

OUR MUSTANG STORY

Cloyd McNaull

Everyone has a story about how they became interested in Mustangs. Mine starts on our family farm where I learned my mechanical and driving skills. At 13, I obtained my license as it was required for me to drive farm machinery from farm to farm.

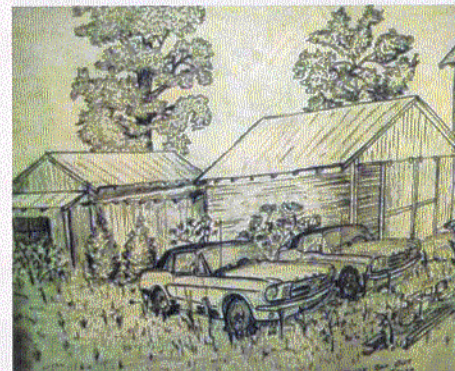
At 15, I purchased a '37 Olds, traded transmissions with a customer, did the bodywork and painted the car. I drove it car two years. In 1947, I entered the GM Fisher Body Craftsman Guild contest, designing & building a model car to scale. My prize for winning the state competition was a trip to the GM Headquarters and a tour of the Pontiac factory. Two years later, with a newly acquired pilot's license, I purchased and repaired a 1937 Taylorcraft plane. All this was perfect training for restoring our Mustangs 50 years later.

In the spring of 1978, we purchased a 1965 Mustang convertible with a 289 4 barrel engine with a 4- speed manual transmission. My wife, Mary Ann, loved the Mustang except for the clutch. She suggested I buy a '65 Mustang convertible with an automatic and restore it for her. So, in the fall of 1978 we found her car but the road salts had badly rusted the car to the point where the rear springs were up inside the trunk.

In 1988 we sold the home we'd built 27 years earlier and built our new home and as life goes our "projects" get put aside. The cars were stored in a barn at the farm until 1997 when I brought them to our home. By this time I was retired and my wife kept telling me that "she just wanted to drive her Mustang before she dies." Quarters were tight in my garage but with as much planning as possible I fit 4 cars in a large two-car garage and still had room to work on her Mustang. Parts, however, had to be stored in the attic and the basement of the house.

All the work I had completed earlier on her car had to be redone. Ultimately, I installed a complete new chassis and suspension system and turned my garage into a paint booth where I began to work on the body by chemically stripping and sandblasting parts to the bare metal. I cut out large rust areas and replaced them by welding new steel in place. Once the body was completed, I turned my attention to the interior where new carpeting, seat covers, door panels and dash were installed just to name a few.

The engine was overhauled including having the cylinders bored to .030 oversize and turning the crank to .010 undersize. We did all the work ourselves except for the brakes, steering components, automatic transmission and having the top installed.



In February of 2002, our grandson asked if he could drive the car to his high school prom in April. This kicked me into high gear, I now had two goals. One, so my wife Mary Ann could drive it and I needed to get it finished for the prom.

On February 14, I drove the car out of the garage, called Mary Ann out of the house and told her "Here is your Valentines Day present!" And by April, I had the restoration complete.

Prom night came along with the rain and I have to admit it was difficult to watch the car get wet but we were proud of Anthony who with his date and another couple drove off to the prom in our Mustang. It became an instant hit with the other high school students and parents.

In the fall of 2002, I started work on my C coded 65 Mustang. The body and frame required the same amount of work but the interior only required new seat covers. The engine was given a complete overhaul and we painted it the same color as my wife's car, "Rangoon Red". However, one major item needed to be addressed. The convert-

ible top. After much study and trepidation I was able to complete the instillation and can proudly say we performed all the restoration work.

After retiring at 65 and taking 5 years for each car we can declare "we have twins!" Parts were supplied by Paddock in Knightstown, IN and K.A.R. Mustang in Columbus, OH. The manuals "How to Restore Your Mustang" and "1965 Comet, Falcon, Fairlane and Mustang Shop Manual" became invaluable to me.

Mary Ann read about the Lincoln Highway National Tour being held in August of 2003 and asked if it would be possible to take the 65 Mustang. I thought that would be a fun experience and we began to map our course. We chose all two lane roads from Ashland, OH, to Times Square in New York City. It was truly unbelievable the enthusiasm people had for our '65 Mustang. Who would have ever thought that a Mustang that sat behind a barn for 10 years rusting away in a small town in Ohio would someday be such a hit on Times Square? In fact, people walked right by model A's

and a National Award winning 37 Packard to ask about our Mustang! Mary Ann said we could have sold the Mustang "In a New York Minute"; in fact one man had his check book out and asked us to name our price! But, we couldn't part with our car.

