



QUESTIONS AND ANSWERS

In my short time as Editor of the *Mustang Times* I've noticed the same questions keep popping up time after time. Now is a good time to bring some of these questions to light, and perhaps try for some answers.

Q: Why does the *Times* favor the early Mustangs over the later models? It seems only 1965 through 1967 models are featured regularly.

A: The *Times* does not favor any model years. While it's true only '65 through '67 models have been featured on the cover since October, 1984, it's also true that only '65 through '67 models have been submitted by members for publication!

I would like to see more variety in the *Times*, but I am limited to those cars submitted by members or those I can scrounge for myself. (During the winter months it's not easy to find ANY Mustangs to photograph, regardless of model.)

If the owners of '68 through '73 Mustangs aren't proud enough of their Mustangs to submit them for publication in the *Times*, there's not much I can do.

Q: Why does the *Times* feature the same Regional Groups in Group News month after month? Couldn't you mix it up — print different groups?

A: Same basic question, with the same basic answer. The same Regional Groups are featured month after month because the same ones sub-

EPA's Next Step: Lead Rights 'Banking' Program

A lead rights "banking" program is the latest step in the Environmental Protection Agency's plan to reduce lead in gasoline, according to Walter Haessner, director of the International Society of Automobile Preservation.

Haessner said that the program would allow a refiner, who uses less than the maximum 1.1 grams currently permitted, to "bank" the difference and use those lead rights at a later date, such as when the standard falls to 0.1 grams of lead per leaded gallon.

Haessner said he feels there is progress being made and that the outlook for leaded gas is better than it was before. He said the two public hearings in Arizona in November saw members of the EPA, Arizona Senator Dennis DeConcini and EPA official Rich Kozlowski in attendance. Sixty people were present at the first meeting in Phoenix and 52 people were at the second meeting in Tucson. Haessner said that during these two meetings, not one person spoke in favor of removing lead from gasoline even though there was advanced media coverage.

At one meeting, a person in the audience asked Rich Kozlowski who would pay for the damage done to an au-

tomobile engine once the lead was removed from the gasoline.

"Not me," Kozlowski said.

Joseph A. Cannon of the EPA said he was aware of peoples' concern throughout the United States, and noted that 12,000 letters had been received regarding this concern.

Haessner said the only thing hobbyists can continue to do to impress the powers that be would be to write more letters expressing the economic hardship of insufficient lead in gasoline. Letters should be directed to David A. Stockman, Director, Office of Management and Budget, Room 252, Old Executive Office Building, Washington, DC 20503; Douglas H. Ginsburg, Administrator, Information and Regulatory Affairs, Room 246, Old Executive Office Building, Washington, DC 20503; Robert P. Bedell, Deputy Administrator, Information and Regulatory Affairs, Room 3236, New Executive Office Building, Washington, DC 20503; and Jan W. Mares, Assistant Secretary for Policy, Safety and Environment, U.S. Dept. of Energy, Washington, DC 20580. Haessner said to send copies of letters to the ISVP.

mit news month after month. At least with cars I can photograph and write about them myself, but with Regional Group News I'm lost.

I would like to be able to pick and choose between Groups, with different Groups featured each month, and get a balanced, more nationwide feature. Until more Regional Groups begin to submit regular news for publication, there's not much I can do with this one, either.

Q: Why are most of the cars featured in HORSE SHOW street driven? Don't you like "show cars"?

A: Same song, third verse. I publish the cars which are submitted for the HORSE SHOW feature, regardless

of whether they are "street or show". I think more owners of street driven cars submit their Mustangs for HORSE SHOW because the MCA doesn't give them much recognition at the National shows.

Again, if more show cars are submitted, you'll see more show cars featured in HORSE SHOW.

If you have questions or comments about the *Times* I'd like to have a chance to respond to them.

Tracy