

LETTERS TO MUSTANG TIMES

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.

(Editor's Note: If you have recently submitted a letter to Mustang Times but have not seen it published, please hang in there. Due to space limitations all letters cannot be printed as soon as they are received. You should see your letter in print in the near future).

Fellow Mustangers,

I thought I would add some information on the 1970 Mustang Mach I Official Pace Cars (see Mustang Times January and July 1986). I have a photo of all five cars in front of Ford Headquarters in Dearborn. Unfortunately, it is in color and not very clear. The cars were different colors: Grabber Orange, Grabber Green, Acapulco Blue, white, and yellow. The decal on the door says "American Raceways Inc." The rear fender decal on each car was unique. It had the name of the ARI Racetrack it was assigned to. The only one I can read in my photo says "Eastern International Speedway." The other cars are obscured because of the way they are parked. The decals on the hood of the cars say "428 CID" and "Mustang." They have the standard black hood stripes with the shaker. The seats appear to be white, but I cannot tell anything else about the interior. They all have the rear spoiler, but no front spoiler.

Oddly enough, the car Art and Becky Dice photographed is the front car in my photo and is the only one with all decals visible.

The side stripe was borrowed the next month (November 1969) for the "Twister Specials." On the blue and green Pace Cars, the stripe was white. The same basic stripe pattern was used on the 1973 Mach I. The Twister stripe had lettering cut into it, as did the '73 Mach I.

Your January article says the Pace Cars were released in October 1970,

but it actually was in 1969. (It had to be if Art and Becky saw it in February of 1970, and the stripe borrowed for the Twisters.)

I obtained my photo from Terry Fritts, my friend who is running the 1970 "Twister Special" registry for both the Mustangs and the Torinos. I have several poor quality unauthorized "spy" photos of these cars sitting at the receiving yard in Kansas City, all 96 Mustangs and 90 Torinos. Terry and I have the complete list of Twister Special Mustangs, and will confirm the serial number of any suspected Twister Mustang to the owner.

For more information on the Twisters, see the August 1985 issue of Mustang Monthly.

I hope this helps out on the 1970 Pace Cars.

Yours truly,
Tom Scheerer
Wichita, KS

Thank you very much for the information! — Editor

Dear Editor,

This is my first letter to you. I have been a member for two years now. All I can say after reading the June 1986 Mustang Times is Hurray! . . . This brings me to the 1974-1978 Mustang II. Everything I read in magazines and hear from people are always knocking these cars. True they weren't performers like the other Mustangs, but they weren't supposed to be either. I have owned a 1978 since new and it has been a very dependable and fairly quick automobile. It has the 302 and 4-speed. Maybe if people owned a Mustang II for a while they might change their attitude about them. They're good cars. I know of a couple of Camaros that won't try racing me from a red light again.

Keep up the good work. I'm proud to be a member of the Mustang Club of America. I say Mustangs are Mustangs no matter what year they are. They are all great cars.

Jim Huber
Northbrook, IL

Thank you for your comments on the Mustang II. Hopefully this will encourage other Mustang II owners to share their experiences and information with us. — Editor

Dear Mustang Times,

What is the lowest mileage you know of on a first generation Mustang? I have a 1970 Mach I with 13,000 actual miles on it.

Thank you,
Lee Milner
Box 231
Jenks, OK 74037

I'm not sure what is the lowest mileage, but I know some of these original beauties have extremely low mileage. I recently judged a 1973 Mach I with just over 3,000 miles showing on the odometer. Okay low mileage owner, let's hear from you — Editor.

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LETTERS TO MUSTANG TIMES

Dear Editor:

In regards to Rick Mitchell's tech tip on "Changing the ATF in your Mustang . . ." July issue which was very informative, I felt that one very important area of the transmission was overlooked; the TORQUE CONVERTER.

Most automatic transmissions will hold from 8 to 12 quarts of fluid. If only the pan section is drained, there will be about 4 to 8 quarts of old fluid left, which is in the torque converter. But you say, "How can I drain the converter without removing the transmission?" Thanks to Ford engineers there is a drain plug on the converter of Ford automatic transmissions.

To drain the converter, perform the following:

1. Instead of raising the front end of the car, use a set of car ramps — much safer. Back the rear wheels onto the ramps, place the transmission in PARK and apply the PARKING BRAKE.

2. Raise the front of the car, using a

floor jack, until the car is level. Place jack stands under the car frame and then let the car down until the frame contacts the jack stands. Leave your floor jack in place for added safety and stability. Now it's safe to work under your car. This procedure will give you about 18 to 20 inches of clearance from the floor to the underbody for working.

3. Using a 1/2" box wrench remove the inspection plate on the front of the transmission bell housing.

4. Connect a remote starter switch to the starter solenoid. Click the motor over slowly until you see a 7/16 or 3/8" hex head drain plug. During assembly at the factory the plug may have been protected with a plastic cap, if you find the cap, it can be removed with a hammer and small chisel.

5. With the plug in view, place a drain pan directly under the converter. Using a 6 point 7/16 or 3/8" socket remove the drain plug.

6. While the torque converter is draining, the transmission pan can be

removed to complete the fluid change. When the converter is drained reinstall the drain plug and inspection plate.

Don't forget to look in your shop manual for the refill capacity for your particular transmission. Since the transmission is empty, add 4 quarts of ATF, start the engine, add 3 more quarts and allow the engine to come up to operating temperature. Check the fluid level, engine running at normal idle, and add fluid until the dipstick indicates full.

Remember, not changing the fluid in the torque converter is the same as changing the oil filter only and adding one quart of oil.

Bob Paul, Tech. Writer
Mustang Owners Club of
Southeastern Michigan

Thank you for the additional information to help make the task complete. Please keep the Mustang Times in mind for any additional technical information you may have. — Editor



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