

LETTERS TO MUSTANG TIMES

Dear Jim Osborn,

Bravo! We agree with your letter wholeheartedly. The lack of enthusiasm that was shown by all MCA clubs (including ours) regarding the membership of later Mustangs was very disappoint

When we first heard of the proposal to allow 74 and up Mustangs into the MCA, we bristled with the thought, "that how dare they". But upon considering the idea, we really think that the Mustang Club should be open to all years. Afterall, the "Classic" Mustangs ('64½-'73) will be the "special" Mustangs in years to come just as the '55-'57 T-Birds are special.

If allowing the later model Mustangs into local clubs would generate just a couple of new members who are willing to take an active part with club activities then it would be well worth it.

We have heard of several local clubs that have fallen on hard times because

their key people have lost interest or are tired of always doing. Our club has gone through just such a stage and we know just how discouraging it is when Officers and Board members don't show up and all you hear from is the complainers and unactive members.

We here at First Pennsylvania Mustang Club do appreciate all that the MCA has done for us over the years such as contributing to our local show, sending us membership forms and cards upon request and for a monthly magazine that has improved a hundred fold in 10 years. We have always received courtesy and cooperation whenever we had to contact you.

It sure will be nice when all members realize that you are a group of average people who started a National organization because you loved and had a strong and unexplainable attraction to the Ford Mustang. To have recruited over 6,000 people is a feat in itself.

Thank you,
Linda and Dale Bowes
Members of First Pennsylvania
Mustang Club

Dear MCA,

This is my first letter to the club. It is in response to the article "A DILEMMA".

Although I've never been to a judging competition, I understand it is tough. I'm sure many members are in my situation — we don't have the time to prepare our cars for show.

My suggestion for the street driven class is not to judge the undercarriage on cleanliness but on correctness. Also award points for the number of miles driven. Street driven should look street driven — dirty underneath!

Bravo for your response to the two gentlemen from Illinois. I am happy with our magazine and club, that's why I just renewed my membership.

I have difficulty finding out where and when Mustang shows are being held in my state. Can anyone help me there?

Thank you,
Steven Meier
1305 Robertson
Copperas Cove, TX 76522

Dear MCA,

For those of you who didn't make it to Columbus, Ohio over Labor Day weekend to attend "Expo 85", you missed a super Car Show, Swap Meet and Drag Racing event.

This all Ford weekend is presented by Ricart Ford of Columbus and the Performance Ford Club of America.

The weekend begins on Friday night with a fifties party and a live band called "Phil Dirt and the Dozers". Saturday and Sunday the car show had over 1500 classic Fords of all makes, models, sizes, colors, etc. . . . If you wanted to see it or buy it, this was the place. As far as parts, several acres had plenty of swap spaces that contained multitudes of used and NOS pieces for that vintage pony of yours. You say you were looking to purchase a Ford product? The car corral had over 300 classic Fords looking for a new home.

But the best part of the weekend was on Saturday afternoon, the vintage Ford Drag Racing show at North Trails Dragway, located 28 miles west of Columbus.

Close your eyes and tune in your imagination and picture this. Over 300 vintage drag cars, all Ford drag cars, squeeling, smoking and sometimes blowing their engines. That's right, 300 Ford powered quarter milers!!! Over 2500 time trials. These cars included six factory THUNDERBOLTS, several AFX and BFX Comets, lightweight Galaxies, an AFX 65 Mustang, Boss 2s and 9s, 428 Mustangs and plenty, plenty more.

Several big name factory original restored race cars from the mid-sixties were on hand to show what it used to be like when the rip-cords were singing car songs like "Hey Little Cobra" and Wilson Pickett crooned "Mustang Sally". Factory drag machines there included those of Dave Lyall, Bob Fords 427 Falcon, the Christman Comet which is the *very first funny car ever built!*

If you get a chance, mark your calendar for Labor Day weekend, 1986 and plan to make "Expo '86". I guarantee, you won't be sorry.

