

MUSTANG FEVER

IT'S ALIVE AND WELL IN THE TURNER HOUSEHOLD

Text by Scott Turner
Photos by Mary Jean Wesche

The motto at our house is: *Mustang Fever—catch it—it lasts forever.* I really believe in that motto because no matter how many Mustangs I get, I still want more. That's how I ended up with my latest love—a 1970 Calypso Coral Mach 1.

In April 2004, while at the Mustang 40th Anniversary show in Nashville, Tennessee, I fell in love with the '04 Mach 1. I ordered a 2004 Red Mach 1 from my good friend, Richard Schafer. At that time, Rick owned Border Ford in Dillon, South Carolina. I felt that this would be a really special car since it was a limited-production model. This is my daily driver.

After enjoying my '04 Mach 1 for about a year, I read an article in *Mustang Times* about a man who owned an '04 Mach 1 and then bought a 1970 Mach 1 to match it. That gave me an idea. Maybe I could do the very same thing. There was only problem with my great idea; there is a rule at our house that you can only have so many cars. One car has to go before a new car comes home. That left me with a huge dilemma. I already had more cars than I had storage space, so one of my beautiful gems had to go.

When I began asking around, I discovered that one of the members from my club had a '70 Mach 1—exactly the car I wanted. I approached him and asked if he was interested in selling it. It must



have been my lucky day because he said yes. The deal was made. In order to get the Mach 1 I had to sell my '65 coupe. That was difficult for me because I had formed a close attachment to the coupe. I was only replacing 'good' with 'better.' With help from my dad, I listed the coupe on eBay, where it sold quickly. Now there was room in my garage for me to place my newest purchase, the '70 Mach 1. It keeps company with my 1965 GT Fastback, and my 1966 Convertible, which I will also be selling.

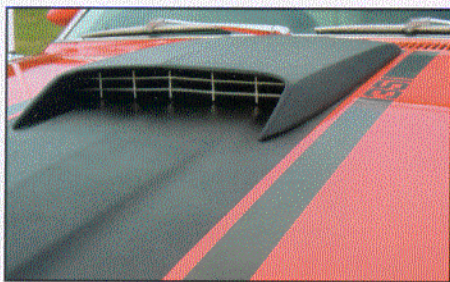
Much to my surprise, the Mustang was a real jewel. It has quite a unique color combination with a Calypso Coral Exterior and White interior. It had 45,000 original miles on the odometer and equipped with a 351 Windsor engine. It had power steering, power brakes, air conditioning, automatic transmission, and a tilt steering wheel. However, as perfect as I believed my new car to be, the Mach was in need of some true tender love and repair. I didn't have any trouble with that task, since I knew that I wanted to restore it to MCA standards in order to show it in the Concours Driven class.

I was so proud when I got it home that I took my "new" Mach 1 to a Lexington, SC, regional show. At that time the car was basically clean but not complete. There were five other Calypso

Coral Mach1s and a total of ten Mach1s in my class. For a rare color, that was highly unusual. I got a third place, which thrilled me especially with the quality of Mustangs that were there. However, after that show I proceeded to begin the restoration.

The four-month process began with carefully wrapping the exterior of the car so I could sandblast the undercarriage without damaging the paint. I completed an undercarriage restoration, restored the engine bay and the trunk. The only paint that had to be redone was the driver's side door and the cowl. The rest of the paint is roughly 20-years old, but still in great condition. I installed new carpet. The seats are original but I did recover them. I was surprised to find that they still had the original covers from 1970. The dash panel needed some work so I used Bumper Chrome and a foam brush and spent about 8-10 hours working to restore it. Some of the the dash pieces

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needed to be repainted. I also had to replace the radio with the correct AM radio. I found one in a junkyard not expecting it to work, but when I cleaned it and plugged it in, it worked! What a nice surprise.

The correct wheels and tires were another replacement that needed to be made. I found components locally to restore so that the proper hubcaps could be used. I then purchased reproduction tires from Coker Tire to complete the look of originality.

The only work necessary on the engine was that the intake and carburetor had to be replaced, but pretty much everything else was original and in good working order.

After many hours of repairs and replacements, it was finally ready to make its debut on the National showfield—and what a debut it made! I entered the Mach 1 in Concours Driven Trailered at the 2007 Grand National in Augusta. I won a gold!

To date, my '70 Mach1 has won three MCA gold awards and earned a First Junior in AACA. I plan to keep this beauty in my collection for a long time.

I would like to take this opportunity to thank my Dad, Gene, for all his help and encouragement. I will always treasure the times we spend together restoring cars. He is truly a special dad. **MT**

