



But Honey, It Only Cost \$700

by Henry T. Jones

Little did she know, and little did I realize that a simple project to build an acceptable daily driver would turn into a full-blown \$20,000 historic race car.

Actually it all began when my two brothers and I attended the 30th Mustang Anniversary Celebration at Charlotte Motor Speedway in 1994. After leaving the event all I could think of was the blue 1964 1/2 Mustang convertible my older brother owned when this new breed of car first hit the streets. A fastback would be a nice version to own, so a few months later I found myself in Augusta, Georgia, scrutinizing a 1965 2+2.

The car was in bad shape with no motor or transmission, but it did have a Ford 9" Detroit Locker rear end. Apparently the car had done some Saturday night drag racing, probably the "street" variety since there was no evidence of safety equipment having been installed. No problem! Just locate a motor and transmission at the local salvage yard and we could be off to the local hamburger hot spots for weekend cruises. Wrong!

While all of this was taking place I was assisting the local chapter of the Sports Car Club of America with some corner work (flags and communications) for their events and some private

rentals of the local track for non-SCCA events including a historic racing group named HSR (Historic Sportscar Racing.) By now you can see it coming -- I got the bug in a bad way.

What was to be a few repairs on my Mustang turned into a full blown restoration which resulted in a completely NEW 1965 Mustang. Everything in the car is new because of safety concerns and also because the historic racing groups want cars that are of show quality. (I strongly encourage MCA members to attend one of these historic racing events which usually total 200 entries. Believe me it is racing, no putt-putt with these groups.) Every piece of the sheet metal on the exterior of the car was replaced except the roof and cowl area. The floorboards and trunk area were cut out and replaced. The entire suspension was replaced, both front and rear. A brand new HiPo 289 with race parts was built from a block I had located. A new Toploader was purchased

and full race roll cage, fuel cell, and gauges were added. The final body work and paint was completed and H-rated tires along with Torque Thrust wheels were added.

Now two and one-half years later, I am having fun. Our first outing on the track was the MCA 20th Anniversary Celebration at Atlanta Motor Speedway. (Car is pictured in the December issue of *Mustang Times* on page 46.) Since then it has been on the course at Roebing Road in Savannah, Georgia. Next season, in conjunction with the HSR group, this car will be at Road Atlanta twice, Sebring, Morosso, Watkins Glen, and Daytona. This Mustang was built to be driven.

Honey, I'm sorry I went a little over budget! MT

The \$700 project car before the racing bug took a bite.

