



A MACH I LIKE A SWISS CLOCK

1971/72 Mustang Mach I, 351
Cleveland Cobra Jet

In May 1981 I bought this red/black Mach I from the first owner. When I remind me at the first three weeks of my Mustang I was in first of all . . . washing it!!!

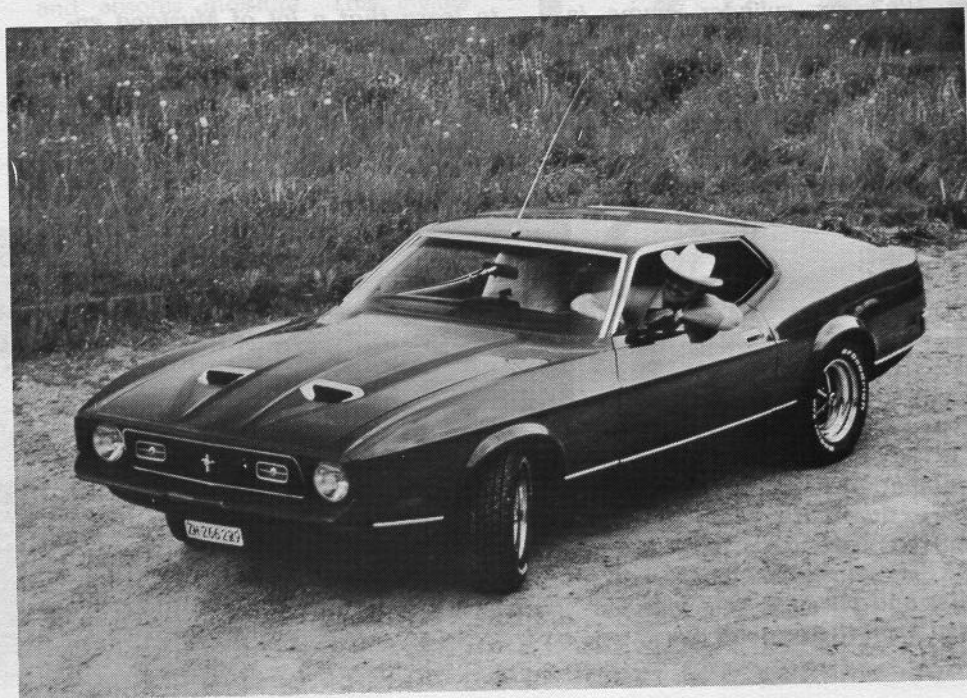
Then I saw, the car was (is) in a very good condition — no rust to find. I was happy about this purchase.

While the first three years I was driven my Mach I day by day in summer. With more and more pleasure. I consider, that it was only a buy just to look how it is the "life" in a beautiful American car. Now I am a great Mustang friend and I will stay it.

In Winter 84/85 I began to restore my Mach I. I took apart the engine, C6-automatic, rear axle and others out of the car. The restoring works did specialist doo, my knowledge isn't very good, but I want a very good work!

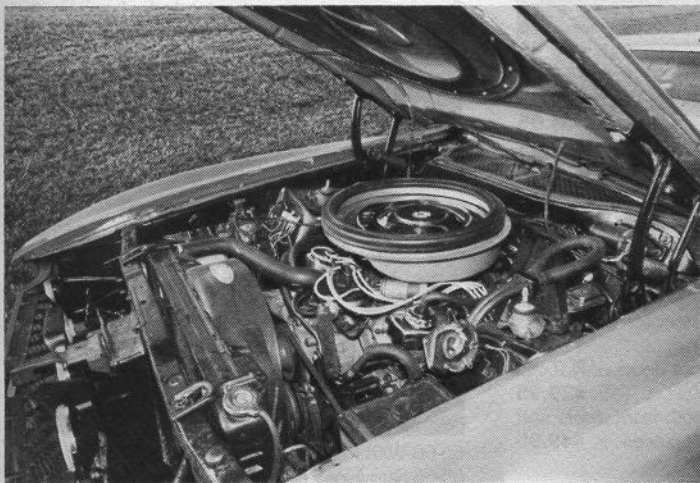
In summer '85 the most of the works are finished and I began to remove all items. During the summer I was driven at weekends with a lot of joy.

View from the top with chromed Hoodscoops





The front with self mounted sportlamps (Germany is near, and to drive fast there I need a very good light in the night) — no speed limit . . .



The engine, not at all restored (the summer was coming to early . . .)

The interior, with a none original steering wheel.



Next winter I will finished the rest of the engine: ignition and servos and then I have to doo some works in the interior. The varnish is in very good condition, so it can wait.

You see I know I can't win show prices with my car, but for me it is more important to get a car who I can drive it daily — if I want.

Here a survey about my car:

original options in my Mach I: engine 351 4V, Ram Air, C — 6 Automatic, Magnum 500-wheels tilt-power-steering, luxury interior, tinted el. windows, rear folddown seats.

none originals are: all time open Ram Air (by chromed NASA hoodscopes) without warm air (system) nose, Holley 750 cfm 4V, oil cooler, high volume oil pump, Blackjack Headders, sportlamps (behind the grille) with flasher on all 4 lamps, intake manifold and heads are inside polished. The original items are beside if case its necessary to change it to original.

To finish my story a notice: I own a lot of original papers like: ownercard (12.29.1971), warranty facts, emmission systems and maintenance shedules, consumer information, owners manual (in german), identification (metal-) plate, "police car control" — shedules and at last a Mustang buckle (not the right Jear/Model — Shelby '67) but at least a Mustang.

Sorry for my english . . .

Michel Kranz
with swiss regards
(mit schwiizerguess)

Editor's Note: It is always a pleasure to feature Mustangs owned by our members but I particularly am pleased to feature a beautiful Mach I owned by our overseas member Michel Kranz of Switzerland. Hopefully this article will encourage other members outside the U.S. to send us information and photos of their Mustangs.