

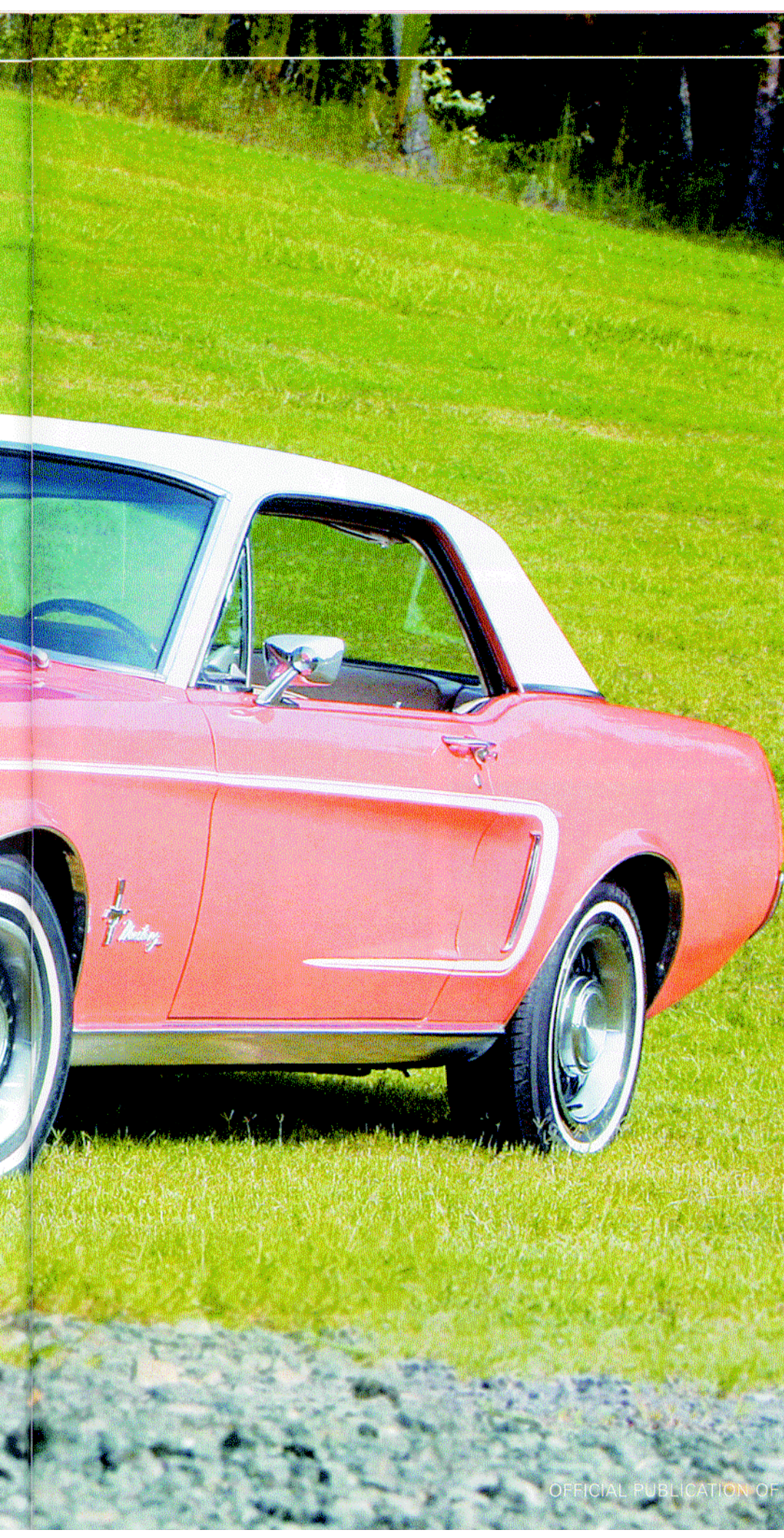
Eastertime

CORAL

**NOT ALL MUSTANGS WERE
RED, WHITE, OR BLUE**

Text and photos by Mary Jean Wesche





Brian Mapes was innocently wiping off his '68 Mustang at the 30th Anniversary Stampede in Birmingham when I rode by on a cart, perusing the showfield. I'm sure that he was accustomed to the stares from passersby who were strolling through the show field during those three glorious days in September. As you can see, his Mustang sports a highly unusual, yet original color—Eastertime Coral. Brian's Mustang is one of 10 that were the "Mustang of the Month" for the Denver, Colorado, sales district in April of 1968.

