

## Meet Memories

The May issue of *Mustang Times* was of special interest to me and my wife as we had the privilege of attending the Eastern Nationals in Columbia, South Carolina, on Saturday May 8, 1981. The comments by editor Gregory Wells were especially interesting. It took us five hours, by interstate, to reach Columbia on Friday evening. We wanted to be there bright and early Saturday morning because we only had one day.

We arrived at the Columbia Mall Saturday morning for our first Mustang show and we were not disappointed!! We thoroughly enjoyed the display cars from the "Pony Cart" to the Mustang wagon. It was great to see the results of much hard work and time spent vying for best of show.

As Mr. Wells said, the weather on Saturday was overcast but I found this no problem for my camera. I took a roll of thirty-six pictures with excellent results.

All of the vendors had good displays. Some were doing a brisk business. I was surprised to see vendors from as far away as Michigan and California. I was a little disappointed that some vendors from closer areas were absent.

The only thing that might have been an improvement would have been the presence of some shade trees. I recently attended an antique car show here at home. It was held near a parking lot where there was a large shaded area.

All in all it was a great meet. It was our first Mustang show but it certainly will not be our last!

The *Mustang Times* is improving with each issue and special thanks are due to each and every one that has a part in getting the magazine together and into the mail.

John W. Pace  
Orange Park, Florida

## Engine Enquiry

I read with interest the letter from Mr. Withers in the April issue. My questions are concerning the organization's positions in regards to the following:

1) The switching of a Mustang's engine to another Ford engine of the type

original to the car (a 289 for a 289, a 200 for a 200) though the replacement engine may have come from the factory in a Fairlane or a Falcon, for example.

2) The substitution of a Ford engine not the same as called for on the warranty plate (a 289 for a 200, for example).

Pursuant to question 1), to what extent is it possible to ascertain that an engine is original in a particular car?

Dr. Charles M. DeWitt  
Harpers Ferry, West Virginia

**Thank you for your pertinent questions. As far as the club is concerned, there will not be point deductions for the replacement of an original engine with one of the same specific type (289 HiPo for 289 HiPo, 289-2V for 289-2V). With the exception of a few of the high-performance models, such as the Boss 429, it is not possible to determine whether an engine is original to a particular car if the type does match the warranty plate info.**

**As for your second question, points will be deducted if the engine type does not match the specific engine code found on the warranty plate. These cars will, of course, be fully eligible for judging at MCA events.**

## Pony Puzzles

One of the consequences of the recent discussions of what is and isn't wrong with the club and the magazine was to prompt me to turn my good intentions into action. I think we agree that the main function of the magazine is to allow Mustang hobbyists to exchange information, and that the information has to come in large part from the members themselves.

In this spirit, I am enclosing three short articles on Mustang repair and restoration based on my own experience. You may use them as you see fit.

For many of us in areas outside those in which there is a local Mustang group, the only effective participation in MCA is through input to, and output from, the *Mustang Times*. I have a suggestion for increasing this sort of participation in the magazine. It is to start a column where questions are sent in by readers

and responses from other readers are published in a following issue. For example, I have several questions that I can't seem to find the answers to in the usual sources:

1. Where can one get the plastic or rubber plugs for various holes in the body and floor panels?
2. Does anyone know of a source for plastic carburetor linkage parts (or a fix for broken ones)?
3. What are the correct colors for the valve covers, air cleaner, engine block, etc., for the various 1964½-65 engines?
4. What do you do about establishing a value for your car for insurance purposes, and how can you obtain adequate insurance for a Mustang that is used daily, as opposed to a show car?
5. Has anyone had experience (good or bad) with the various auto theft protection devices available?

Finally, a comment concerning the car photos in the magazine. Even to my untrained eye, some of them are not very good. Perhaps you could get a photographer to give us all some tips on taking flattering photos of our cars. This could outline the basics of lighting, composition, background, etc., as well as the characteristics necessary for good reproduction by the magazine's printing process.

Peter DeGroot  
Corpus Christi, Texas

**Thank you for your letter and its many excellent suggestions.**

**We'll suggest that the "Mail Bag" will suffice for a question and answer column and readers are invited to respond to any of the questions you have raised here.**

In fact, we'll answer one of them here, number four. Most insurance companies in the old car field insure only for limited use. These policies are generally on a stated value basis. Regular use policies do not concern themselves with a valuation until the time comes to analyze a claim. In the case of an early Mustang, what this means is that a small repair bill will be utilized by the company to "total" out the car. When faced with this situation, one should engage the ser-

vice of a licensed old car appraiser. These people, though very few in number, do exist and will almost never be found anywhere near a car dealership. What we are trying to say is that a dealer's appraisal of what a car is worth is plain worthless. A licensed appraiser who has been certified by the courts to be an "expert witness" cannot have his opinions as to value dismissed easily by your insurance carrier. This is the way to establish an insurance valuation on any old car, not just Mustangs. The appraiser should view the car and not just appraise it through pictures or over the phone. Expect to pay approximately fifty dollars for the appraiser's services.