Sincerely,
Gary Pietranic

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LETTERS TO MUSTANG TIMES

Dear Mr. Harrell,

I would like to share with you a personal experience I had concerning the street driven class in your Birmingham National meet last year. My daughter and I drove over from Albany, Georgia early Saturday morning and got there around eleven o'clock. I told them I thought I should be in the street driven class, so they gave me my papers and sent me over with some cars that looked liked they just came off the showroom floor. I started talking to the guy next to me and he tells me that he didn't think he was going to make it to the meet because he just got the car out of the paint shop. He was telling me how it took so long because they had taken the body apart and painted it in parts then put it together and painted it again. Another car didn't even have any dust, must less any rust on it or even under it.

I figured I wasn't going to win anything, because my engine wasn't detailed and my undercarriage wasn't spotless and my seats weren't brand new, etc. Besides we had a good time anyway, except when it started raining and they wouldn't let us take our car out. I decided then I wouldn't enter another meet. Even if I could afford to completely restore my Mustang I don't think I would want to. It would really be nice if I could enter a meet and have a chance to enter a class and have a chance of winning something. Anyway, from what I saw, you are putting a car like mine, or even more street driven than mine, with cars that should be in the restored class. I do hope you can figure something out and I'm sorry I can't think of anything to help. Good luck and keep the Mustangs rolling through your fine pages.

Sincerely,
Patrick C. Ford
2002 North Flintlock
Albany, GA 31705

Dear Tracy,

Just a note to thank you for reprinting articles from the *Ponytalk*. We are proud of our newsletter and our reporters. As a matter of fact, Biff Hitzeman and Dennis Begley have both told me

to ask you if you could use articles from them regularly.

We will send the raw material — or better yet, if you should have an IBM PC, we could send you disks with their articles on them and save you the trouble of typing them up. We use WordStar, an IBM and a Compaq to write and layout the *Ponytalk*.

Biff and Dennis both like to research and write articles, and as you can see, they both do a good job at it. They write regularly for *Ponytalk* and it really wouldn't be that much extra to send you articles.

The letters to the *Mustang Times* reminds me of a saying I use changing a few of Abe Lincoln's words — You can please all of the people some of the time, and some of the people all of the time, but you can't please all the people all of the time. Right? Especially when it comes to Clubs or Newsletters.

Keep up the good work — most of us appreciate it.

By this time you should have received your copy of *Mustang* by Nicky Wright. I would like your opinion of it. Nearly all the cars in the book belong to members of our Club. In the last issue of *Ponytalk*, the names were listed with the page numbers. Nicky is a super photographer, and will soon have another book out called, I believe, *Great American Cars*. Nicky is from Liss, England. The books are available from our Club for \$4.00 each if you don't find them at your bookstore.

Again, thanks for representing the Old Fort Mustangers in your publication. We really do appreciate it.

Donna Begley
PonyTalk co-editor
107 East Cornelia Street
Hicksville, OH 43526

Biff and Dennis are excellent writers, and we would really appreciate their input to the Times on a regular basis — YES!

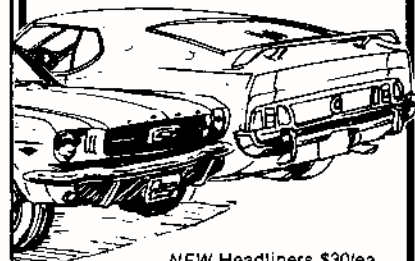
I checked through several issues of Ponytalk to make sure the price for Nicky Wright's Mustang is really \$4.00 — I thought it was a typo! This is one of the best photo essays (all color, hard cover, no less!) I've seen on the Mustang, and it's all new material! How can you sell it for \$4.00? — Editor

Dear MCA,

I just received my initial packet from my recent membership application. It was read front to back immediately. What makes this so unique is that I'm in Singapore. Before I left the U.S. I concluded a four-month search for a 1970 Boss Mustang by purchasing one. The last month before leaving I drove that car every day. Obviously a lot of foreign sports car owners had never heard of a Boss judging from the way they "picked on it" when I drove it. I believe they now have a much better appreciation of how Ford spells — PERFORMANCE —.