Brian says he's always looking for the car with something unique about it or its' history. This particular Mustang found him! A Financial Planner and Income Tax Preparer, Brian met a new client in his office that he describes as, "All Mustang." He has models, ad prints, clocks, and even hubcaps on the walls. His new clients told him they had a 1968 Mustang with a special paint color in their garage, but they hadn't driven it for several years. They were thinking of selling the Mustang. Brian asked about the history of the Mustang and set up an appointment to view the car. When he looked at the Mustang and noticed that the data plate was missing the color code, he realized it might be an original color. The owners were gracious and allowed Brian to photograph the car and jot down all pertinent numbers to do some research. However, they had not yet decided whether or not they wanted to sell the Mustang.

Brian took the photos and information and ordered a complete Marti Report on the Mustang. Kevin Marti responded that he would need a paint sample before he would complete his report. Brian managed to get that paint sample to Kevin Marti, and the report confirmed that Eastertime Coral is the correct color for this car. Brian also found out that the '68 was built under special order for the Denver sales district on March 25, 1968 and released to Rosen Novak Ford in Denver as the April Mustang of the Month promotion car. This particular Eastertime Coral Mustang is one of 10 produced and did not sell until July 27, 1968. Four months after his initial look at the Mustang, the owners phoned Brian and said the Mustang was his if he still wanted to make the purchase.

All Mustangs of the Month promotion cars came with the Sprint Option A package, which included a choice of six cylinder or V-8 engine, C-shaped side

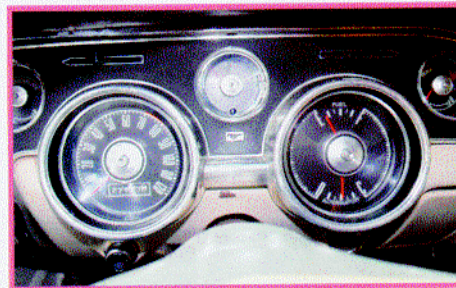
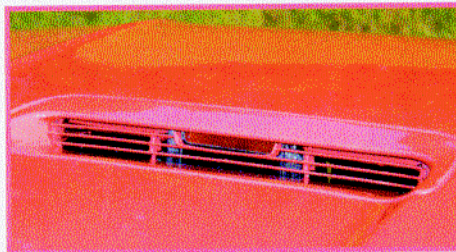
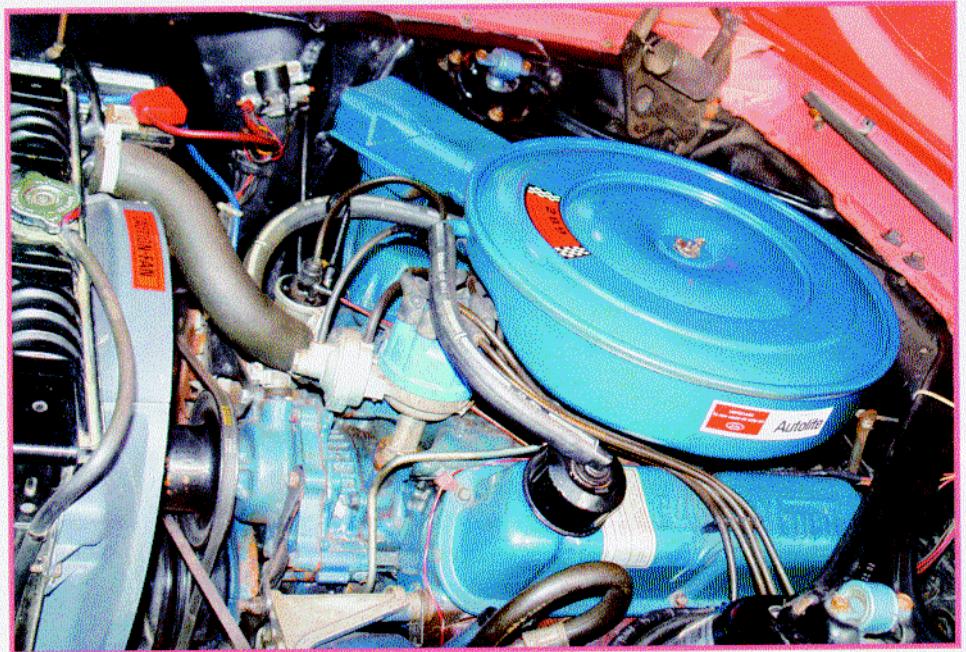
stripes, wheel lip moldings, full wheel covers and a pop-open gas cap. According to research on 1968 models, the Interior Décor Group, Tu-tone (black striped) hood, and hardtop vinyl roof could be combined with the Sprint Package.

