

# JUNKYARD TO SHOWROOM

by Bernadette Perotta and Raymond L. Weber, Jr.

Photographs by:  
Glenn Feldhaus  
(Andra Photo Lab, St. Louis)



About five years ago when I was 15, I purchased my 1967 Mustang Coupe. I bought the car from a neighbor who had it sitting in his yard for seven years. The car was a wreck. It was covered with leaves and other debris. The paint on the car was original, but because of its age and the effects of the weather it need to be refinished. The body of the car was in bad condition. The entire back end was damaged from the car being pushed. The car didn't run. The tires were worn flat. It was basically a pile of metal, but it was my car and a great challenge for me.

Three generations of Weber's work in the auto body business. My father and grandfather together own Weber Auto Service, an auto body shop located in St. Louis. I work there also. Because of the business we are in you can understand why I was interested in a car that needed so much attention and care.

From junkyard to showroom was a long, slow haul. When the car was purchased (for \$100) my only goal was to get it running — merely for transportation purposes. But after working so long and hard and seeing the potential

for the car to become a collectors piece I did a lot more than just make it run.

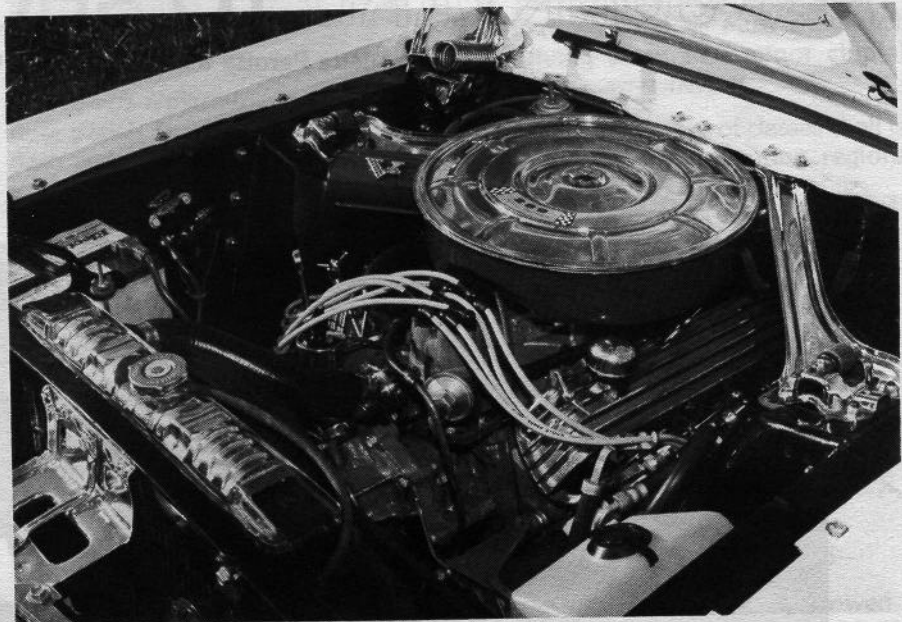
The first thing we did was to get the car running, we rebuilt the engine (289 V8) with all stock parts. I also did some detail work on the engine itself. I purchased some chrome valve covers, and chrome air cleaner. The next thing I concentrated on was the body itself. The rust on the car wasn't too bad but it definitely needed repainting. We painted the car the original color, Wimbledon white, a lacquer paint that has a hand-rubbed finish.

The car received a lot more doctor-

ing on its "road to recovery". I put new wheels and tires on it, had a new black vinyl top installed, along with new carpeting, a radio and a new dual/exhaust system.

