

Another Pony Lost

Our son's Mustang was stolen from a Berkeley, Calif. street the first week in February. We are trying to inform as many sources as possible to look for this car, and we would appreciate your assistance. It is a 1966 Mustang Convertible, Flame red body, black top, new rear window, G.T.O. black stripes, black interior, new front seats (redone), Rally-pack, four speed racing transmission, tachometer - clock, 289 engine, V-8, R.K.T. 280 (Calif. license), engine no. 6R0-A118144.

Markings: dent in front license plate cowling; front right fog light removed, but in trunk.

Thank you.

Mrs. C. M. Jorgensen
21171 Saratoga Hills Rd.
Saratoga, California 95070
(408) 867-9418

New Group?

I have been a member of the Mustang Club for about 1 year. I own a 1966 Mustang coupe.

In reading the *Mustang Times*, I have found that there are not any regional groups on the West Coast. I am interested in forming a regional group on the West Coast. If there are enough people interested in having a regional group here, I would like to have them contact me.

Any Mustang members interested in forming a regional group may write Melvin D. Hess, 125 So. Taylor, Hemet, Calif. 92343.

Melvin Hess
Hemet, California

Not Much To Do

One day, with nothing better to do, I was reading the past *Mustang Times* and the annual club membership book. I noticed that many people on the staff and prominent club personnel are not listed as members. Especially husband and wife where the husband is and the wife not or versa visa. That leads me to the question, are prominent personnel immune from paying club dues?

Cliff Sodemann
Milwaukee, Wisconsin

While no one is immuned from paying dues in MCA, memberships in the club are considered family memberships since we are a family oriented group. As an example, if you are married, your wife is also considered a member of the club even though your name only is listed. If you have children living at home, they too are considered members of the club. Since we encourage family participation, it would not be proper to make each individual of a family pay the \$20 dues. Rest assured, somebody pays ... even officers!

More About Sports Sprint

In response to Tom Black's letter (Jan. 1982), I enclose copies of the window sticker and bill of sale on my wife's '67, equipped with Sports Sprint. As she is the original owner, I can assure you of the accuracy of this data. "1967 Mustang Hardtop, Springtime Yellow, 390 4V V8 Engine Sports Sprint, including wheel covers, chrome plated air cleaner, rocker panel mouldings, functional louvered hood, GT equipment group, 3 speed manual heavy duty, Firestone tires, AM radio."

These documents bear out the functional louvered hood as available other than as a part of the exterior decor group. This car, like Tom's, was built at Metuchen, N.J. and came with a '66 type jacking instruction sheet. I have replaced it with the proper '67 sheet to stave off judging hassles in the future.

This car is also equipped with chromed valve covers, dipstick, and radiator cap. I am not sure how the chromed dress up engine kits varied from engine to engine size; these items were factory original on the 390. The Sports Sprint on a 1966 200 six I own has only the air cleaner and oil cap chromed.

My production date is 10D, so maybe the N.J. plant used up the remaining stickers before using the proper ones. I hope this data will add to the great amount of facts you have already gathered, as we all try to learn more about the most enjoyable car to own and drive that was ever built.

Bill Rodgers
Pleasant Grove, Alabama

Baffled

I am the owner of a 1967 Fastback which I have been restoring for over a year. I have recently purchased a headliner and armrests, but they are a lighter color parchment than the seats and door panels. This is a mystery to me. Could you help me out?

Another problem I have is locating the side panels by the back seat (with air vent and the one below it). The panels I have are cracked and beyond repair.

Craig Szabo
Wellesley, Massachusetts

The headliner and armrest probably are reproductions of the originals. Reproduced items are normally very close to the original color, but can be a little lighter or darker. With the new items being off a little and yours being 14 years old, there is a possibility that they won't match. When replacing an interior, purchase your materials from one vendor all at one time. Different run numbers on material or carpet may or may not match perfectly the run before or the run after. A "Wanted" ad in the *Mustang Times* is a good way to locate your needs.

Wants Low Down On Ivy

I love our article (January issue) on Ken Stange's Ivy but found myself frustrated for more information. He stated that the car was stripped of its original enamel paint and a lacquer paint applied. My question is how was the old enamel removed (I can assume that it was sand blasted) and exactly what paint and whose company?

If you have the above information and any other information concerning Ken's car, I would appreciate your forwarding it to me. I would gladly pay for any expense occurred by you.

It also appears he did some extensive engine compartment work.

