

A Well Traveled Pony

by Don Sampson

Many Mustangs travel throughout the country attending shows and various events, but few ponies have the opportunity to make a trek overseas and back home again.

The beautiful gleaming Vintage Burgundy exterior of this 1964 1/2

convertible combined with a white interior and white top really caught my eye seven years ago. I always liked the styling of the early Mustangs since I was first exposed to them in Germany when my father was stationed

there in the 1960s. This head-turning ragtop would be perfect as a daily driver since the engine was rebuilt at 108,000 miles and the body and paint were immaculate.

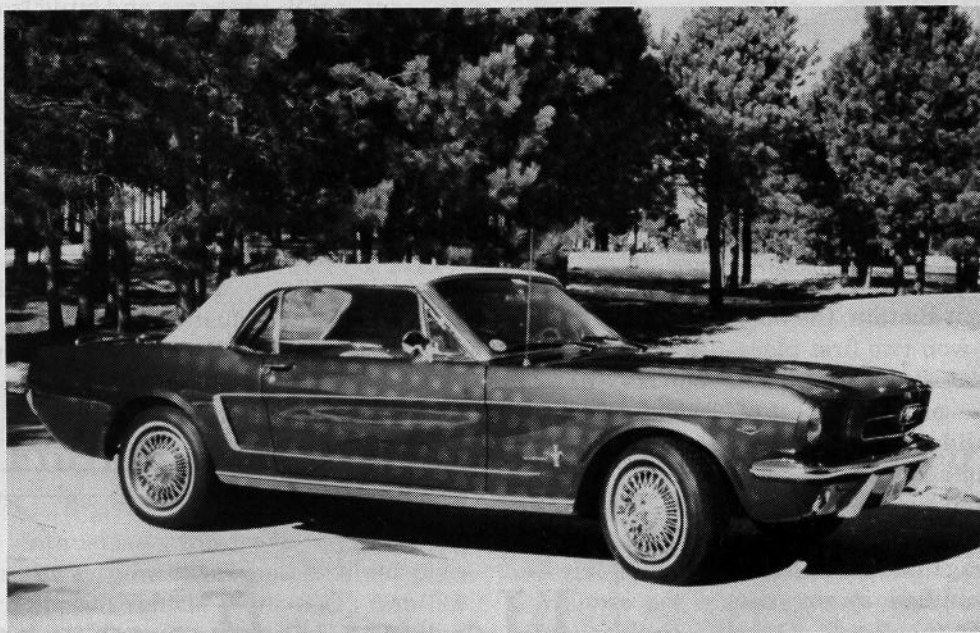
As a member of the Lubbock (Texas) Mustang Club, the car was eventually entered in a show in Amarillo, Texas, in the Street

Driven class. After garnering a second place award I realized that the "daily driver" status of this Mustang had just flown out the window. During the next year upgrades were made resulting in two first-place wins including the National show in Amarillo in 1989.

spend a great deal of time and money on them just as we do here in the U.S. Of course parts are tougher and more expensive to obtain in Europe so modifications are more prevalent. However, the modifications I saw were high quality in nature. The number of

Mustangs in Great Britain was surprising. At one annual show, over 300 cars were entered. Several Mustangs had even taken the ferry from the continent to the show. The judging wasn't as strict as U.S. shows,

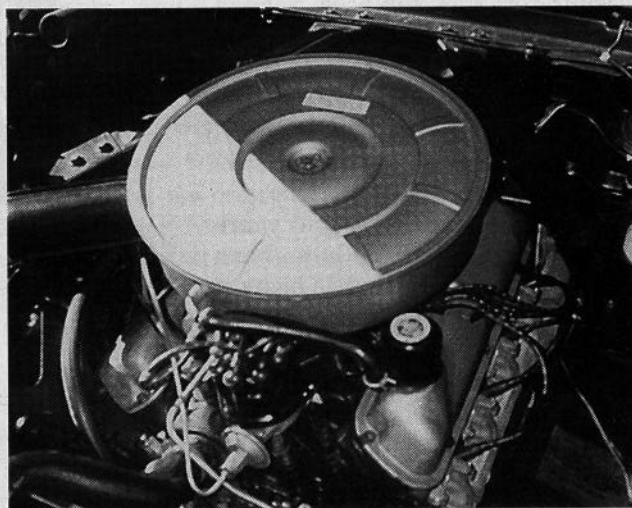
but points were always awarded for authenticity. One of the features of these shows that I particularly enjoyed was the winners circle. At trophy time, the winner would drive his or her car around a ring in front of the judging stand so the attendees could see the car in action.

