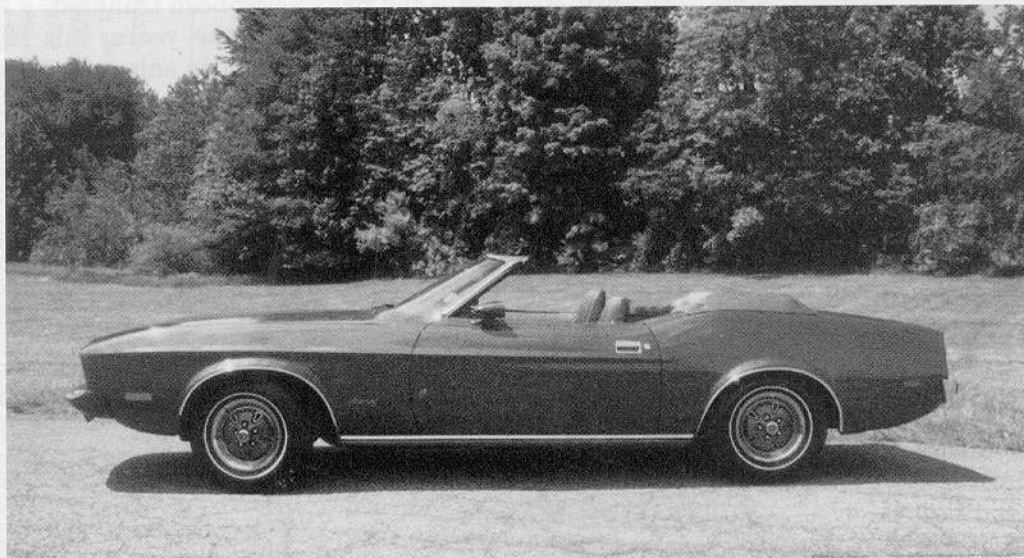


Basking In The Glow

by Teresa T. Vickery
photos by Dolores & Alan Faber



proved fruitful. Since the car was virtually untouched, refurbishment would be easy. For the next one and a half years, Steve's Collision and Paint Center in Rochester, Massachusetts, served as home to the blue beauty.

With such low mileage, the stock 302 2V and automatic transmission

needed only cleaning and detailing.

This was also the case with the blue interior. New carpet was required but all other components are original. For 1973, convertibles received an interior which featured knitted vinyl seat trim and molded door panels. A full

Word reached the masses quickly that 1973 would mark the end of open-air driving. The convertible Mustang was destined to become a thing of the past. The announcement by Ford Motor Company prompted many ragtop enthusiasts to step up to the plate and plop down the necessary cash to have the last of the convertible breed. Dolores and Alan Faber of New Bedford, Massachusetts, did just that.

At the time of the cancellation notice, this couple owned a 1966 Mustang convertible. But they wanted to continue to enjoy the driving freedom that a convertibles offers for as long as possible without the worry of an older vehicle.

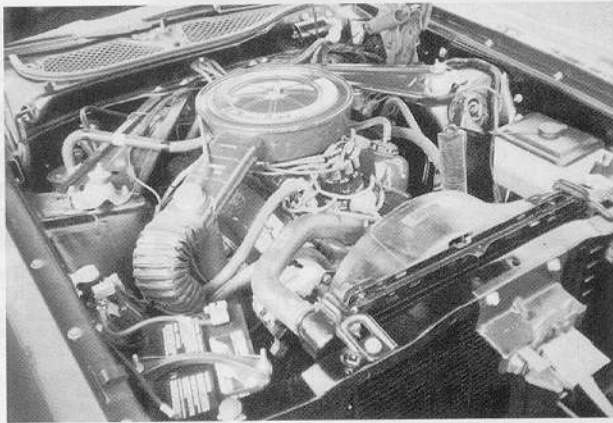
In July 1973, the Fabers purchased this 1973 Blue Glow Metallic convertible to use for basic driving needs. The pony served them faithfully for 18 years and 71,000 miles before being placed into storage. "The

pony then remained in deep storage for about two years. Every time we looked at it we knew it was destined for more than just slow deterioration inside the garage," states Alan Faber.

A call to a local restorer to see if their droptop was a worthy candidate for a complete restoration

The styling of the 1973 Mustang was very similar to its 1971-72 predecessors. One easily recognized change is the vertical parking/turn signal lights, chrome headlight bezels, and larger front bumper. The size of the bumper is a direct result of new impact standards imposed by the federal government.





As we are the original owners, we still have all of the original paperwork, such as bill of sale, owner's servo plate, window sticker, and factory warranty and owner's manual. All are still in almost new condition and are displayed with the Mustang when it is shown." The Fabers are true

Ford enthusiasts and also have in their collection a 1955 Thunderbird and a 1940 Ford four-door Deluxe sedan. The Mustang and Thunderbird were restored according to judging rules requirements, while the 1940 Ford was altered slightly to enhance cruise-night fun. Mr. Faber pointed out that all vehicles are driven wherever they go and have never been trailered.

Throughout the years, this is one couple who has enjoyed basking in the glow of open-air fun.

MT

length console adds to the convenience aspect of the cockpit.

Additional equipment includes power steering, power front disc brakes, Sports wheel covers, and whitewall tires.

Since the original sheet metal was in excellent shape, no extensive body work was needed. Fresh coats of Blue Glow Metallic were carefully applied.

"The restoration really turned out beautifully and we have won numerous first, second, and best of show awards in local car shows.

played with the Mustang when it is shown." The Fabers are true

The original 302 2V power plant (shown above) needed only a thorough cleaning and detailing during the restoration process.

For 1973, convertibles received a special interior which featured knitted vinyl seat trim and molded door panels.



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