting it in a beautiful car, like a Mustang, is like a putting a Volkswagen motor in a Cor-

vette.

It really burns me up to see someone take a beautiful piece of machinery and ruin it by admitting that they personally feel that the Chevy motor is superior to the Ford engine when it is really scraping the bottom of the barrel to use a Chevy engine in a Mustang.

I am sure that many other club members must feel the same way I do about this which is why I have written this letter.

Thank you very much for listening to my opinion on this matter.

Ray Ford
Leamington, Ontario, Canada

One point is missed: the Withers car is supercharged and it is a fact that it is far easier to huff a Chevy, due to the much larger availability of Chevy blower drives and manifolds. It's too bad that you haven't seen this car, as we did recently, because it's put together like an F-104. You don't win "Best Engineered" out of a reputed 5,000 cars without having some kind of "unruined machinery."

As the rules presently stand, the Withers car will not be judged at MCA events. And so far our mail has been overwhelmingly in favor of keeping the rules as they are. Thanks for writing, Ray! Oh, by the way, putting a VW motor in a Vette sounds like a great idea to us; it would keep those plastic car drivers a bit more humble!

Disgusts Me

I just finished reading the letters in the "Mail Bag" section of the April issue of *Mustang Times*. Immediately I felt the need to voice my opinion of the Mustang with the Chevrolet engine.

There are rod shows, custom shows, and street machine events where people of this type can show their cars. Therefore it is my belief that only "full-blooded" Mustangs should be shown at MCA events!

It is bad enough to see an older model Ford with a "Brand X" engine, but to see this happen to a Mustang disgusts the hell out of me!

Bobby Spedale
Baton Rouge, Louisiana