

LETTERS TO MUSTANG TIMES

Dear folks at M.T.,

Did anybody else catch it? During a recent episode of "St. Elsewhere", one of the regulars, Dr. Craig, said to a co-worker "I bought my son a Mustang for his 16th birthday; about a week later he wrapped it around a tree. It was just too much too soon." Talk about profanity on TV!

Of course, not 30 seconds later, Miller Beer had the great presence of mind to show the front end of a nice '66, over which two guys were shaking hands; running through the Miller commercial was their new "Made the American Way" theme. Hey, these guys ain't no fools!

My compliments to the chef; the 'Times' looks better every issue!

Sincerely,
Bruce Barker
Bethel, Alaska

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Dear MCA,

I'm new and haven't received my first magazine issue yet, so I don't know who to write to.

Can anyone give me dates on the "Early GT" and what it could or did not have on it besides back-up lights? I am quoting from page 15 of the December issue.

I have something sold May 26, 1965 (manufacture date unknown) that someone has messed around with. Its body is a 76C, VIN 5R08A216195 with disc brakes and quick steering. Do you ever hear from the other 2,110 this style?

Sincerely,
Hal Smith
Kaneohe, Hawaii

(According to Ford's own price and option list of May 15, 1965, the GT Equipment Group included: Dual exhaust w/bright extensions through valence panel, special handling package components, front disc brakes, fog lamps and grille bar, GT stripe, 5 dial instrument cluster, and GT ornamentation. Options not available with the GT Equipment Group were: Back-up lamps, rocker panel molding, power brakes, accent group, rear bumper guards, and bench seat. We would like to hear from EVERY Mustang owner! — Editor)

Dear Tracy,

I was very pleased to read the excellent article in the February issue of the *Mustang Times* by Bob Vickery about the MCA Judging Rules.

Concerning the last line "Point deductions for items not proper or original" in the stock engine compartment, I have but one question and/or comment. I really wonder if security precautions such as hood locks, ignition cut-offs, special locking systems, etc., should not just be overlooked by the judges. After all, were they not put there for a very good reason?

I and many of my Mustang friends feel that NO points should be deducted because a concerned Mustang owner has applied these devices. These devices need not be "sore thumbs". They

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can be installed quite unobtrusively and hidden from flagrant display.

I, for one, CANNOT do without these "non-Ford", "non-Mustang" items. Like many others, I have had a favored pony stolen, and thus must forever do my best to safeguard all such precious possessions from the same fate.

What are your thoughts on this subject, and/or those of the MCA?

Most sincerely,
Trudy Kent
Rockville Centre, NY

(I have an anti-theft device on my own Mustang, so you probably know my feelings on the matter. When the MCA says stock original, however, they MEAN stock original! — Editor)

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Gentlemen,

I have a 1967 convertible with luxury interior 76B. The information I have shows 4,848 of these cars were produced.

This Vintage Burgundy beauty also has a 390 (S code), 4-speed and limited slip 3.25, with heavy duty suspension.

Can you provide information on how many luxury convertibles were produced with the Hi-Performance 390? Any information you can provide will be appreciated.

Mustangly yours,
Emile P. Robinson
Thibodaux, LA

P.S. I love OUR magazine.

(The 320 hp 390-4V GT "Thunderbird Special" was used for only two years in the Mustang - 1967 and 1969. To my knowledge production figures on this engine are not available. — Editor)

Letters to *Mustang Times* are published as an information exchange service to Mustang Club of America members. Publication of a letter does not constitute an endorsement of content by the *Mustang Times* Staff.

Dear Board of Directors,

In my opinion, there are two ways which you can look at the proposed By-Law change, you may disagree with both of them, but then again it's only my opinion.

Being involved with Mustangs for the last three years, I have come to believe that most Mustang parts and accessories suppliers don't know that Ford made Mustangs after 1970. Their catalogs contain few, if any, 71-73 Mustang parts, and if they do they're always on back order. You could build a '65 Mustang out of a catalog, but try to find an interior door handle for a '73 Mustang — it just doesn't exist. If these people can't even meet the needs of the parts required by present member Mustangs, how can they meet the

needs of the Mustang II?

I would like to know what Ford would have to say regarding this matter, after all they were the ones who ended the Mustang Dynasty in 1974, and brought it back in 1979.

The other side of the story is that it would increase the clubs membership, and give us a little more variety. I'm the proud owner of a '73, and I know I would like to see more than just 65-66 Mustangs. If you don't own one, the articles can get boring.

Sincerely yours,
Roland O. Martel
Gardner, MA

(I'm the proud owner of a '65, and I'd like to see more than '65-'66 Mustangs in the Times, also. Ever thought about submitting a story and photos of your '73 for publication? — Editor)

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