



*Text by Mary Jean Wesche Photos by Mary Jean Wesche and Alyssa Glenn*

# Nitemare

.... One Unique Mustang Sedan Delivery

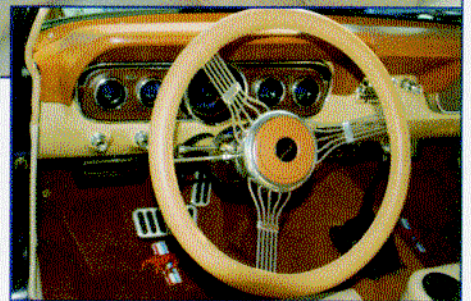
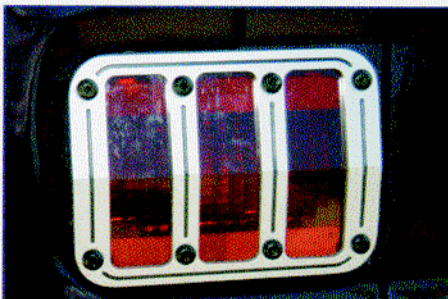


It's too bad that I can't have sound accompany this article. When Merv Rego fired up this Sedan Delivery, I couldn't help but smile—a huge smile. Merv always wanted a Sedan Delivery. He felt that the Falcon would look too much like a station wagon. He and his wife, Pat, wanted something different. And, they wanted to build it themselves. As owners of Classic Creations of Central Florida, both Merv and Pat are well versed in all things

Vintage Mustang. They also both serve on the National Board of Directors for the MCA. Although other people have tried to build a vehicle such as this, Merv and Pat felt the outcome was akin to a modified station wagon. So, Merv went to his drawing board and pulled off something quite unique.

The project all began with a 1966 coupe. Merv took a trip to a junkyard and cut off a Volvo wagon roof. From there he hand fabricated the sides and

the posts. Merv would heat, bend, and form the panels until they were perfect. He managed to fit glass from a Mustang coupe to help hold the weather stripping, dropped the roofline of the Volvo, and perfectly matched the Mustang. Merv also fabricated the rear body section of the car. That includes the back bumper and the tailgate. The side panels are not made of glass, but were fabricated by Merv to perfectly fit the style of the roof. And, the fabrication



was made out of 16-gauge steel.

The structure of this Sedan Delivery is quite sound! The rear end needed to be narrowed by four inches, so the rails were moved in two inches on each side. Merv used a convertible's frame rails and torque boxes, not an X frame. The underside view of the Sedan is like looking at a convertible. The taillights had to be modified to make them smaller to fit. The wheel housings were opened up to increase each one by two inches. Merv told me he even put all spot welds back on the car frame. Talk about details!

The interior work is a story in itself. Merv used a Fastback fold-down seat for the back seat. But since the rear of the Mustang is four inches wider than the Sedan, he cut the seat down the center and removed four inches in width. The chrome trim also had to be cut and refit. The front seats are FloFit high-backs. The floor for the rear was another piece that Merv hand made. He then had to find a fuel tank to fit. A '73 Charger tank was utilized. As you can imagine,

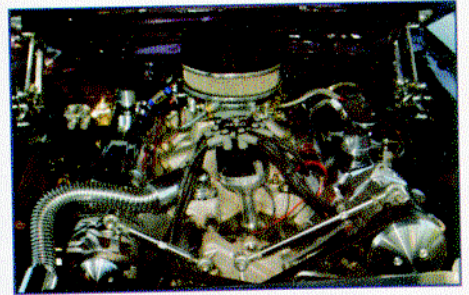
the headliner had to be custom made to fit this one-off vehicle. All gauges are products of Daytona Digital, and a LaCarre Banjo steering wheel completes the look of the dash.

Under the hood, Merv removed the 200 cid V6, and replaced it with a 460 V8 stroked out to a 514. The motor took more than eight months to have built in Oklahoma by Don Barrett. The shock towers were removed, and the front end was equipped with a Mustang II kit from Heidt's Rod Shop. The AOD transmission is from a '67 Cougar. Performance Automatic cut the bellhousing to make it fit the big block. A Currie 9-inch rear was installed as well. The custom pedals and shifter are from Lokar. A Saldina custom-made aluminum radiator was placed in the engine compartment but Merv had to modify the supports to hold the radiator. The pulley system is from March. The front end is equipped with adjustable hydraulics. The firewall was cut and flattened to make room for the engine. When the engine arrived, Merv realized that the motor mounts were wrong, so

he fabricated new mounts. Two Flexlite fans help keep things cool. The oil pan was taken from a 460 pickup. Merv made sure to keep the center of gravity correct. Thus, the oil pan leaves one inch of space from the rack for clearance. The Odyssey PC1200 battery was chosen because it has 1200 cranking amps, leaving no doubt there's enough power for the engine.

Finding a hood that fit was a chore in itself. After three attempts, Merv and Pat found one they really liked that should have fit, however it also had to be modified because the three-inch cowl wasn't enough to clear the engine. The custom-fit hood has Ring Brothers Billet Hood Hinges to hold it in place.

Braking is handled by 13-inch front and 11-inch rear disc brakes from Stainless Steel Brakes. The 8-inch front and 10.8-inch rear wheels from Wheel Vintiques have a custom-made 5.25-inch offset. The door handles are from '71-'73 Mustangs, painted to match the body. The purple hue is not something anyone will be able to duplicate. The basic color had a little black added, and a little of something else. Fortunately Merv has a supply of extra paint on hand because



no formula exists. It's a deep, deep purple that, when in the sun, has a bit of a metallic shine. When the sun goes down, the paint looks black.

I wish I could list every single part that has been modified on Nitemare. Suffice it to say that this is one example of the quality of work done at Classic Creations. Look for them at

an MCA show with Nitemare in tow.

Merv stated that he wanted to build something unique, something different—mission accomplished, and accomplished well! **MT**

Source: *Classic Creations of Central Florida*  
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