

LETTERS TO MUSTANG TIMES

MCA Officers

Dear Sirs,

I just learned of the up-coming motion to amend the Mustang Club of America's National By-Laws to include 1974 and up Mustangs. Please count this as an emphatic "NO" vote from a member who joined a club dedicated to the preservation of the "Classic" Mustangs, and who would like to remain a member of that same club.

Despite the comments about "maintaining our high standards", this appears to be a move to recruit new members for the MCA (at the expense of old members), and nothing else!

Instead of lowering the standards of the club to recruit new members, why doesn't the Board of Directors make an effort to keep old members? Several changes which could help the MCA keep the 5,000 plus members it already has are:

1. Break down the '67 through '73 classes so every member has as many chances to win a trophy as a '65-'66 owner. (Noticed the number of non-'65-'66 Mustangs at a MCA National lately?)

2. Like every other car club, give bonus points for higher mileage in the Unrestored Class. (What chance does a high mileage '72 have against a low mileage '65 with its 40 point handicap?)

3. Bring the Street Driven Class out of second class status by applying the same rules applied to Stock and Modified Classes. (Why should a Street Driven owner remain in the MCA if he can't compete after two trophies. If you'll remember, this club was BUILT on Street Driven Mustangs!)

The Mustang Club of America has grown to be one of the most respected and THE most respected Classic (Mustang) car clubs in the Nation in only eight years. Many members have worked long and hard for THEIR club, the 1964½ to 1973 Mustang Club, and see no need for opening it up to other Mustangs.

I, for one, see this motion as a step BACKWARDS for the MCA, and am against it!

A Classic Mustang Lover
Atlanta, Georgia



Please have printed in the *Mustang Times* the winner of the car given away at our Grand National Show. The car was a red on red 1965 Fastback. The winner is: Charles Warholic, 109 Peavler St., Kingsport, TN 37660. Ticket No. 0151.

Thank you,
Ann Smith
Secretary

Dear Mustang Friends,

The twentieth Anniversary Year of the Mustang is drawing to an end. Our favorite automobile, the Mustang, certainly has had a tremendous impact on the American public. One of the reasons, you must agree, was the very image that it represented. People from all walks of life were more than ready for a high-performance sporty car that could fit both their families and their pocketbooks in the sixties. (They still are.)

While our country was still recuperating from the tragedy of the Kennedy assassination the previous year, Ford was readying a massive publicity campaign to introduce us to what would inevitably become one of the most celebrated and collected cars ever to roll off a Ford assembly line. On the eve of the unveiling of the Mustang in dealership showrooms Ford purchased the 9:00 p.m. commercial spot on all three major television networks. Thus it was that approximately 29 million T.V. viewers "met" the Mustang, figuratively, for the very first time. Do you remember?

As we near the end of this special anniversary year we must not sit back among the laurels; instead, as Mustang owners, we should be about the busi-

ness of maintaining and forwarding the aura of the Mustang for another twenty years. Many authorities agree that we are already doing just that, and doing it quite well. We lead the way, still. We meet old friends and make new ones at car shows and meetings. We keep up with the latest Mustang news and doings. Many times we have something to share with others or a car problem or question, we then work it out with others of the same persuasion.

A hesitancy because of lack of pride can never be used as an excuse for anything in our Mustang World. We are prideful, and rightfully so. The very fact that we own, love and shower at least one Mustang with T.L.C. speaks for itself. We all have our own reasons for doing so . . . and they are all good! We speak "Mustangese"! (That's quite an accomplishment! Well, isn't it?) Performance, technical specs, options, production figures and so on are not the only subjects we consider or discuss. There are many good stories to be told yet, laughs to be shared and histories to be repeated.

The world of the Mustang has no age or time limits. The Mustang "Mystique" is not to be equated with a time or year era; it has accounted for much of the American's Love of the Car. We are, you know, a part of both the shining past legend of the Ponycar and the glittering future yet to come, no matter what! If ever a monument is erected to depict the "Golden Years" of American Car Life it will surely include the Mustangs of '64½ to '73! The simplicities and complexities of these Mustangs have yet to be equaled. (The years that they made a "real car," did you say?)

Somehow I seem to hear a round of applause for US, it must be because we are unique people . . . we keep America beautiful by owning a very special item — the Mustang! Time has proved that the Mustang will continue to appreciate in value and in status, it will never be out of style . . . that's a nice thing to know.