Super magazine — Keep up the good work.

Richard D. Little
West Newton, Massachusetts
Letter forwarded to Ken Stange.

Help For Snobl

I have just received the February issue of *Mustang Times* in which the letter from Mr. Snobl appeared. I found the letter quite interesting and, in response, I would like to say the following.

I would like to help Mr. Snobl, and I think I speak not only for myself but the rest of the membership as well.

Although I do not have any of the parts he requested, I would like to sponsor Mr. Snobl for membership. Enclosed you will find a check for \$40.00 to cover the dues. In the event that someone else has already done this, please put the money towards the purchase of some of the parts Mr. Snobl requires or towards the shipping costs of them.

I'm sure that if the club gets behind this project, we can overcome the distance and red tape.

Good luck to Mr. Snobl and his Mustang.

Steve Duerksen
Mt. Lake, Minnesota

I read your article on Frantisek Snobl and I would like to help him. I have a '66 Mustang and know little about the '69 model. I can donate some money for parts or look for specific parts. Something about a guy striving toward a dream, against considerable odds, sounds like the "American Spirit" to me. Something like this could do more good for East-West relations than a dozen high and mighty costly summit conferences.

I want to help.

Bruce Andrews, Capt.
Wurtsmith Air Force Base, MI.

I have just received my February copy of *Mustang Times*. After reading the letter from Frantisek Snobl, I would like to offer any help that I am able to give. I am 19 years old and own a 1967 Mustang convertible that I am in the process of restoring. This car is my only recreation. I know how I would feel if I could not fix my car up, because of the lack of parts. If I can help in any way, please inform me. I would like to do my part to help our distant Mustanger.

Michael Bland
San Jose, California

Trusty Musty Rides On

Enclosed please find a money order for \$20.00 membership dues in the Mustang Club of America. Your ad in "Road & Track" prompted me to send a dollar for a sample copy of "Mustang Times." After reading this interesting and informative magazine, I am glad to join. It is good to know that others appreciate what an excellent car the original Mustang is.

My car's vehicle ID and production manifest are enclosed. I was one of those caught up in "Mustang Fever" in the spring of 1964. Unfortunately, I had just purchased a new 1964 Ford, so I had to wait until 1969 to realize my dream of owning a Mustang.

I still own the car, and while relegated to the role of second car since 1973, it is still used for daily transportation. (Except in winter because of the salt used on the roads.) The 302 V-8, despite over 90,000 miles on the odometer, runs like a charm and has never needed any repairs. I attribute this to the strength of this motor and my belief in oil changes and proper maintenance.

There are many fond memories and stories associated with the car, and I do not plan to part with it. I took delivery in Feb. 1969, and in March, my wife Bernice and I left for our honeymoon in Florida. While traveling through Pennsylvania, we ran into a bad snow storm and had some scary moments before finding a place to stay. The highway sign, "Caution — bridge freezes before road surface," still brings back memories of that trip and how the "Trusty Musty" got us through.

Well, I'll close for now.
Keep up the good work.

N. Wingrove
Collingwood, Ontario, Canada

To Each His Own

Mustang Times continues to publish pictures and articles about modified or hot-rod Mustangs. February 1982 issue depicted a beautiful 1966 Mustang but with the incorrect hubcaps. I am a firm believer that the national magazine should only feature (at least on the front cover) stock and/or original pony cars. I am not a purist, and can not stand anyone who is a fanatic over the condition

of his Mustang, but if I completed a restoration like Mr. Fenyo, I'd go one step further and put on the correct hubcaps.

Jim Fears
Dallas, Texas

More on the "O"

I think I can clear up the mystery of the "O" axle code on 1967's for Jim Smart and other 1967 owners. Although there is no listing for code "O" in the Mustang codes, a zero is listed in the 1967 full size Ford (Custom, Galaxie, LTD, and Ranch Wagon) VID codes in the Shop Manual. The "O" is shown as the code for a 3.10:1 ratio. The axle is a conventional axle since letters designate locking differentials.

Not including the zero in Mustang VID codes may be an oversight on Ford's part, or the 3.10 axle may have been used as a substitute for the 3.00:1 or 3.20:1 axles.

Joseph Bossert
St. Leonard, Maryland

Here They Come Again!

