

# LETTERS TO MUSTANG TIMES

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.

Dear Sir,

I am a member of the Mustang Club and I am also associated with the Gulf Coast Mustang Club here in Pensacola, Florida. I am writing to you in regard to a subject which is beginning to disturb many of us. That subject is the current drive by the environmentalists to shut off the supply of regular gasoline. Yesterday, it was announced on TV that the city of Chicago had passed an ordinance which will prohibit the sale of leaded regular gasoline within the city limits. If this trend continues, we can well imagine what the impact will be on vintage cars such as the classic Mustangs.

I would suggest that your office, as the National Headquarters of the Mustangers do the following:

- Find out from a reputable automotive engineering organization exactly what the impact would be on the typical Mustang engines if we are forced into using unleaded fuel. Each engine from the 6 cylinder 200 through the 289, the 302 and so forth should be addressed.
- If there will be an adverse effect on the engines, what action may we take to counter that adverse effect.
- As I understand the situation, lead is required in these old engines to protect the valve and seats as well as to increase the octane rating.
- Find out if there will be any kind of an organized fight to continue the sale of regular gasoline . . . and join that fight. I am sure that the antique car clubs of America, the Hot rod clubs, the Chevy Clubs, etc. would join us in that fight.
- Publish recurring articles in our monthly magazine on the subject.

I point out that this issue is not a local one. This issue will eventually be re-

solved one way or the other at National Governmental level. I sincerely feel that it is time for some formal action to be taken and that we all be advised what to expect.

Sincerely,  
John R. Cavanaugh  
Gulf Coast Mustang Club

See this month's Editor's Column, and "Leaded vs Unleaded" — Editor.



I am proud to announce the rebirth of our 1966 Sprint 200 Registry. We have met our minimum goal and have given the Registry the go ahead for one year as a new beginning. Everyone who has ever expressed an interest in the Registry will receive a copy of this all new issue of *Sprint Print*. For those who paid their dues, you can see how we have improved and upgraded the newsletter and you'll receive three more issues, one each quarter, for your annual dues of only \$5.00, and your new membership card is attached to the inside of this issue. For those who didn't pay, this will be your last issue and you'll be missing out on all future issues and assistance. On our cover is our new logo. I did the basic design and then had a professional artist do the final rendering and prepare it for future use such as in *Sprint Print*, on business cards, membership cards and address labels. In the future, as funds from membership dues permit, the logo will be used on our own patches, windshield decals and T-shirts, all of which are currently being priced out and considered for production (watch for a future flyer in the mail for prices and availability).

I have developed a "Mission Statement" which outlines the goals and purpose of our 1966 Sprint 200 Registry, and they are: (1) to create an awareness of the 1966 Sprint 200

Mustangs; (2) to encourage members of the Mustang hobby to rebuild and display Sprint 200 Mustangs; (3) to provide technical assistance to anyone owning or restoring a Sprint 200 Mustang; and (4) to promote in general the concept of the 1966 Sprint 200 Mustangs throughout the Mustang hobby. These are goals we can all think about and be working on. Consider yourself to be a "Sprint 200 ambassador" whenever you display your Sprint and talk up the cars at your shows and club meetings. Maybe the next time a Mustang friend goes looking for a Mustang to restore, he'll remember the example you set and restore another Sprint 200 like one in our Registry.

As of mid-September, I have collected data on 65 Sprint coupes and 14 Sprint convertibles, ranging in condition from trophy-winning show cars to stripped hulks. Based upon the information in the applications returned to me so far, the oldest coupe was built on January 4, 1966 (Lon Udy) and the newest was built on August 7, 1966 (Mark Linenburg). Coupes were definitely built at all three plants. The oldest convertible was built on March 9, 1966 (Joe Euler) and the newest was built on



