

# LETTERS TO MUSTANG TIMES

Dear Mustang Friends,

Hello from T5 Country. The Morton family from Baton Rouge is looking for the European version of our favorite car and are anxious to show it in 3-5 years.

Yes, Darlene, Christy and I are in West Germany with my Company and will not be able to join you at the great shows next year, or 1986, or 1987 . . . . But with the "Tan Pony" waiting for us it will not be that long before we are back.

We would like to take this opportunity to let everyone know how much we treasure all of the friendships we have made. I know that all of us realize that there is not a better group of people around than the Mustang Hobbyist. God be with all of you.

In the two months we've been here we have seen only 2 vintage Mustangs

so you can tell it is lonely. If you can, drop us a line at this address and let us know how y'all are doing.

Morton  
Thuner Hang 12  
2160 Stade  
West Germany

Jack, Darlene & Christy Morton  
P.S. Baton Rouge is planning a great show in 1985. Don't miss it.

there that we need to acknowledge. For those who may be skeptical, go out and drive a 1985 roller cam GT. I think you will be impressed and thrilled. Isn't it about time we open up our corral gates for the new guys on the block?

Max S. Tinsley  
14 Webster St.  
Charleston, SC 29408

Dear Sirs:

I presently own two Mustangs; a 1967 convertible, 289 automatic and a 1979 Cobra Mustang, 302 4-speed. I just recently joined the MCA and have been very impressed with the club and the *Mustang Times*. I have been a member of a local Mustang Club for two years and was just recently elected as president.

Our club was established in 1971. Through the years we have thought of joining the MCA but it just never materialized. Over the past few years the major reason we haven't joined the MCA is due to the MCA not recognizing the 74 through present Mustangs. We have quite a few members who own the newer Mustangs.

The 74-78 Mustangs may not be the best representation of Mustangs but there are some nice cars in those years. There are some excellent cars in the 79 through present Mustangs, especially the 1985 roller cam Mustangs; they will perform right along with many of the older, classic Mustangs.

I agree the primary purpose of the MCA should be the promotion of the older, classic 64½-73 Mustangs, but I strongly feel that the newer model Mustangs should not be ignored and should definitely be included in the MCA corral. There are a lot of proud owners of these Mustangs out there, just itching to put their car into a show. Our local club gives them the opportunity and it is my opinion that the MCA should also.

The promotion of our beloved cars is our purpose as a club; the 1964½-1973 Mustang will always be number one and our primary concern but there is a large chunk of Mustang history out

Dear Tracy,

As you suggested, I wrote to Congresswoman Kaptur and Senator Glenn. I am enclosing the exchange. It looks like the leaded gas issue is settled.

I feel almost "Un-American" after their letters. Too bad you (or I) can't believe the degree of those "reports."

Oh well, I tried.

Ken Koegler  
Monclova, Ohio

*Thanks for trying, Ken. Maybe the issue isn't settled quite yet. If enough "old car nuts" make the effort you did, we may see a change in the legislation yet. I think your letters will be of interest to everyone, so they follow. — Editor.*

Dear Congresswoman,

For many good and valid technical reasons, I join with the many farmers and others with older and smaller gasoline engines that require tetra-ethyl lead in gasoline, and ask that you oppose H.R. 5084.

I also ask that you persuade your peers to oppose it and defeat it as written. A reduction to lead content of 0.5 grams per gallon would be satisfactory for EPA and older engines.

Sincerely,  
Ken Koegler

Dear Mr. Koegler:

Thank you for contacting me to express your opposition to legislation which has been introduced to ban the sale of leaded gasoline by January 1, 1987. I can understand your concern over this development and appreciate your taking the time to share your views with me.

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# LETTERS TO MUSTANG TIMES

As you know, in 1972, U.S. auto manufacturers were required to stop making cars which used leaded gas. The aim since then has been to eliminate the use of gas containing lead due to serious health hazards posed by the emissions from cars using this type of fuel. The Reagan Administration and Environmental Protection Agency agree with this goal and have backed H.R. 5084.

I agree with you that this measure will cause some financial difficulties to people who must switch from lower-priced, lead-based fuel to more expensive, premium unleaded gas — which can be used in leaded gas burning vehicles. However, there are some other factors to bear in mind in any discussion of this issue.

In a recent study, 675,000 children in this country were found to have lead levels in their blood sufficient to cause learning disabilities. Also, the concentration of EDBs, a toxic chemical used in insect sprays, was found to be 15 times greater in urban areas than the level contained in food which generated the EDB controversy earlier this year. The major source of EDBs in urban areas is leaded-gasoline auto emissions. Furthermore, 12 to 15 percent of the cars on the road today do not meet standard air safety requirements because their owners have ruined the cars' catalytic converters by using leaded gasoline when unleaded fuel was required.

Frequently, public policy decisions involve equally worthy public interests that are in competition with one another. In this case, the interests of consumers' ability to purchase low-cost fuel must be balanced against the grave health risks posed to people by the release into the air of harmful substances associated with leaded gas. H.R. 5084 will likely be reintroduced in the 99th Congress. I realize how important this issue is to the people of our district. It is certainly helpful to me to have your comments on this legislation. You can be sure that I will follow discussions on this matter closely and bear in mind the opinions you have expressed regarding this measure.

Again, thank you for sharing your thoughts with me. I hope you will con-

tinue to advise me on items before Congress of interest to you.

Sincerely,  
Marcy Kaptur  
Member of Congress

Dear Congresswoman,

Thank you for your response regarding H.R. 5084.

Please understand that my interest is NOT concerning low-cost fuel! My concern is the engine damage which will result from lack of lead lubrication.

My opposition is to the 0.10 gplg regulation, when 0.50 gplg is required to satisfy the lubrication need. The level is now 1.2 gplg.

The need to reduce the lead in the air is acknowledged — but there is a method of doing this that will satisfy both EPA and lead lubrication requirements until a replacement is developed!

Sincerely,  
Ken Koegler

Dear Senator,

For many good and valid technical reasons, I join with the many farmers and others with older and smaller gasoline engines that require at least 0.50 gplg of tetra-ethyl lead in gasoline.

Please help defeat Amendment S-2382 to Bill S-568 which will require the lead content to be dropped to 0.10 gplg. The 0.10 level is below the requirement for lubrication in older engines. The 0.50 gplg with legal limited use will not destroy the EPA efforts until an alternative to tetra-ethyl lead is found.

Sincerely,  
Ken Koegler

Dear Mr. Koegler:

Thank you for your correspondence regarding the use of leaded gasoline.

On July 30, 1984, the EPA Administrator Ruckelshaus proposed a new regulation that would reduce lead used in gasoline 91% as of January 1, 1986.

The goal of the new regulation is to end the use of lead in gasoline to protect public health. A total ban on lead in gas by 1995 is one option being considered. There is overwhelming scientific evidence that lead is a threat to human health, particularly for pregnant women and young children.

Legislation on this issue has been introduced in the Senate, and some hearings have been conducted on it. I will continue to closely follow developments on this matter with your concerns in mind.

Best regards.

Sincerely,  
John Glenn  
United States Senator

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