Would like to get one little matter concerning judging at the Mustang shows cleared up. At the Kingsport show, my car was knocked eight points for incorrect size tires. They were 695 x 14, which is what comes on the car. They were recaps, but the judging rules do not say anything about that, just that the eight points should be assessed because of their being recaps as they were the correct size. Do you agree? Please let me have your comments either by letter or the *Mustang Times*. Sure am looking forward to spring and getting back to work on the car.

James B. Runnion
Newport, Tennessee

We do not accept recaps as a replacement tire. However, I am sure that we have probably overlooked some in the past and just caught up with yours at that show. Our judges are getting sharper.

MUSTANG TIMES

I have a question about styled steel wheels for 1965-1966 Mustangs.

I recently obtained a copy of a 1966 Mustang sales brochure which shows 1966 model Mustangs with 1965 styled steel wheels installed (See 2 attached copies). I also understand that styled steel wheels were also a dealer option which means that 1965 styled steel wheels could and probably would have been installed on 1966 models by dealers, if they were over stocked as were 1965 air condition under dash hang on units.

My question is: Would a 1966 Mustang have points deducted in a sanctioned show if proper 1965 S.S. wheels were installed rather than 1966 S.S. wheels?

If you like, you can publish this and the answer in the *Mustang Times*.

Thanks.

Alan C. Ramsay, Sr.
Columbus, Georgia 31907

We do not accept '65 style steel wheels on a '66 car. Probably when the sales brochure was made, the '66 wheels were not available from the vendor. Most of the literature is printed in advance of the manufacture of the cars and is not always 100% correct.

A New Approach

Recent letters to the Editor concerning the quality of MCA judging indicate a growing number of members have taken ownership/restoration of the Mustang out of the hobby category into the investment category. Their main concern centers around quality of judging; its effect upon the establishment of increased value for their car, as well as protecting and insuring the investment continues to appreciate. Investments in Mustangs, such as mentioned in the January issue of *Mustang Times*, require an assured rate of return greater than other alternative investments in today's economy. It is for this reason these owners are so concerned with MCA judging. They have got to win!

In order to serve this investor "Super" class of Mustang owners, MCA should establish a special categor-

ory for these owners and their cars. This "Super" class would be judged by paid, professional, certified judges. A panel of nationally recognized Mustang authorities would oversee the judging of this "Super" class and would rule on all disputes between judges and owners. A system of formal, written appeals should be established for owners of "Super" cars in order to bring protests of judging results before the proposed panel of authorities. That would eliminate the need for expensive airline flights to meet with MCA officers to solve judging disagreements. Each regional group and Grand National meet would have this "Super" class. The sponsoring regional group would coordinate with the MCA for judges. Judges' fees, to include travel and lodging expenses as well as all other expenses, and "Super" class trophies would be reflected in the entrance fee for this class. A charge of \$75.00 to \$150.00 per car should be sufficient to defray expenses. Since these "Super" car owners are using MCA to enhance the value of their investment, let's give them what they want and allow them to pay for the service.

Adoption of a "Super" class, with paid judges, by MCA should meet with great acceptance by the investor members of the club. Professional judging would more quickly enhance their investment and greatly add to the resale value of a car by providing a system of documented wins that, in the words of one investor, increases a Mustang's value from \$2000.00 to \$5000.00. The entrance fee proposed is not prohibitive when you consider the value that will be added to a car that competes in the "Super" class. Look at the high fees and commissions charged by the various collector car auction companies. Investors recognize that their cars' value is greatly enhanced through these professional auctions.

Once established, the "Super" class would remove pressure from volunteer judges and sponsoring regional groups. Regional groups could then concentrate their efforts on providing an event that would have greater appeal to the MCA hobbyist who cannot hope to compete in the rarefied investor car arena. With a "Super" class, both the investor and hobbyist would be served



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by MCA. Give what they want and let them pay for the service.

John D. Miller
Fort Knox, Kentucky

I have an "A" title '64½ Mustang purchased 5-26-64. I am reluctant to divulge my name, address, etc., for theft purposes. I have been, however, a member of MCA for several years now, and would like to know when, where, etc. my Mustang was built. Data is as follows:

- Body 65A - hardtop w/standard interior;
 - Color J - Rangoon Red exterior;
 - Trim 85 - red vinyl;
 - Date 30D - car produced April 30, 1964;
 - DSO 15 - Shipped to Newark district for sale;
 - Axle Trans - 1-6 - 3.00:1 rear axle ratio, C-4 automatic transmission.
- Could you please print information in next possible issue?
Thank you.