



# FOR THE LOVE OF MACHS

BROTHERS JIM AND TED DAMINSKI  
SHARE A LOVE OF MUSTANGS.

Text by Jim Daminski  
Photos by Mary Jean Wesche

**M**y brother, Ted, and I have always loved our Mustangs. In fact, my first car was a 1969 Mach 1 Fastback. Between my brother and I, we must have owned about 20 different 1969 Mustang Fastbacks. Some were OK and some needed many repairs. We would fix them up, abuse them for a while, and sell them before moving on to the next one.

After several years of buying and selling Mustangs, we ended up selling everything we had to build a house. However, we never lost our love for Mustangs. After being without one for many years, we got the itch to have a Mustang back in our lives, so we started to look around. Ted and I discovered that it was not easy to find a decent car that was mostly all together.

I do a lot of traveling through out the United States and always kept my eyes and ears open for that special Mustang. After many months went by with out any luck, my brother called me

and told me about one that he found on the Internet, but there wasn't much information given about the car. I asked him for the telephone number so I could contact the seller and get information about it and he began to laugh. I asked him what was so funny and he gave me the number—it was a local number and the seller lived about 15 miles from our house. Ted thought this was very funny because I looked for so many of thousands of miles and here was one sitting near our door.

I called the owner, Russ Ryan, and talked with him for about an hour and I



started to think we found our car. But, I was not going to be sure until we saw the Mustang in person. We set up a date and time; when we got there and saw the car, we fell in love. There sat the best-looking Indian Fire Red Mach 1 I'd ever seen. Although the Mach 1 was a numbers-matching specimen, I was uncertain that the color was original because I have never seen one that color before. Russ told me the color was rare. We looked the rest of the car over and found it in great condition with just a few minor items that we could fix ourselves.



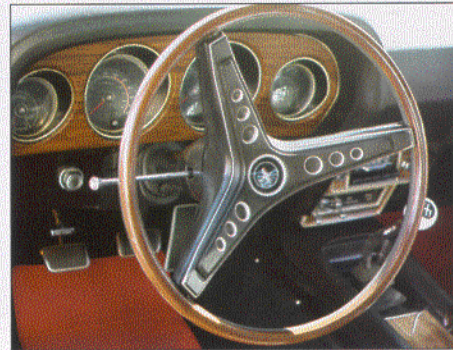
Russ informed us that he was the second owner. He showed us pictures of how he took the car apart and repainted it with a full rotisserie restoration. Then he began to tell us that he only drove it on Sunday mornings when there was no one on the road that could damage it. He showed us where he kept the car in the garage, away from anyone being able to do any damage to it. And, he always kept it covered with a cover made especially for the Mach. We thought he went a little over board protecting it, but it showed how much Russ cared for the car, and this is what we wanted.

We made a deal with Russ Ryan and picked the car up from him on July 4, 2002. This gave us a whole new meaning of celebrating the Fourth of July. I just can't imagine what must have been going through Russ's mind when he saw his pride and joy of so many years driving down the street for the last time. We ordered a Marti Report and found out that it was one of 3,286 with this Paint/Trim code. We have been to many car

shows and cruise nights and have not yet seen another Mach 1 like it with this color.

After owning the Mustang for a few years we wanted another one so both of us could have one to drive, so we started building another 1969 Mach 1. The Indian Fire Red car had some parts





that were not OEM, such as the windshield, so we took them off. I found an original Carlite windshield and installed it and used the old one for our second car. I also purchased a working AM/FM radio, had the steering wheel sent out to have it refurbished with a new rim blow switch installed.

I was at a race in Las Vegas and did some talking with the Goodyear people

about the Polyglas tires. They gave me the information on where I could purchase them, we ordered a set and had them delivered. I found another set of original wheels on eBay and mounted the Polyglas tires on them. Now we have the original look for special car shows. Or in 10 minutes we could put the radials back on for a much better ride with the original look.

We are now the proud owners of what we feel are two of the best 1969 Mach 1 Mustangs on the road. The first one is the all-original Indian Fire Red and the second is Gulfstream Aqua, tubbed and blown with a 351 Cleveland pushing about 800 horsepower.

Now tell me, which one do you want to drive? **MT**