Be seeing you around . . . and HAPPY ANNIVERSARY!

Trudy M. Kent
Long Island Mustang Owner's Club
Long Island, NY

We the MOCSEM missed out on putting on the 20th Anniversary National show because we did not apply for it in time; but what about the 25th Anniversary?

What better place to hold the Mustang 25th Anniversary National show than in Dearborn, the Birth place of the Ford Mustang and home of the Ford Motor Company.

I believe that such a historical Anniversary convention should be held in Dearborn, open to *all* Mustang owners regardless of club affiliations, and *all* years of Mustangs. Yes, I know that the Mustang Club of America *only* recognizes 1964½ thru 1973 Mustangs and *only* allows its members, in good standing, to participate in its shows but this is a special Anniversary and should be the exception to the rule.

Okay MOCSEM members, now is the time to do something about a National show, what do you think? How about it, Mustang Club of America what do you think?

J. R. Gillespie
Mustang Owners Club of
Southeast Michigan

Dear Sir,

I have decided to attempt a Boss 351 registry. I realize there is an individual who has attempted one before. Will you please put a appropriate paragraph in your magazine. There will be no charge for this service until I see how much interest there is in the project.

I am initially going to try and pool as much information together as I can so if a person has articles, ads, etc. and wants to send copies of them they may do so. I will initially need the individuals complete warranty/data plate information. I make no promises and if there is not enough interest I will have to discontinue. With my "pool" of information and any other information sent to me I will try to prepare some articles for the *Mustang Times*.

Thank you,
Jon Whittington
301 S. Russell
Champaign, IL 61821

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 Sirs,

Thank you for your great help in getting our regional group started. The complimentary gifts for door prizes came as a real surprise. It is the little things like door prizes that will help our club grow. Thank you again.

Douglas J. Cawthra
National Director
Southeastern Virginia Mustang Club



After two years of restoration, our 1965 Mustang coupe was completed in February, 1984. On May 24, we were involved in a collision with a step van. My wife, Martha, was driving with me in the passenger seat. We were both buckled-up, as always. Martha didn't get injured at all (except her dignity) but I sustained four cracked ribs and a broken right hand. The only glass that was broken was on the passengers side, and we did not sustain any cuts.

Martha considers the pony her car, and she uses it for work every day. She was in tears when she saw the damage to her beautiful restored pony. She kept saying "my poor beautiful pony" over and over. Finally, after shaking the cobwebs out of my head, I said "What about me?". Then she was sorry, but glad we were both alive.

At first we were quite down hearted because we thought the insurance

company would "total" the pony, but after I showed all my restoration bills to them they rated the car as "mint condition", valued it at \$4,800, and started repairs. Today it is again in "A-1" condition as it was when I finished it in February.

I have been taking the Mustang to the same Ford dealer for the past 16 years, and they took a very personal interest in its restoration. So, Happily, a 19-year-old very personal member of our family has been returned to us in the same condition it came from the factory. I have had many offers for the pony, from \$5,000 to \$7,500, but being a member of the family, it is not for sale at any price!

Our pony was purchased from McCoy Mills Ford in Fullerton, California on March 28, 1965. The car listed for \$2,700 with the following options:

6.50x13 WSW tires, cruise-o-matic transmission, power steering, push button radio, tinted windshield, and padded visors.

It was and still is Wimbledon White with a Red Interior. It has a 200 c.i.d. six cylinder, and 2.83:1 rear axle. The pony was the 94,628th production Mustang off the San Jose assembly line on March 6, 1965.

A complete new rebuilt engine and transmission were installed at 142,460 miles in March, 1978. Our pony currently has an odometer reading of 176,000 miles, and is driven practically every day. It gets about 21-23 mpg on trips and 18 mpg around town, on regular gasoline. It does not use any oil between changes, and has been properly maintained for 19 years.

It has seen a teenage son and daughter through high school and college, and has always made it home to its own stable.

I am a retired salesman, and have driven many makes of cars, but I have never found one I like as well as I do our pony. As you can see, we love our pony, and it has been a pleasure just to tell someone about it!

It's great to be ORIGINAL Mustangers!

Lloyd V. Briggs
Tustin, CA