

LETTERS TO MUSTANG TIMES

Dear Fellow MCA Members:

In what Jerry White and I plan to be a three year project, we intend to put together the most complete restoration manual to date.

Earlier in the year I contacted several Mustang owners, including a few past "Cover Car" owners, to get their opinions on such a project. The responses were very favorable. A special thank you goes to Richard Pittman (Remember his '66 Fastback?), who sent us lots of photos and information relating to his beautiful car. All Mustang owners are asked to send us photos, if possible, along with any advice and information that are useful.

The manual will have a large background and history section, in which we plan to use as many photos as we can from members' contributions. In addition, there will be in-depth, step-by-step guidelines in selection, evaluation, planning, disassembly, refinishing, rebuilding, reassembly, detailing, and preparation for show.

This will no doubt be a thorough undertaking, but Jerry and I feel it would greatly benefit the "Mustang World", as well as add fuel to the moral of each and every Mustang Club of America member. If you have any questions, or if you would like to give us your opinion or contribution, please do not hesitate to contact me.

Randy Webber
Route 6, Box 537
Clinton, TN 37716

Dear Sir:

I was very happy to receive our club's regional charter for the Mustang Club of America. I, as well as all of our club members, are very happy to be affiliated with such a fine club.

I hope we will have a long and prosperous affiliation with the Mustang Club of America and that both continue to GROW!

Robert Miller
National Director
Mohawk Valley Mustang Club
Utica, NY



It's a well-known fact — we've always been FORD people. It started in 1936 when my Dad bought that three-doored monster. That little panel truck never gave in. It was still bright-eyed and bushy-tailed when it was sold in 1955.

In 1951 I married a terrific guy. He came complete with a 1940 Tudor with a flat-head V-8 and 85 horsepower. (The car, that is.) Two '48s followed that pearl green wind-splitter. A black and white '53 and a baby-blue '54 were displaced by a 1958 land-yacht — a gorgeous Fairlane Convertible: turquoise and white with gold side-panels that would catch every eye. The convertible turned into a Falcon station-wagon, which was followed by the emberglo Fairlane . . . and then IT happened! It was time for MUSTANG FEVER! The blue '68 was joined by a '66 'Stang. Our fever only increased and intensified. The 1970, with a houndstooth roof of blue and black was, we thought, THE epitomy! We were hypnotized, mesmerized and that was all there was to it!

The pearlized two-toned high seats seemed to fit the human body just perfectly, the Walker duals roared just right. The S.S. Cruise-O-Matic, the power steering, the disc brakes, the Select Air, the Convenience Group, the Decor Group, the tinted glass, the five steel wheel covers and all the options we could fit or afford only doubled, nay, tripled our happiness. We sure knew what we wanted. We were bursting with MUSTANG PRIDE!

Living on Long Island, New York is, at best, **not** the best place for any car . . . salt-wise that is. The inevitable happened. Body rot! Ugh! How could we let it happen, take a hold? We didn't! So it was off to the body shop, the paint shop and even to the upholstery shop (couldn't let that little rip turn into a bigger one).

The grille was replaced when we put new chrome on the hood along with the new chrome wipers. Each time we restored our '70 some place or other we found "just one more" thing to do on it.

The restoration was getting involved; it was so much work — but then again it was so much fun and there were so many great car-nuts to meet and to become friends with! The engine was still fine, we were so particular about it . . . 147 thousand and still as strong as the day we picked it up from Plainview Ford in June of 1970. The tranny was A-OK. We rebuilt the front end, added upper control arms, ball joints, tie-rod ends, a rebuilt A/C and a new carburetor. Both bumpers were N.O.S. and our pride and joy. Our '73 was jealous! It would have to wait its turn, we said.

We had only one more piece of rubber to replace — the shift lever strip — and then the '70 would be **complete!** Our show car would be ready for the shows. We had begun arrangements for special collector insurance.

Then our MUSTANG car world fell apart.

At 1:24 a.m. on March 11th, 1983 our 1970 Mustang was stolen!

We couldn't believe it was happening. We heard it start up (couldn't miss those duals) and jumping up from bed we **saw** the triple taillights as it thundered up to the corner of the street. It was never found.

Our '70 wasn't taken for a joy ride, and then just left somewhere. It wasn't involved in a crime. It didn't turn up stripped or chopped or burned. It's still out there, somewhere. God-willing, we'll have it back someday, someday. A fond farewell for now, old friend. We'll still have MUSTANG fever . . . and some great snapshots and that brand-new gas cap waiting.

The VIN # is 0F01F 191379. There are now two rewards being offered. The phone number is 515-766-3571. Have you seen it? Can you help us? Please do.

Sincerely,
Trudy Kent
147 North Park Avenue
Rockville Centre, NY 11570

LETTERS TO MUSTANG TIMES

When I purchased my 1966 GT coupe in the spring of 1981, it was a real "Teenage Special". The car had little tires in front and big wide ones in the back with air shocks and a white painted undercarriage. The body was black with two large silver metalflake stripes and a hood scoop with a painting of a troll throwing the finger on it. The former owner loved liquid nails adhesive and he attached everything with it including four speakers, the battery and the GT driving lights. The interior was best of all, the backseat had been removed and the whole area was covered with multicolored squares of shag carpeting. The headliner was done in cork squares all of which was glued in place with liquid nails. It took four large plastic garbage bags to get rid of all the junk from the interior.

The car itself was solid with a new vinyl top and being a GT I figured it was worth saving. It took two years to get

both the interior and exterior back to original condition complete with signal flare red paint, GT trim and original rally wheels.

Last summer was spent on the drive train, a 302 with 351 heads, screw-in studs and Crane cam and valve train was installed. The engine is also equipped with an original Shelby hi-rise intake, 600 cfm Holley carb, dual point distributor and tri-y headers. A wide ratio 4-speed top loader transmission and a 9" rear end with 3.70 gears were also installed.

Restoration of my GT was a tremendous amount of work and expense, but now that it's done and all I have to do is dust it off, put in an oldies tape and go cruising, it was worth it.

Lanny Liggett
Three Rivers Regional Group

Letters to *Mustang Times* are published as an information exchange service to Mustang Club of America members. Publication of a letter does not constitute an endorsement of content by the *Mustang Times* Staff.

Car Club members are among the best informed Americans about the benefits of safety belt use. In general, car club members use safety belts far more often than the general public because they know that belts keep them in the seat and safely in control of their vehicles. In addition to enhancing their own safety, your membership serves as a positive example for other motorists.

However, your members, like other Americans can use a reminder from time to time. I urge you to include editorials and public service messages about belt use in club publications. For your information and use, I am enclosing, "The Automotive Safety Belt Fact Book" and some advertising slicks that address the issue.

Keep up the good work and let us know about your efforts to promote safety belt use.

J. B. White, II
National Highway Traffic
Safety Administration



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A very special and exciting weekend was shared by the members of Shelby Owners of America, Inc. and their guests who traveled the yellow brick road from throughout the U.S. and Canada to Great Bend, Kansas.

Events helping to make the convention a huge success included a special guest appearance of Miss June the Michelob Light Playboy Playmate, hundreds of Mustang, Shelby and special interest show cars, drag races, auto cross races, banquet, professional entertainment, hundreds of door prizes, special keg party, films and trophy presentation from Michelob Light Playboy Playmate, Miss June.

Thanks to the support of the community, volunteers and the hard working racers and show car owners who painstakingly prepared their cars for competition the Shelby Owners of America, Inc. National Convention was a huge success.

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