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July 19, 1966 (Edwin Myers). None of the convertibles were built at the San Jose plant however, leading me to wonder if San Jose only built Sprint coupes. Although Ford did advertise Sprint fastbacks as we mentioned in an earlier story, none have been located to date or brought to the Registry's attention. We are fortunate to have 11 original coupe owners and 3 original convertible owners in our Registry. The most common exterior color among Registry Sprints are Wimbledon white (19%), candyapple red (16%), springtime yellow (15%) and silver blue (9%). The most common interior colors are black (38%), tutone blue (22%), red (11%) and parchment (9%). Automatics still outnumber 3-speeds by just over 3 to 1 (77% vs. 23%). One Sprint coupe has a 4-speed (Neal Caliendo). The highest chassis mileage among Registry members is 201,000 miles (Claude Lafler), however, at least 44 of our Sprints have confirmed chassis mileage in excess of 100,000 miles. Who says 200 CID engines won't run forever?!

Rick Mitchell  
Sprint 200 Registry  
428 Madingley Road  
Linthicum, MD 21090

Dear Sir,

Some of us in the Old Fort Mustangers would be interested in knowing how to have our cars featured in the Mustang Times. We do have a number of very fine Mustangs in our club, and the information would be appreciated.

Thank you,  
Donna D. Hitezman  
Old Fort Mustangers

Thanks for your inquiry. The Mustang Times is always interested in cars to feature — that's what our magazine is all about.

There are several places in the Times your group's cars could be featured — Car (or cars) on the cover, Horse Show (see your October Times for "Featured Regional Group"), an article on your group's cars and activities, or in Regional Group News. Requirements for

photographs and story copy are basically the same for all features.

Story copy to go along with photographs is what we need most (and get least) in the Times. In any story submitted, try to include ALL the facts — what, when, where, why, who, and how. We need detailed information on cars (see attached "Cover Car Information Sheet") and detailed information on the people and events you are covering. Please include ALL details and information — don't worry about making the story too long.

Requirements for photographs used in the Mustang Times are more complicated, but here are the basics:

Camera — 35mm is the minimum format that should be considered in photos and slides for publication. 110, 126, and disc formats just don't measure up. This doesn't mean a \$1500 Nikon is necessary — you can get great shots with any of the new "Automatic, Auto-Focus, Snappy, One-Touch, etc." 35mm cameras available for under \$100.

Film — for black and white photos used inside the Times, use Kodak TRI-X pan film. This film has a high ASA/ISO rating of 400, which is good for hand held outdoor shots. TRI-X also has strong tones and high contrast, which is helpful in the Times printing process. — For color slides used on the front and back cover of the Times, use either Kodak Ektachrome or Kodachrome. Ektachrome is usually easier to get developed.

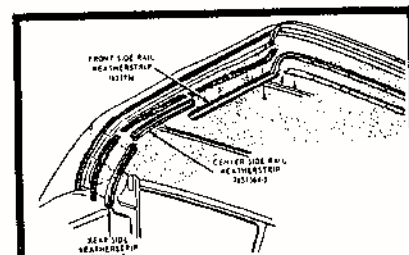
Some other helpful hints are:

- try to photograph in morning or afternoon sunlight — midday sunlight is too intense.
- try to shoot from the sun-lit side — avoid the shadow side of the car, and remember to watch for shadows — especially your own!
- get as much sunlight as possible into the engine compartment by turning the car into the sun, and use a flash for fill-in light, same for trunk — watch for those shadows.
- if available, use a wide angle (28 or 35mm) lens for interior shots — again, flash for fill-in light.

- if available, a yellow filter improves contrast in black and white shots, and a polarizing filter will cut most of the glare from your car's glass.
- "bracket" each shot — one under-exposed, one right on, and one over-exposed.
- get both horizontal and vertical shots — look at front and back covers of back issues of the Times.
- keep in mind that most professional photographers consider 1 "keeper" out of 10 shots a good record — don't get discouraged!

I hope I've answered your questions, Donna, and now I have a question for you. How soon can you get your story and photos to me?

Sincerely,  
Tracy Harrell  
Editor



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