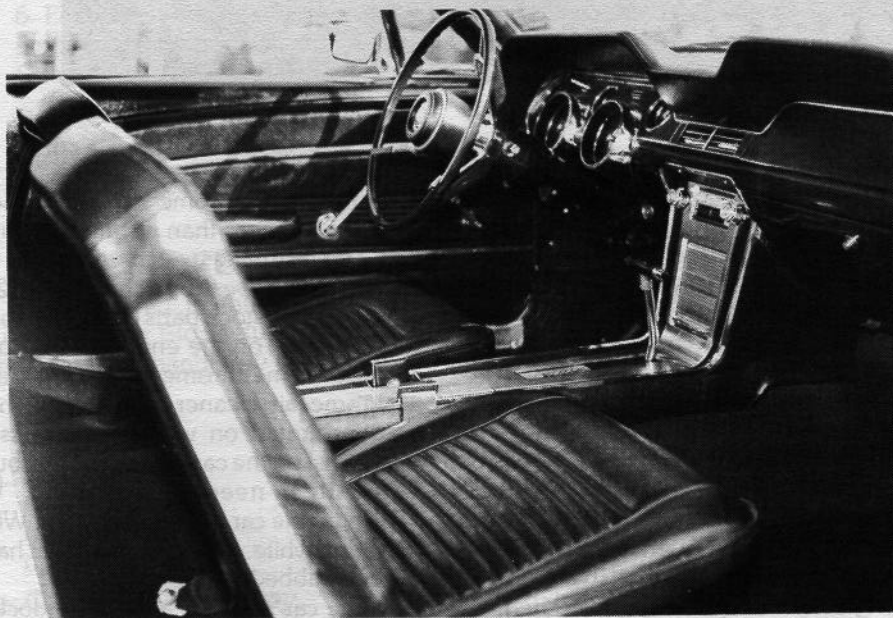
After all of our tinkering, we decided to take it to a show, on a friends request, if for nothing else but to get a good parking spot. I had entered it in two shows and it was at my third show that I received my first trophy (3rd place).

Since then, many extras have been added to the car, such as, a console, and the two front seats have been reupholstered with a kit ordered from California Mustang, they were done at home in the basement with my Dad. I also added more chrome: hinges, brackets, bolts, coil, and most recently a chrome alternator, pulley, alternator bracket, and power steering bracket.



**The original 289 2V engine was rebuilt and finely detailed with chrome valve covers, air cleaner, brackets, etc. The radiator has been cleaned and polished for its brilliant brass effect.**

**The interior has been restored with new carpeting, original factory seat covers, and a console.**

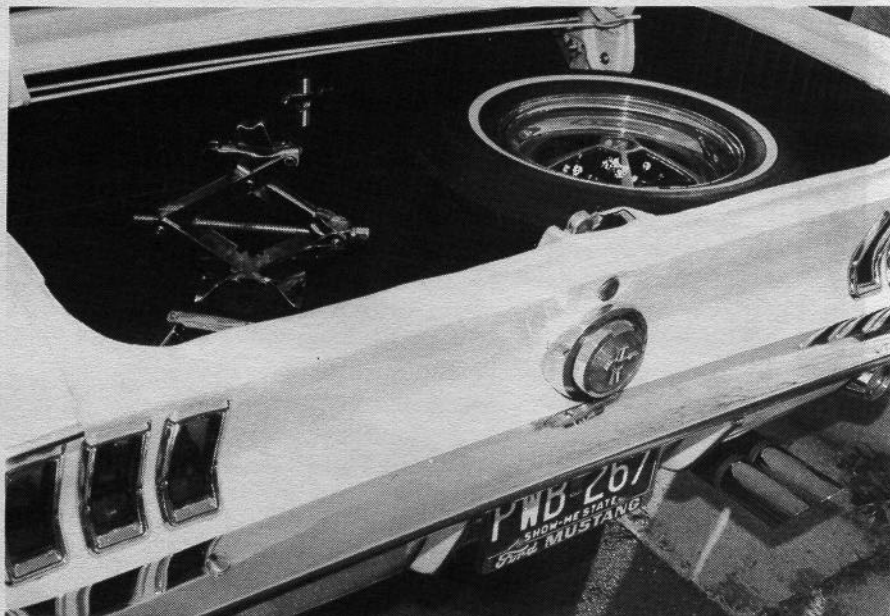


My latest custom work is my trunk. The walls have been covered with black rolled and pleated vinyl, cut to fit. The floor has been covered with black plush rug and to get it off, the jack and trunk lock have been chromed and on the back wall there is a 1967 Mustang emblem.

The car gets wiped down everynight, and does not get driven in the bad weather (rain, snow etc.). It does enjoy days out in the nice warm sun, and traveling around to all the different

shows. All of the hard work DEFINITELY pays off. There is no greater feeling than to hear your name announced over the loud speaker as the winner. It's a feeling that inspires me to go right back home and do some more work on my car.

The customized trunk was the last "haul" to the showroom.



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# Glazier's Mustang Barn

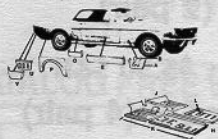


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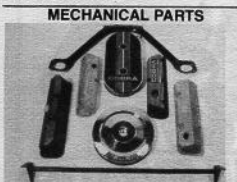
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