

Doing Something Right

I am happy to renew my membership for another year. Although I have been a member for just about one year, I am impressed with the club. Any club or organization can only be as good as the sum of the individual members, and I think the MCA has good members.

For a club to grow as rapidly as the MCA, the existing members must be doing something right.

I agree with the members who mention that the *Mustang Times* is not the sole purpose of the club. It should serve the purpose of being a way for members to communicate with each other. Those members who want a high quality 120 page magazine should subscribe to such a publication.

Joseph Bossert
St. Leonard, Maryland

MCA Generosity

I was touched by Frantisek Snobl's letter, published in Volume 6, No. 2, of the *Mustang Times*.

I would like to provide him with the hub cap he needs.

If I may, I would like to make a suggestion. Maybe we can send him one shipment with all he needs. I am aware that he has established how he is going to pay, but I think it will be less expensive for us to send only one package.

As for as I am concerned, I am a '69 convertible fan since I drive one, and I am sending this hub cap as a present to this enthusiast; so please let me know what to do.

Jose Luis Rivera
Torrance, California

Likes Jon's Articles

I would like to express praise for Jon Whittington on his undertaking in "Deciphering Warranty Plates." This project of his will end the mystery surrounding that metal plate (1964½-69) or vinyl sticker (1970-73) on your driver's door. Thank you, Jon, for what looks like a winner!

Jim Smart
Salisbury, Maryland



A Few Questions

I recently read your December 1981 issue of the *Mustang Times* and decided to join the national club as well as the Central Jersey Mustangs Regional group. I read the "Mail Bag" section and thought you might be able to help me.

I own a 1968 coupe VIN number 8T01C200010, body 65A, Color V, Trim 2KA, Date 26D, DSO 16, Axle 2, Trans. W. My father owns a 1965 coupe which he bought new in 1965. The numbers are 5F07A329258, body 65A, color C, trim 26, date 22K, DSO 23, axle 1, trans 1. Could you decode these for me?

I also have some questions I hope you can answer. What was the availability and rarity of the 1968 289-2V 195 HP? What was the difference with the 1968 and 1967 overhead console? What colors were they, and what was the center strip? Woodgrain or painted? What should the 1968 styled wheels be, chrome or painted? Was there a right hand mirror offered in 1968? I also need fog light bracket for a 1968. I have tried several Mustang parts dealers,

WIN A MUSTANG PEDAL CAR

In connection with the Liberty Bell Grand Nationals, the First Pennsylvania Mustang Club is raffling off a Mustang Pedal Car. The car has been completely restored by Glazier's Mustang Barn. Tickets are \$1.00 each. Please send a SASE to FPMC, % Linda Bowes, 610 Fitch Rd., Hatboro, PA 19040. Any regional clubs wishing to sell books of ten tickets, please feel free to write.

Ford dealers and have never seen any brackets on a '68 in a junkyard. They are pictured on page 204 of *Mustang Does It*. Thanks for any help you can give.

Also, my 1968 coupe has chrome trimmed quarter panel reflectors. This is supposed to be GT equipment. Mine is not a GT, but has no reflector recess holes. Could you explain this, please?

William Zentmayer
Pennington, New Jersey

First, your car: it was built on April 26, 1968 at the Metuchen, NJ assembly plant. It is a hardtop with standard interior and 289 2V engine. Originally, it was Tahoe turquoise with aqua trim and all vinyl interior, 2.79:1 rear axle ratio, and C-4 automatic transmission. It was shipped to Philadelphia for sale, and 200010 is the consecutive unit number of car produced at Metuchen.

Now, your Dad's car: originally, it was a honey gold hardtop with black vinyl interior, built October 22, 1964 at the Dearborn assembly plant. It was equipped with a 289 4V engine, three-speed manual transmission, 3.00:1 rear axle ratio, destined for sale in the Philadelphia district. 329258 is the consecutive unit number produced at the Dearborn plant.

The 1968 289 2V was dropped mid-year 1968 and replaced by the 302 2V; it is not a rare option. The 1967 overhead console was probably the same color as the interior. In 1968, the console was the same except for the woodgrain down the center. The 1968 styled steel wheels could be chrome or painted. The right hand mirror was an option in 1968. The fog light brackets may be hard to find, but there're some out there somewhere. Why not try a classified ad in the *Mustang Times*?

1968 Mustangs built prior to February 15, 1968 were equipped with a rectangular red reflector with color-keyed decal inserted into a cut-out in the rear quarter panel. Cars assembled after that date are equipped with a built-in red reflector with an oval-shaped chrome trim.