In Singapore, Governmental Regulations require even less horse power than most 4 cylinder exports have. As a result, the Right Hand Drive Honda I have has left me with a desire for any news about U.S. Vintage Cars. The magazine racks have American car

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magazines but a very limited selection and at double the normal newsstand price.

I don't know if my membership is the farthest from Georgia, but I calculate its about 10,500 miles from downtown Lithonia.

Keep the care packages coming.

Ray Bryan, Singapore
previously Huntsville, Alabama

Dear Mr. Harrell,

After reading the comments of Mr. James Osborn in the October issue, I have to relate to you the displeasure I feel towards you, as to what you printed as Regional Group News for our club several issues ago.

What you printed in the *Mustang Times* as Regional Group news was my editorial for that month's publication. There is a big difference between an editorial opinion and Regional Group news. My editorial expressed my personal feelings about the vote taken on the inclusion of current model year cars in the club. I felt the vote was held in a suspect manner, but I do understand that VOTER TURNOUT was absolutely horrible for a club with this many members. However, my feelings aside, it is not your function as editor to print my editorials as Regional Group news. *There is a BIG difference between OPINIONS and NEWS.* I can further emphasize that fact by asking you to take a look at the masthead of *The Accelerator*, our regional publication. It is clearly stated in the masthead that: *"The Accelerator is the official publication of the Mustang Owners Club of Southeastern Michigan. Opinions expressed in this newsletter are not necessarily those of MOCSEM, its officers, its membership, the publisher, or advertisers"*. If you wish to re-print anything I write for *The Accelerator* in the *Mustang Times*, fine — go right ahead. All I ask is that you do your job as editor and give me a by-line for the articles/editorials that I write. This will eliminate people like Jim Osborn from criticizing our club for taking a certain stand on a club issue. That stand taken was *mine NOT MOCSEM's*.

We had a long discussion on this issue at our last meeting, and MOC-

SEM is still interested in being a Regional Chapter of MCA. But, we like to Honor All year Mustangs, and OUR NATIONAL GROUP doesn't. This puts us between a rock and a hard place when it comes to signing up new members. If the fact that people have to pay \$25 now to join the National Club, if that alone doesn't scare them off, then what are we supposed to do when we tell them the National won't recognize their Mustang II or 80's Mustang GT in its shows or its magazine. I ask you Mr. Osborn, how are we supposed to attract new members to the National with this dilemma before us? Do you have any answers Tracy Harrell, or MCA board members? If so, I'd sure like to hear them.

Before I close, I'll give one logical answer to solve this all-year Mustang problem. First, a Board of Directors is elected to MCA to direct the club. If the Board handed down a decree that simply said "We will honor all year Mustangs", you might get a handful of complainers, but your membership would absolutely skyrocket — believe it. Another idea is that if the Board feels the membership has to vote on this matter, then send out a postcard to all the members that says, "VOTE ON THIS ISSUE, OR WE WILL TERMINATE YOUR MEMBERSHIP IN THE MCA."

It should be obvious that with all the controversy that has been stirred up, the National should have another election and simply say to its membership "VOTE OR GET-OUT". We shouldn't put this issue to bed just yet.

Sincerely,
Dean V. Ricci
Editor, *The Accelerator*
35756 Foothill Drive
Sterling Heights, Michigan 48077

My personal feeling is that an OPINION as radially anti-MCA as yours published in one of the MCA's Regional Group's Newsletters is NEWS to the rest of the MCA. You didn't get a by-line in the Times because I didn't see one in The Accelerator "VOTE OR GET OUT" is a pretty strong stand for someone who isn't a member of the MCA and didn't vote on the matter. — Editor

Dear Sirs,

In responding to the October issue "A DILEMMA", I feel the problem lies in the stock class more than in the street class.

What I am saying is the Mustang that is driven to a show has no chance of winning against a car that is hauled around on or in a trailer. Most of these cars are only started for the Tech Inspection, then pushed to their spot. A museum piece only!

Here is the problem. Most people who drive occasionally and to the shows feel there is no chance of winning the stock class, so they enter the street driven class. If we would separate the trailered cars from those that are driven, I feel the street class would take care of itself.

Sincerely,
Curtis Greene
1417 Foxfire
Moore, OK 73160



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