

LETTERS TO MUSTANG TIMES

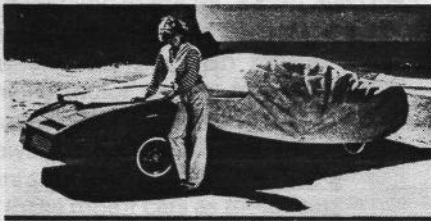
Dear Tracy,

I've been a member of MCA for about two years. Over this time I've seen some improvement in the publication, however, I'd like to see some color photographs inside the magazine. The color photos on the front and back are really nice.

Also, I would like to see a more complete listing of Mustang-related events, not just MCA events but more swap meets and general shows that Mustang vendors and enthusiasts are involved in. I like the publication and recently the professionalism of it has greatly improved. Keep up the good work.

Sincerely,
Craig Anonsen
Hyattsville, MD

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Dear Sirs,

I would like to send you a picture of my Mustang, and my Mom's and sister's Mustangs. Could you please tell me where to send the pictures, and if and when they will be published.

I was also wondering why the pictures of the Mustangs in HORSE SHOW aren't in color. A lot more people would enjoy them.

I also enjoy your magazine. Keep up the good work.

Linda Johnson
Salina, KS

Any photos for publication in the Times should be sent to The Mustang Club of America, P.O. Box 447, Lithonia, GA 30058. Please include some information about you and your Mustang. I try to publish every Mustang submitted for HORSE SHOW. It usually takes from two to four months to see your photo in the Times.

Color photos aren't used inside the Times because it is cost prohibitive. As the old racing maxim goes, "Speed costs \$\$\$\$." Just how fast would you like to go?" We do get quite a few requests for color photos inside the Times, and the idea is under consideration. — Editor

Dear Sirs,

I am proud to announce I have renewed my membership with MCA and have also joined the local regional group. I first became a member in 1982 and when my membership ran out, due to a loss of interest, I never renewed.

I have always owned at least one Mustang and at one time I owned three. I currently own only one but it's my pride and joy, a 64½ convertible. I purchased it two and a half years ago and I have been trying to restore it ever since, bit by bit. I am also driving it everyday to work and back and am finding out more and more that restoration and everyday transportation don't mix.

It seems lately, I've seen more and more individuals, probably due to great pride in their own particular breed of

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stallion, singling out their cars by starting a registry. In my years of Mustang interest I don't believe, however, I have ever seen or read about a registry for my ponycar — the 64½. If there is a registry I'd like information about who is in charge of it. I'd really like to participate. If there isn't a registry, I would like very much to start one. Any help you can give me about starting a registry or an existing one would be greatly appreciated.

Thank you,
David K. Smith
Knoxville, TN

You can contact the 1964½ Owners Club at 36 W 715 Red Haw Lane, St. Charles, IL 60174. — Editor

LETTERS TO MUSTANG TIMES

Dear Board of Directors,

I wish to thank Michael J. Walla for writing an excellent editorial entitled "WHAT ABOUT MY MUSTANG?" in the Etcetera section of the March, 1985 issue of *Mustang Times*. It appears as if the North Texas Mustang Club has a problem that is possibly shared by most of the other MCA regional groups — particularly our group.

The problem is that the overwhelming majority of our club members feel somewhat alienated from The MCA because we don't have the money to build and/or maintain an MCA show quality car. I'm not asking you to change your standards. I just want to know if there is anything that can be done to help us "Poor People" feel a part of the MCA?

If some steps could be taken to make more people (without show quality cars) feel a part of The MCA, it would help the club grow tremendously. I know that this is not an easy problem to solve. Maybe some other MCA members can come up with some helpful hints.

Even though I am president of The Mustang Club of Maryland, I find myself in the above-mentioned position. Overall, the MCA is an outstanding club. The guidelines that have been established have produced many Mustangs that are truly great!

I would like to offer one final word of encouragement to all of the Mustangers who are in the same situation that I am in — just do the best that you can with what you have, and keep your spirits up. The MCA will improve and grow to meet all of our needs.

Robert B. Henry
President
Mustang Club of Maryland

Dear Sirs,

We at the Boss 302 Registry urge all of you Mustang and Cougar enthusiasts to assist us in our search for information on all existing cars (and non-existent ones with known data) that were built with the factory Boss 302 engine (Code G). This includes

1969 and 1970 Mustang Boss 302 Sportsroofs and Cougar Eliminators so equipped.

We're interested in VIN's and data on everything from a bare block to a car known to be destroyed up to concours show cars and factory Trans Am racers. Owner privacy is respected, and names and addresses are not required.

Sincerely,
Randy Ream
Boss 302 Registry
1817 Janet Avenue
Lebanon, PA 17042

Dear Tracy,

I have collected data on 94 coupes, 2 deluxe coupes, 20 convertibles, 4 deluxe convertibles and 1 fastback Sprint 200 Mustangs (121 in total).

Based upon the information in the applications returned to me so far, the oldest coupe was built on January 4, 1966 (Lon Udy) and the newest was built on August 7, 1966 (Mark Linenburg). Coupes were definitely built at all three plants. Both of our deluxe coupes were built in April, 1966, but at different plants.

The oldest convertible was built on March 9, 1966 (Joe Euler) and the newest was built on July 19, 1966 (Edwin Myers). The oldest deluxe convertible was built on March 24, 1966 (Richard Byers) and the newest was built on July 9, 1966 (Jane Singleton). None of either type convertible located to date were built at the San Jose plant out of 24 convertibles on file so we do not know if any were actually built there.

Only one Sprint fastback has been confirmed to date (Frank Kohnert) which was built in January, 1966. We are fortunate to have 11 coupes, 1 deluxe coupe, 3 convertibles and 1 fastback original owners in our registry (13% of cars documented).

The most common exterior colors among registry Sprints are wimbledon white (20%), silver blue (15%), candy apple red (13%) and springtime yellow (11%). The most common interior col-

ors are black (45%), turtone blue (25%), red (8%) and parchment (7%). Automatics still out number 3-speeds by just over 3 to 1 (77% vs. 23%). One Sprint coupe has a Dagenham 4-speed (Neal Caliendo). At least 66 of our Sprints have confirmed chassis mileage in excess of 100,000 miles. Long live our Sprints!

Sincerely,
Rick Mitchell
1966 Sprint 200 Registry
428 Madingley Road
Linthicum, MD 21090

As you can see, Rick is doing a great job of documenting the "deluxe six cylinder first generation Mustangs." Look for some of Rick's excellent "How-To" articles for Sprint 200 owners in upcoming issues of the Times. — Editor

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