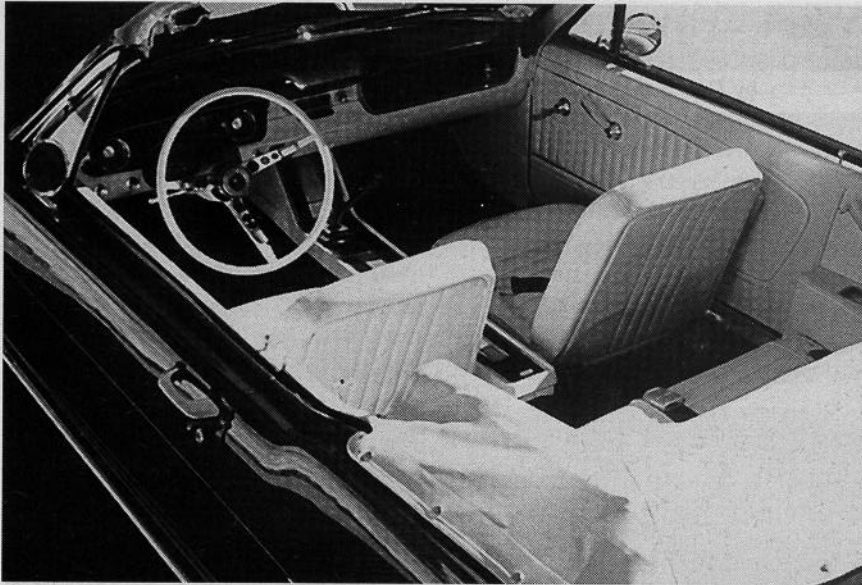


A month later I was transferred to England (with the Mustang) and subsequently joined the Mustang Club of Great Britain.

The differences between American clubs and the one in Great Britain were surprisingly small. The Great Britain owners are very proud of their cars and

Housed beneath the hood of this Vintage Burgundy beauty is a D-code 289 engine.





The white standard interior is a perfect complement to the dark, rich exterior. A major portion of the interior, which features a full length console, has been replaced with an eye toward concours driven classification.

While in Great Britain, the burgundy droptop won two first place trophies, a "greatest distance traveled to enter" award, and Best of Show at a small local show on the Air Base in England.

It was tough to maintain the car in England due to the damp climate. The garage had to be heated and dehumidified to prevent rust from forming.

After returning to San Antonio some delayed projects including a new windshield, muffler, top, new leaf springs, and a brake overhaul were completed. At the 1994 San Antonio and Austin annual shows, a second place finish was achieved. In 1995 first place was received at the San Antonio show.

Before leaving San Antonio, the carburetor was replaced with a correct rebuilt Autolite version from Pony Carburetors. Since transferring to the Air Force Academy in Colorado Springs, Colorado, I've had to rejet the carburetor to handle the altitude.

During the past seven years several thousand dollars have been invested in the car to bring it to Concours Driven status. Some of those changes include a steering wheel, carpet, dash, console, seat belts, hood swap, lamp buckets swap, wiring, battery, carburetor, top, windshield, rechroming wheel

spinners, radiator replacement, new front end, new exhaust, new shocks, new rear leaf springs, radio swap, coil, regulator, head-

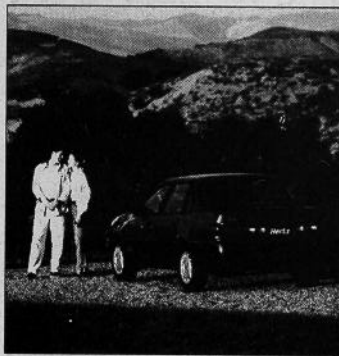
lamps, outside door handles, front bumper, gas cap, luggage rack, belts, hoses, and spark plug wires plus numerous minor changes. People are correct when they tell you to start with a good car. This Mustang looked nice and ran well when purchased, but there was still thousands of dollars of improvements needed and not all of them were of a cosmetic nature. Mustangers who start with a basket case and build from the ground up are to be admired.

Equipment on this refurbished 1964 1/2 convertible include a D-code 289 4V power plant, four-speed transmission, white standard interior with full length console, Spinner wheel covers, and luggage rack.

I've really enjoyed joining local Mustang clubs and showing my well traveled pony wherever I'm stationed.

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