



A DILEMMA

A funny thing happened at the MCA Grand National. An irate entrant in the Street Driven class stormed up to the show chairman and began complaining bitterly. It seems he was really upset that his street driven Mustang was competing against another Mustang he had SEEN coming out of an enclosed trailer on the far side of the parking lot and then "street driven" through registration.

The irate Mustanger gave the show chairman a lengthy oral dissertation on how the Street Driven class should be policed so that street driven cars don't have to compete against trailered cars — trailered cars should be forced to compete in the Stock class.

The show chairman listened patiently to the complaint, but the more the man complained, the more the chairman was certain something was fishy — where had he seen this guy before? Finally, just as the complaint was winding down, it occurred to him where he had seen this guy. "Wait a minute", he said. "Didn't I help you unload your Mustang off YOUR trailer yesterday?"

"Well, yes . . . but mine is an open trailer. I shouldn't have to compete against a Mustang carried in a closed trailer!" Quite a change in attitude.

The irony of this story is that the people who suffer most from this type of dishonesty — the people who really drive their Mustangs daily and struggle to keep them in good enough shape to compete in the MCA Street Driven Class — are the ones who complain least about the injustice. The cheaters

who try to "one-up" the other cheaters are quick to complain.

The sad part of this story is that there's not much that can be done to stop this sort of thing. While every effort is made to keep the Street Driven class really street driven, it is becoming increasingly difficult to police the 50 plus Mustangs that enter this class at MCA Nationals. If an entrant is willing to lie to get his Mustang into this class, who is to make the decision on whether or not to allow it?

While it is obvious something needs to be done to help the owners of street driven Mustangs feel more a part of the MCA, it is less obvious just what should be done. The MCA National Board's Judging Committee is studying this problem now. Now is the time to let the Judging Committee know how you feel about this problem and its solution. The committee needs member input to come up with a fair and acceptable solution to this problem. Please take the time to submit your ideas before this decision is made. A positive input prior to this decision will be much more useful than a negative input after the fact.

Remember, the Mustang Club of America is YOUR club only as long as YOU participate in the decision making process.

COMING UP IN THE MUSTANG TIMES . . .

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- PERFECT! — James Matthews' 1966 GT Coupe
- Photography Tips
- Six-cylinder GT? — The McDaniels' 1968 GT/CS
- Pony Plates
- TOPLESS — Betty Black's 1973 Convertible
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CORRECTION

Jones' Jasper Jewel, (Vol. 9 No. 8, August 1985) was photographed by Paul Milsap and not Buddy Jones as previously reported.

MOTOR TREND'S TOP 40

In an article titled "America's Top 40: Motor Trend Recommends the cream of the Nations Used Cars (Volume 37, Number 6, June 1985) author Jack R. Nerad had this to say about the classic Mustang:

SPORTS/PERFORMANCE

Ford Mustang, 1964-1973. Let's face it, if there hadn't been a Mustang, would there be a Chrysler Corporation today? The original pony-car was the brainchild of one Lido Iacocca, who decided that a sporty, 4-seater was just what the '60s youth market demanded. He was right, and the car went through the roof, which means there are thousands of clean examples on the road today. The original Mustang was based

on the reliable Ford Falcon, and a great deal of that reliability rubbed off. Parts are easily obtainable and relatively cheap, and a cottage industry has sprung up to supply things like floor mats, upholstery, and turn-signal stalks. More recent Mustangs, particularly the '82-'84 5.0-liter GTs, are also good values. Get yourself a convertible with a 4-bbl carb on a V-8 and pretend you own a Cobra.

I really enjoyed seeing the Mustang grouped with such greats as the Corvette, Firebird, BMW 2002, and Porsche 911 but I did disagree with Jack on one point — when I'm cruising in my '65 GT convertible, I don't NEED to pretend I own a Cobra!