

PRESIDENT'S COLUMN



The Mustang Club of America boasts of being the largest Mustang Club in the world, which is true; but not only do we want to be the largest, we want to be the best.

Over the last year and a half, we have worked very hard at operating the club on a more professional level than in the past, with the *Mustang Times* being high on our list of things to improve and get out on a timely basis. Now we (myself and Board of Directors) feel that we have reached an acceptable performance level, we are going to sponsor a nationwide membership drive through our 70 or so regional groups. Starting on May 1, 1983, and running six months (through September 30, 1983) the Mustang Club of America will rebate (a highly visible word pertaining to the auto industry) \$5.00 per new member to the regional group that *collects* the new member's money and application and submits it to National Headquarters. Our definition of a *new* member is a person who has never been associated with MCA before or a past member who did not renew his/her membership and *has not* been on our roster for more than *one* year.

The regional group should collect these memberships and submit them to National Headquarters every two weeks, and we will send your rebate check once a month. We feel that this is an excellent opportunity for our groups to earn money as well as build their memberships. It is also a good opportunity for some of our groups to properly align themselves with our memberships rules. We are currently going into Spring and Summer which are our best two seasons, and with the Mustang currently the hottest collectible car on the market, it should be an easy task to attract new members. If your club needs additional membership applications, call or write to National Headquarters for these. Also, if your club is hosting some type of show or attending a large swap meet and car show, we will send you a box of *Mustang Times* to give away at

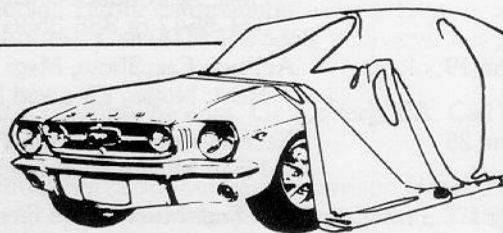
your event.

This membership drive is not only a good opportunity for our existing regional groups, but also an excellent opportunity for anyone who is considering starting a new group. As I stated before, we want to be the best as well as the biggest, and we will continue to try to improve on our club and the magazine. The next project is to improve the *Mustang Times* by includ-

ing more technical information and "how to" articles.

I hope that all of our groups will participate in this membership drive and make this project a huge success for our club.

Bob Vickary



Announces

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A Word From The Head Judge

I am glad to serve as new Head Judge. A lot of you know me. For those of you who don't, I have been around the MCA since day one. I am one of the original ten who gathered that day in April, 1976.

I have always enjoyed Mustangs, and to date I have around 25 plus (I lost count). I have shown in national and regional as well as local shows with a mild degree of success. So, as you can see, I know what it takes to build a nice car for show.

I have spent just as many hours as you have polishing, sanding and working.

I feel each of you knows that no one is perfect. There will always be people who will say "The Judge missed this on

my car", or "The Judge did not notice the wrong motor date" on their competitor's car. Things like this do happen, and the ones who complain the most have only once or *never* judged a national show.

A lot of people showing have never even tried or asked to take a judging test.

I want to see more people take the test. These tests are not perfect, but what test is? If we have more certified judges I feel everyone will feel better after a show.

Judging is the most criticized job and the hardest at *any* show. I would like to see judging become an honor that people volunteer for, not a job you
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Head Judge Continued

have to draft people for. You would not know at show time there are between 400 and 500 (very quick and very rough count) certified judges.

In conclusion, I want everybody to go to the shows and show, if at all possible. Judging improves the breed, and if you don't think so, just notice how much the cars have improved in the last two years alone.

I am looking forward to seeing all of your this year.

Bill Dillard

The Resurrected

We all know how much new cars cost, and there are people that go out and get a new car almost every year. If you can't afford to do this, and may have been wondering where these old run-down cars go after they get to the dealer's. Some of them go to the final resting place. Like you have seen on T.V., the Auto Undertaker in Hollywood, Fla. who acts just like the minister does at a funeral home when he takes old rusted-out cars to the junk yard.

If you don't like to take your auto to the final resting place, there are people out there like my dad, that goes to this final resting place and gets these old run-down, rusted-out cars. He takes these cars home and restores them to show-room type cars. Once this is done, they look and run just as good or better than the new ones. Instead of being an Auto Undertaker, he's a regenerator of old cars.

Just recently, he did this to an old rusted-out, half-burned '65 Ford Mustang convertible, with no wheels or engine in it. After putting new sheet metal in it and re-building the engine, and putting new paint on it, it was just like or better than a new one. As a matter of fact, it runs better than the new ones do. So, don't take your auto to the Auto Undertaker, just give your auto T.L.C. (Tender Loving Care). It will pay for itself in the long run. Just ask the people that do this.

Phillip A. Higley
Ottawa, Ohio 45875

Ponies in Pastures...again

I have had the same trouble that many MCA members have had in the past.

You are driving down the road and see a Mustang sitting in somebody's yard, not in too good of shape. Well, after driving past two or three other times, it is still sitting there, and you stop in to see if they would be willing to part with that pony. (Usually these type of ponies are in the condition of needing a minor restoration but are not too far gone to be used as parts).

Well, they also say that they are going to fix them up, but when you drive past in a year, they are still sitting there rusting.

In the area that I live there are a lot of these cases. For instance: '70 BOSS 302 being driven daily, snow or rain. A '67 GT 350 Shelby just sitting in a driveway, nothing being done to it, other than letting it rust. These are just a few examples.

I feel that if you are not going to fix them up, why not sell them to somebody that will?

Isn't there anything we can do as a club to help get these Mustangs either

into the hands of people that will restore them or offer the people that have them help in restoring them? In my opinion, it's a waste to leave them like they are right now.

David Bowers
Oelwein, Iowa

Picture, Anyone?

I would like to have a picture of an "original '66 Mustang convertible with fender skirts." If it's in a book, I'll buy the book. Please, let me know. If you don't know, please put ad in *Mustang Times*.

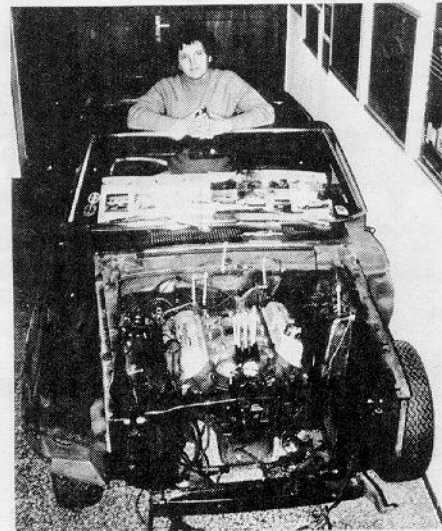
R. L. McKinley
2225 Winston Ave.
Louisville, KY. 40205

Likes Us

I would just like to say that I think Mustang Club of America is a fine organization. Plus the fact that you guys print a wonderful magazine. I own a '65 Mustang which I bought ten years ago for \$75.00, and it still runs like new.

Karl J. Bennett
Fairfield, CA.

Thanks for writing, Karl.



On October 25, 1982, in Telnice, Czechoslovakia, Frantisek Snobl celebrated the fourteenth birthday of his Mustang, born October 25, 1968, in Metuchen, New Jersey. (Thanks, Jim Smart!) Can anyone find the fourteen candles? Look for an update on Snobl and the sad plight of his Mustang on page 42.