We came back home, having driven a total of 1,500 miles. The Mustang performed flawlessly through the mountains and on two-lane roads as well on I-80 at high speeds. Today, the Mustang has over 6,000 miles and the only additional work it has required was replacing the original ignition switch.

On May 1, 2007, our grandson Anthony, who had driven the Mustang to the prom some years earlier, called and informed us that he was coming home on leave from the Navy and was planning on getting married. He asked if he could use the Mustangs. On June 2, 2007, the cars were used to transport the wedding party and were as much of a hit as the bride and groom.

It is our hope that our future great-grandchildren can one day drive the Mustangs to their proms and weddings.



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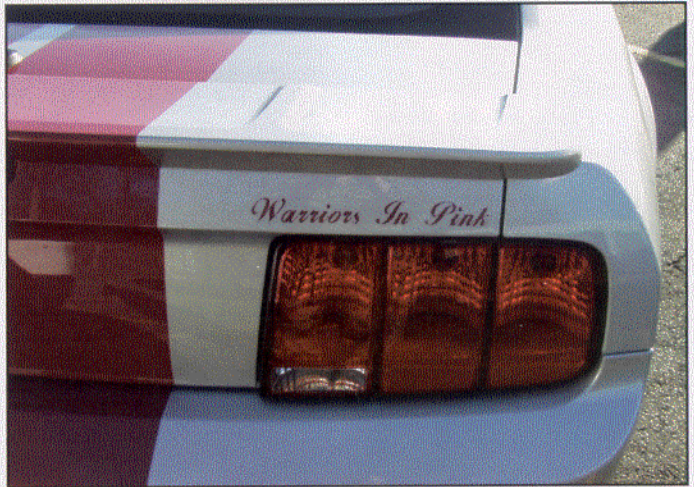
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CHARLOTTE BENNETT'S WARRIORS IN PINK MUSTANG

On June 2008 after many days of discussions my wife Charlotte and I ordered her silver hard top "Warriors In Pink" Mustang. Days went by and the anticipation grew for her. She finally understood my impatience while I waited for my '07 California Special. We both wanted to be there for her first Mustang, but as fate would have it my orders for deployment to the desert came and my departure date was a week before her new Stang was to be delivered. Our local dealer, Allan Vigil Ford of Fayetteville, has some of the best people there and over the years, and after many car purchases, we have grown a lasting friendship with most everyone there. Before leaving I dropped off a birthday card and a congratulation card with my good friend and finance manager, Kevin Towne, to place in the car when they presented it to her.



The day finally arrived, and though I was many thousands of miles from home, my excitement grew for her as the dealership made sure, through e-mails, I was kept up with the order. My wife's sales person, Bobby Bunn, wore a pink tie and wrapped her "Warriors In Pink" in a big pink bow as all the employees came out to watch her take delivery. My son accompanied her, and along with my friend Kevin, took plenty of pictures. That night I received a photo chronicle of the day from Kevin, and saw the excitement in my wife's face. He wrote me that as she saw and opened the cards, tears began to well up and she cried. She later told me that was the one thing I could have done that made that day perfect other than me being there with her. Kevin said that at that moment everyone just stepped back and all had a tear or two in their own eyes.

Well fast forward to today. The Body Shop manager, Kim Stephens, is very involved with the "Race for the Cure" and the Susan G. Komen for the Cure and wanted to do something special "to heighten the awareness of this disease" she said. Kim asked my wife if she would let her paint stripes from nose to tail matching the color of the side stripes as well as something special on the trunk lid. My wife, of course, jumped at this. Kim worked out a donation from their paint vendor and all labor was also donated by the paint and body shop employees.

The car turned out better than even my wife imagined. The special design for the trunk lid was the script words "Warriors In Pink" along the facing upper rear portion of the trunk lid in the same color as the stripes. We plan on taking this car to as many car shows as possible to not only show off the tremendous generosity the dealership and body shop gave but to promote the cause that Ford has embraced and that we believe in.

Michael Bennett