Currently Brian's '68 does not have the correct NOS wheel covers. He's planning to rectify that. He also would prefer to have the 200ci 6-cylinder (original equipment) back in the Mustang. Brian states, "This one was not made to be a muscle car and I would rather have the correct engine back in the car." He also owns a 1966 Hardtop. Brian told us, "...When repairs or replacements are made, I will always attempt to replace correct parts or change out modified parts back to original. I prefer to have my cars as correct as possible. My 1966 has been painted a non-Mustang dark blue. When I have it repainted in the next year or two, it will be repainted in the correct Sahara beige.

Brian finds pure enjoyment in driving and owning both of his Mustangs. All aspects of ownership including driving, cleaning, maintaining, and showing the cars give him pleasure. At shows he attends, Brian prefers not to enter in judging. He's one who'd rather relax and enjoy the shows instead of prepping the car for showing and judging. He's also one who enjoys driving his Mustangs about twice a week. Living in Michigan, his driving season is limited to only May to October. Then Brian stores them for the rest of the year. He plans to install new floor pans in his '66 and then completely repaint it and do some interior work.

As for the '68, it's interior is Parchment, and needs no work. It's equipped with standard bucket seats and all original equipment. The only thing Brian has done is have repainted the rear quarters and top right fender to the C-stripe. There were several items added to the Mustang giving it a GT look. Those were removed.

Brian recommends that others contemplating purchasing or restoring a Mustang do some homework first. Decide what you are looking for in a car. Do you want a driver without any major work needed or do you wish to buy a restoration project? He also suggests getting a Marti report on any Mustang you are serious about purchasing, as it will give you information on items that you may not have considered. He also recommends that you know yourself, know your budget, and have the facility, tools, and time if you plan to do a restoration. Brian feels sometimes it's best to wait if you have found the car you really want. Don't buy a car just to have



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one. The one you really want may come along and you won't be able to buy it if you've already made a purchase.

When asked what makes this car special to him, Brian stated that one of the best things is that it's an example of a great driver Mustang that he can take to any show and enjoy it. It's a driver only—he doesn't trailer it anywhere. Although he has a great respect for those who have restored 100-point Mustangs and enjoys looking at them and talking with their owners, Brian would rather have a Mustang that he could take out and drive on a regular basis. This is what keeps out hobby alive, people who share a common interest, but express their interests in different arenas.

Last September, at the 30th Stampede, if you were a part of the cruise from Barber Motorsports Park to Homewood for the block party, you may have passed Brian as he was experiencing a vapor Lock problem with the Mustang. The helicopter was overhead video taping the event, and he was along the side of the road with new friends who stopped to assist. They did get the Mustang running for the drive to Homewood, but it overheated while waiting to park. He still enjoyed the event and the car ran great for the rest of the weekend. Brian sums up the hobby best when he says, "Those who drive first generation Mustangs do it because we enjoy the total experience even with those problems that will come up. It's just a matter of when." **MT**

