

# Courage Is Essential For Any Pony Project

By MIKE WORTHY  
For The Mustang Times

As I sit on a stool at my workbench in the Blue Oval Garage, I'm looking across at a 1967 pony car of the Lincoln-Mercury persuasion; C-4 Tranny rebuild kit in hand and several books on the subject nearby.

Now don't get me wrong. I do own a Mustang! But today is just not it's turn in the car hospital. Through the years, I have developed an unbreakable relationship or bond with my pride and joy: a 1971 white fastback, purchased new and restored two years ago by me.

Together since my Air Force days in Texas, we have traveled from Montana to Mexico, ambled down all the back roads of Colorado, and more recently can be seen together on any Georgia Sunday.

I'm not rich. I'm not a race car driver. I don't own a Shelby or Saleen or even a real Boss Mustang. What I can tell you is that my enthusiasm for the Mustang hobby is world class. I think I can relate to a vast majority of pony lovers who do the best they can with what they have.

It is to these "Keepers of the Faith," working on a small budget and with limited technical skills, that this column is written.

The "Blue Oval Garage" (real and imagined) sits behind my house. It's old; it could be cleaner. But it is better than a shade tree to work under and it has that certain greasy, mechanical smell to it. That's important because it clears your head and directs your attention to the buisness at hand: maintaining and restoring your Mustang.

I believe it is essential for you do to as much of the work as you can on your car for several reasons. Saving money is the obvious thing, but what about gaining knowledge on how the old gal is put together? How about improving your ability to diagnose a problem? And last but not least, think of the satisfaction in knowing that the gleaming, sleek, sporty machine in your driveway is still there thanks to your labor of love. No meer car owner can feel quite as deeply about his automobile unless he had a hand in the process.

I am not here to tell you to jump in over your head in engine rebuilding next week. Start out by changing your own oil. Then you can replace some bolt-on item like shocks. With a small tool purchase, try your hand at doing a tune-up. Did you know that

## TALES FROM THE BLUE OVAL GARAGE

rebuilding an Autolite or Holley carb is not quite brain surgery if you take it one step at a time?

There are three things that usually hang me up when I am considering covering new ground on my Mustang: Do I have the tools? Do I have the information needed? And, hardest of all, do I have the courage and determination to see this project through to the end?

Tools can be bought, borrowed or rented. Information can be gathered from books, friends, or magazine articles. Courage and determination is something that has to be built. That's right, with every project you complete, you gain confidence in yourself.

It has taken me many years to gather the confidence that I needed to crack open my first automatic transmission and replace the seals and clutches, but once I have that experience, the next time will be much easier.

Next month, with the help of a few of the regulars at the "Blue Oval Garage," I will bring something to your attention that you can savor, be that helpful or entertaining.

Special thanks to the crew at the Blue Oval for their support: Furlong Husky, top mechanic; W.D. Fordy, race driver; and Les Ismore, designer and inventor.



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