

## WHAT ABOUT MY MUSTANG?

It was late in the fall in 1983. The local Mustang club Board of Directors was meeting to discuss hosting an official MCA National in the spring of 1984. One of the board members announced that there could be no Popular Choice competition if we went by MCA rules. I immediately thought, "What about my Mustang?"

I consider myself a fairly typical Mustang enthusiast. My wife drives a '65 convertible which we bought from its original owner and restored. My 18-year-old daughter drives a '65 GT coupe which we rescued from a field where it had been resting for at least 4 years. Both cars have received a lot of loving hours of attention to bring them back to "nice" automobiles, but both cars are street driven every day rain or shine and neither car could begin to compete in a concours event. We are very proud of these cars and really enjoy cleaning them up and showing them off at the club functions including the semi-annual sponsored Mustang shows.

Now, I was involved in a discussion of the pros and cons of hosting the biggest event that our club had ever attempted. I was sure to be asked to participate to a large extent in the actual running of the show, even though there was a good chance that my cars would not be able to compete. I was sure that I was not alone, others would have similar feelings about a concours-only event. The subject came up again at the monthly club business meeting.

The North Texas Mustang Club is somewhat of a phenomenon. It is a little over two years old and has a membership of around 300 families. We draw from a geographic area which not only includes the Metropolitan areas of Dallas and Fort Worth and a strip called "mid-cities" in between, but also cities like Mabank 50 miles to the east and Sherman 60 miles to the north. With as little as two weeks notice we can host a 100 car Popular Choice Show at almost any time of the year. Many of our members are young people either singles or struggling newly-weds whose

only car is their "pride and joy Mustang".

During the discussion at that monthly meeting the membership expressed several concerns regarding hosting the first-ever Southwest National (MCA) Show. They included:

- Concours-only event.
- MCA Membership required.
- No performance events.

The second and third items are subjects for future stories if I am successful getting this one published in *Mustang Times*.

The reluctance to host a Concours-only event was due to the following factors:

- Street driven cars did not want to compete with non-street driven cars.
- Otherwise concours class cars did not want to compete with trailered or professionally restored cars.
- Non concours cars did not want to be left out of the biggest event in the club's history.
- There was a significant membership population that was not familiar with the MCA Rules.
- Many people felt that we would have

a shortage of qualified judges which would place an undue burden on those qualified.

The club eventually worked its way around all of these objections and hosted an extremely successful Southwest National (MCA) Show in the early spring of 1984.

The major problem, Concours-only, was overcome by also having a Popular Choice event. Although some of the advertising was misleading which restricted Popular Choice entries, most people who felt like they wanted to enter the show with a street driven car were accommodated.

This is a problem that I feel MCA must address in a meaningful way if the club is to continue to prosper and grow. I am not sure in my own mind what the correct answer is, however I am sure that we need to provide for the people who love their Mustangs and drive them everyday to compete in a meaningful way.

Michael J. Walla  
North Texas Mustang Club  
MCA National Director

## MUSTANG MODEL REVIEW

### 1969 Mach I or Mock Up?

by Ken Mosby

Made by MPC, this 1969 Mach I kit was produced just in time for Christmas. Carlisle model vendors tipped me off that the Mach I would be re-released.

In my opinion, this kit is not a re-release. Comparing this kit to my two AMT originals shows too many differences. Quality and detail suffers greatly compared to the original kit.

The kit comes with the optional 428 cid engine even though the box advertises the 429 cid. Deleted are the Mach I stripes, side window pillar, and shock absorbers. Included are '68 mirrors, '68 door panels, '66 and '69 AC units, '66 Rally-Pac, '70 exhaust, '66 steering

wheel, '84 tires, '69 GT hubcaps and gas cap, and an optional spinner gas cap.

Lacking detail are the roof emblems, side marker lights, and the console. The Shaker set up is more elaborate and actually pokes through a hole in the hood, but the scoop itself lacks detail. The non-functional hood scoop is added with some detail, but the inter-gal turn signals are deleted. The four headlights are more equal in size, but the high-beams are moved in too far. Also added and even mounted correctly are the super rare accessory fog lights.

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