

Letter to Teresa

I hope you don't feel badly about Mr. C. Marc Shirley's, R.Ph., overly personal comments about the July issue of *Mustang Times*.

Unfortunately people like him do exist. They are (happily) a small minority of the human race. I liked the article and am certainly not upset by the photograph . . .

I ought to think that Bob is very proud of you and your shared hobby. Hobby is an understatement, since you and Bob do so much club work . . .

The whole atmosphere of cars and clubs is to be light, not serious . . . After all, we aren't a church body.

Thank you for the fine reprint of Deb Jauron's newsletter on our show . . . The *Mustang Times* is extremely fair in reprinting Shirley's letter. I wouldn't have.

David R. Spry, MCA, MCA Judge (3), BS, MS (Biology) EMT-A (II), USMC, illegible, BBB Hon. Soc., nice guy, etc. (Oops! Almost forgot MACH I)

Omaha, Nebraska

The Editor, who shares Mr. Spry's feelings about "flouted titles," tried unsuccessfully to discern what was meant by the letters after Mr. Shirley's name. The closest to be found by the Reference Department of the Atlanta Public Library was Registered Pharmacist, for which the correct letters are R.P.

Didn't See Picture

Was just reading in the September issue and right at the front came across the heading "75,000 attend Car Craft Event." Immediately I thought to myself, boy this was some Mustang event and then went on to read that the word Mustang was not even mentioned. Why, pray tell, was the article put in "Our" magazine. I noticed that Camaros were mentioned so I would suggest that you join a Camaro Club and write a magazine for them.

James B. Runnion
Newport, Tennessee

Modified!

My name is Howard Watts. I am the vice president of The Music City Mustang Club Regional Group, and I am sick of looking at stock Mustangs.

I have never seen but one American car that needs or wouldn't stand any modifications and that was the most complete car ever built, the A C Cobra. Mustangs were made and sold on one idea, a car that was in stock form, fun to drive, the personalization was impressed upon all prospective buyers. From the very beginning, there were more after market modified goodies for your Mustang than the factory had time to think of.

If we can't personalize our cars the way we want them, then why not walk, and save the money spent on a box stock rubber stamp?

I must admit, I was thinking of getting out of the club altogether because everyone seemed obsessed with stock or nothing at all. My wife and I bought a

new '68 GT 350 in Feb. of '68. It was stolen in Sept. of '69. So, we ordered a 1972 Mach 1 351 CJ-Four Speed, which we still have. From day one, both cars to us weren't much until we got them the way we wanted them. If we had to drive that '72 the way Ford and the U.S. Government had built it, I would give it away. Stock is fine, but don't try to tell me my modified isn't.

Modified is personalized! I say "right on!" to the people who build their cars the way they like them and not so the rubber stamp crowd will accept them.

Come on, modified owners, it's time we stopped standing in the shadows of perfect showroom originals as second best. Get those cars off the trailers, too! Let's compliment those stock steeds with the Hot Breath of Personalized, True Hi Performance. Maybe there's hope for our club yet! Keep up Modified Portfolio. Show people Modified isn't a dirty word!!!

Waiting to see,
Howard, Donna, Troy, Jeff

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"Although there is nothing terribly unique about my red 1965 fastback, like most Mustang owners, I am extremely proud of it," writes Diana Eubanks of Smyrna, Georgia. "My father restored it about three years ago and gave it to me on my sixteenth birthday."



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