

### Problem Plastic

I have some plastic interior parts which appear to have some sort of chrome plating on them. Well, this plating has worn off with wear and age. I took them to a rechroming shop but they couldn't help. If you can offer any help, it would be greatly appreciated.

Doug Elliott  
Frenton, Michigan

Doug, this "chrome plating" on plastic is one of the biggest problems faced by the restorers of later-model cars. There is simply no solution at this time.

This plastic chrome is applied by a process known as vacuum metalization and requires a great deal of equipment that is not available to the home restorer. Additionally, the process usually will not work unless it is applied onto new plastic parts.

A very few people can do this work, but I've only heard of a bare handful and none wanted any names mentioned. Some people have good luck with stainless steel tape or aluminum foil if carefully and tediously applied. Compound curves are out of the question, so this method will only work on a few parts. The other resort is the best silver leaf or paint you can find. The last resort is a NOS original part or a new reproduction.

Thanks for writing and hope we've shed some light on a depressing subject.

### Corn Ponies

I live in Iowa and have been looking in the *Mustang Times* for the address of

a local pony club. Finally I heard about it by word-of-mouth, and am submitting it to help out some of the other Mustang collectors in the Tall Corn State. The thing that really bothered me, was that you didn't have it in your list of clubs. I realize that this is not your fault but other members should be responsible and get this information to you.

Mustang Club of Central Iowa  
1208 E. 13th Street  
Newton, Iowa 50208

Please include this in with your other club addresses.

Kent Hildebrand  
Traes, Iowa

Kent, unless this club is a regional group of MCA, it wouldn't be listed in the "Regional Groups" listing that appears in the back pages of each issue. We're happy to be able to print their address here, though, and hope that the group will consider petitioning for an MCA regional group charter. We'd love to have them. Thanks for writing, Kent.

### Engine Enigma

Which engine is more valuable in stock condition, a 306 hp 1065-66 Shelby 289 or a Boss 302? As I have the choice to buy one or the other, I am interested in this question. Unfortunately, I can't buy both!

Greg Vannoy  
Hopewell, New Jersey

You don't bother us with the easy

ones, do you, Greg? Since the 302 engines were quite popular on the race tracks well into present day, we'd have to say that the Shelby Hi-Po would be rarer and therefore more valuable. We will not put a price on either engine and will point out that in certain circumstances the choice might be just the opposite. Thanks for your note and hope you get your engine.

### Joy To Drive

I would like to comment on your editorial in the May, 1981, issue of the *Mustang Times*. You touched on a very good point concerning the trailering of cars to meets. One of the greatest pleasures in owning a Mustang is in driving the car! I have a 1965 Mustang 2+2 six-cylinder in excellent shape. It doesn't have power steering or power brakes, but it is still a joy to drive — even after 150,000 miles. I don't drive it every day, but it is driven regularly. A Mustang is fun to drive, so tell it like it is!

Fred L. Hannon  
Oak Ridge, Tennessee

### Fray Joiner

Regarding several topics that you and the membership have been discussing in the last few issues of *Mustang Times* I thought it is time to join the fray. Well, maybe not a fray, but at least a discussion.

On the subject of modified Mustangs that are not pure Ford, i.e., engine and power train. I agree that these cars should not be judged or recognized by

## KRUSE INTERNATIONAL

# 1981 KRUSE INTERNATIONAL SALE CALENDAR

(Write or call for information)

### August 15

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### September 5, 6, 7

11th Annual ACD Labor Day Collector Car Auction held at the DeKalb Central High School, Auburn, Indiana. One of the world's largest.

### September 19

7th Annual Twin City Collector Car Auction, Minnesota State Fairgrounds, St. Paul, Minnesota.

### September 26 & 27

Jimmy Greenway's 2nd Annual National Corvette Auction at Greenway Chevrolet, Bowling Green, Kentucky.

### October 17

4th Shenandoah Valley Sale held in the Tri-City Area of Tennessee.

### October 24 & 25

8th Annual Kansas City-Topeka Collector Car Auction, Sunflower State Fairgrounds, Topeka, Kansas.

### November 7 & 8

9th Annual Greater Dallas-Ft. Worth Collector Car Auction, Centennial Building, State Fairgrounds, Dallas, Texas.

### November 28

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### January 2, 3, 4 1982

11th Annual Southwestern United States Collector Car Auction, "Scottsdale, '82"

### February 27

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### March 13 & 14

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### March 20 & 21

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### March 27 & 28

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MCA. As another member pointed out, there is an adequate number of clubs that cater to the modified car owner. These clubs provide more than adequate opportunity for the modified car owner to display and receive the recognition desired for these modified vehicles. Since the purpose of MCA is to preserve the Mustang as Ford built it I don't believe it must go so far afield and recognize these non-Ford equipped Mustangs. As a matter of fact I have mixed emotions about any modified Mustang. Better leave that one alone! However, when I first started with collector cars 25 years ago, there were sure a lot of good Model As that got butchered in the name of modification and building a better vehicle. The same has and is happening to Mustang. To recognize these modified cars is to condone modification and the reduction in good collectable Mustangs. There is no question that some modifications are well executed but the majority are abortions and only destroy good vehicles.

Your point about the use of the word "classic" is well taken. Go to any collector car auction and everything that crosses the block is a "classic." If calling his or her Mustang a classic makes the owner feel better, so be it. All that one does by calling a particular car a classic, when in fact it is not, is to announce to the world a lack of understanding of the hobby (not to mention ignorance!) The word "Classic" has been well defined, and long before the Mustang was a gleam in Ford's eye. The MCA does not need to lower itself to the level of some other collector car clubs in order to gain a false respectability for the Mustang. The Mustang can stand on its own merits. Your point about a Milestone designation is right on target. That is the direction the club should work if the membership believes some type of title is needed to further recognize the

Mustang. It probably sounds good at the Country Club bar or the Womens Afternoon Bridge Club to say, "Why, yaas, we own one of those fabulous Mustangs, its a Milestone car, don't you know." If that is what turns us on let's go for Milestone status; at least that makes sense.

Keep up the good work. The magazine has really improved with each issue.

Jon D. Miller  
Fort Knox, Kentucky

Thanks for your letter, Jon. Our biggest problem with banning non-Ford powered Mustangs is that it is an inconsistent policy. The club's position should be either it will allow any type of modified Mustang or it will not. Drawing the line after certain modifications have been performed just doesn't make sense to us. To use your example of the Model A Ford, those clubs which judge these cars do not allow non-factory modifications of any sort without deducting points. These views are the editor's personal opinions, of course, and are counter to the prevailing MCA national rules. We feel that if modified Mustangs are allowed and are judged, then non-Ford drivetrains should be allowed in the modified classes.

### Latest Receipt

I am in receipt of the July issue of the *Mustang Times* and must write to say that you and the staff have done a fantastic job with this publication. I especially enjoyed the "Tech Tips."

As you know, the *Mustang Times* was our number one priority for 1981. Keep up the great work.

Sam Bright, Jr.  
Chairman of the Board