

'73 Grande Owner Worries Over Unleaded Fuel

Dear Fred:

I have recently joined the MCA and own a 1973 Grande.

I bought this car new in 1972 and have owned it ever since. I shipped it from New York to England in December of that year where it remained until July 1990 when it was shipped back to the U.S. and is now in Ohio where it will doubtless remain.

In the UK it spent all its time there running on leaded fuel, but I was somewhat surprised to find on arriving in the U.S. that this is unobtainable in most states these days.

I would be very grateful if you could advise me if it is all right to drive around on unleaded fuel with a lead substitute/additive, or if I really ought to try to have hardened exhaust valves fitted.

The car has 75,000 miles on it and it only gets used once or twice a year when I am on leave in the USA. On these occasions I drive about 3,000 miles.

Ian Chancellor

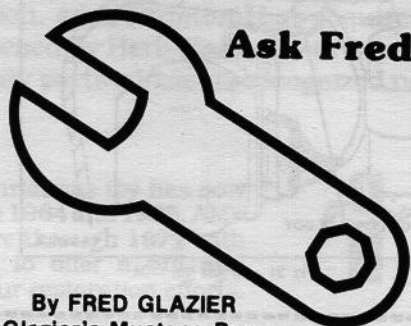
Dear Ian:

The problem you are anticipating is recession of the valve seats. One of the cars in our shop, in daily use, is equipped with a 289 HP engine, which had already had three valve jobs prior to 1982, when availability of fuel forced the owner to switch to unleaded premium.

In 1991, during an engine teardown due to an unrelated mechanical problem, it was noted that four (only) of the valve seats were worn to the point that they needed hardened seat inserts. This without using any additive at all.

I would say that your engine should last indefinitely considering your level of use, and that careful storage procedures will be your greatest concern.

Fred



By **FRED GLAZIER**
Glazier's Mustang Barn

Dear Fred:

I'm restoring a 1966 convertible and have some questions as I begin this project.

Undercoating — I'm having some new floor pans installed and I'm questioning if I should paint or apply undercoating. My vehicle will be used weekends, not daily. I do not plan to show the car.

What brand or type of paint or undercoating should I use?

I need to replace my present top which has a plastic window. Can I replace it with a glass window instead? Was glass an option on the car when it was new?

I thank you very much for your help.

Jack Erdmann

Dear Jack:

The car could be undercoated or not, depending upon the specification of the original order.

The paint on the underside should be red-brown primer (with body color overspray) and should be applied whether or not you use undercoating. Undercoat with any brand, best appearance is achieved with a spray gun instead of cans.

The glass window was not offered in 1966, but the glass window for the 1967-68 will fit, provided you also use the 1967-68 top and well liner for the glass window. However, the glass window is smaller than the plastic window and costs as much as the entire standard top. Given the use you are planning, the plastic window will last at least five years, so considering the difference in cost the glass window would have to last about 20 years to pay for itself.

Fred

(Editor's Note: Undercoating is expected to be a hot topic at the 1992 MCA National Judges' Meeting in Tulsa, OK this November, and it is possible that a rules change will be debated. That will not effect you if you do not show your Mustang, but it could have a bearing on the value of your car should you later decide to sell it. You might want to consider waiting for the outcome of this debate before making a final decision on undercoating).

Dear Fred:


I am working on a 1972 Mach I. I bought a rear spoiler to put on it, but it did not come with installation instructions. What is the proper location to mount the spoiler on the trunk lid?

Tom Parrish

Dear Tom:

The 1971-73 fastback rear deck lid spoiler should be installed with the rear edge of the pedestals (not the rubber gasket) about 3/4 inches from the rear edge of the deck lid. This will put the rear edge of the spoiler even with the rear edge of the deck lid with the top surface of the spoiler level when viewed from the side.

Fred



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