If anyone has difficulty finding a certified collector car appraiser, send us a SASE and we will provide the name and address of one in our area.

In regards to the photos, Peter, we have been using pictures sent in by members and we are happy to get any at all! We will be taking more and more of the pictures which appear in the *Times* ourselves as time goes by, but for anyone planning to contribute we offer the following suggestions: Use Kodak Plus-X black and white film, ASA 125. Keep your background as simple as possible to highlight the car. Clean your lens and use a fresh battery in your camera at least every two months regardless of what the battery check says. These tips would greatly improve most photographer's results and would maximize the reproduction of them in the *Mustang Times*.

We look forward to receiving reader replies to the rest of your questions, Peter. MCA, will you respond?

### Confounded Codes

First, let me say that I appreciate the changes in *Mustang Times* that have occurred in just the short time I have been a subscriber.

As a novice at trying to rebuild old cars and at reading publications such as yours there are a few terms I have encountered that I cannot decipher. Your assistance in the form of an interpretation would be greatly appreciated.

What do "NOS," "SASE" and "VID" stand for as commonly used in your magazine?

Thomas Marshall  
Marietta, Georgia

Sorry, Thomas, we sometimes forget that these aren't acronyms that everyone knows. "NOS" means "new old stock." These are parts that were made by Ford (or any car's manufacturer) during or just after the Mustang's production. They would be old parts but unused old parts. Hence, new old stock. Most don't consider old, unused aftermarket parts (not made by the car's manufacturer) as NOS, but use the term "NORS" for "new old replacement stock."

"SASE" means "self-addressed, stamped envelope." "VID" means "vehicle identification number." Thanks for writing!

### Coded Colors

I have a 1965 Mustang GT convertible with the following information on its warranty plate: warranty number 5F08A804323, body 76A, color R, interior trim D6, date code 27U, dso 22, rear axle 1, transmission 1. My problem is the D6 interior trim code. I know that the R color code is Ivy green, but I can't seem to find any reference books that can explain the D6 interior trim. Can you help?

Billy Keller  
Richardson, Texas

We think so. Notice that this is a very, very late 1965 Mustang produced at the Dearborn plant. You may know that the trim codes for 1964½-65 units consisted of two digits, such as 25 (red vinyl) or 66 (black vinyl). For 1966, Ford went to a letter and a numeral, such as your D6. Using the 1966 data, this deciphers to a Parchment interior with black appointments teamed with standard bucket seats. This is what is meant by your code follows from the car's late (July 27, 1965) production date. It is not unrealistic at all to suppose that the assembly line had already gone to the new trim codes. It is

interesting to note that this combination is not shown as being an allowable one; the table shows a black interior and Parchment with Ivy gold appointments as the "Recommended" choices for an Ivy green exterior color.

Thanks for writing!

### More Pony Pix

I received information about the club a while back and wrote the national headquarters for an application and sample copy. I got a copy of the January, 1981, issue of the *Mustang Times* and I think the magazine is great! It sounds like some people don't think so, though. I do have one suggestion for the *Times* and that is to put more pictures of members' cars in it. You will certainly receive a photograph of mine when it is finished and possibly also some photos of the restoration process itself.

Dennis Reed  
Ontario, Canada

Dennis continued on with a "Tech Tip" for us and we appreciate it. Dennis, you may have seen the feature we started called "Horse Show." This is exactly what you are suggesting, if we understand you correctly. Thanks for writing. We hope you continue to enjoy the *Mustang Times*.

### Our Best

Gregory, I would like to send a letter of praise to *Mustang Times*. It has shown a great improvement since you took over as editor. I have been very satisfied with the magazine, and have no complaints. The next time some of you readers start criticizing the *Mustang Times*, stop and think: Just what have you done to help the staff or the club? Always remember that an organization is only as good as the people behind it. The staff of *Mustang Times* is doing their best and they need your support. This is your club and it is only as good as you make it.

Gregg Turbeville  
Georgetown, South Carolina