



old becomes new

Owners:
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My first car as a teenager was a 1982 Capri RS with a 5.0 HO motor. It had 70,000 miles on its odometer, had been repainted, and by no means was a show-quality car. While it was meant strictly for transportation, that Capri that got me hooked on the pony car for life! Twenty-one years and seven Mustangs later, I am proud to claim my dream four-eyed Fox as my own!

During my first job at a local grocery store in 1988, I learned that my boss (Scott Fox) had a 1982 Mustang GT. It is essentially the same car as my Capri—except he bought his brand new and it only had 7,000 miles on its odometer. Being an eager teenager I told him I wanted to buy it when he decided to let it go! He drove the Mustang only as a fair-weather, weekend toy. The last time I saw it in the early '90s it was still in mint condition with just 10k on the clock. By the time I was in college I learned that he had essentially retired the car permanently—in his barn.

Throughout college and into my first few years of adulthood, I owned four different Mustangs, all the while keeping in touch with Scott. I continually reminded him of my de-



sire to own his car someday. At one point we had even struck a deal, that was until his wife talked him out of it. I asked to remain number one on the list should he change his mind.

In 2005 I decided to purchase a brand new Saleen S-281. I have cherished and treated just it that immaculate 1982. Then in 2006 I found a low-mile 1985 GT convertible that I just had to have, as I have always been partial to the “four-eye” Mustangs. At this point I figured my Mustang hobby was satisfied, for the most part it was—until Scott called me up in the summer of 2008 to let me know he was ready to let the car go. The price was fair. By now I also was married, so of course next up was a thorough discussion with my wife!

As you can probably assume, the deal was finally closed on September 5, 2008. The Mustang had to be trailered home as it did not run. It had been sitting in that barn and was never driven, or started, for nearly 13 years. Kind of odd for a car with only 13,550 miles on the odometer. The first order was to pull the carburetor and have it rebuilt by a local pro. While the carb was off I dropped the gas tank to drain the remaining fuel, blew out the lines, and installed a new fuel filter. With the carb looking like new, and a new set of spark plugs (original wires and ignition still in tact) I poured in five gallons of 89 octane and the '82 started right up and purred like a kitten—and the choke even worked! Having the Mustang running—and running like new I might add—I could now focus on the neglected paint.

The car was stored uncovered. There was a lot of oxidation in the paint, and minor surface scratches and swirls to deal with—not the easiest of chores with single-stage paint! After 18 hours and six steps of compound,

polish, glaze, and wax, the car was back to looking like new! The Mustang was stored with the windows up, so the interior of the car was still in showroom new condition. Fortunately, so was the engine compartment.

My newly acquired '82 GT features the original Medium Red paint with matching red accent paint on the sail panels. The window and bumper trim is matte black, with matching factory rear window louvers. The front air dam still sports the Marchal fog lamps, complete with the original white “cat” logo covers. The interior is red on red (commonly referred to as “porno” red in the '80s) with black dash accents. The only convenience options are A/C and rear window defrost. The engine is the 5.0 HO with a Motorcraft 2 bbl carburetor rated at 157hp, mated to a SROD 4-speed manual transmission. It still rides on the original TRX wheels with original Michelin TRX rubber. The Mustang is 97-percent original except for an OEM replacement Motorcraft battery and new spark plugs. Only four-eye Mustang Melvins would notice the last one percent—I opted to install a set of red halo headrests from '85-'86 GT sport seats in place of the factory low pads.

I have no plans other than to thoroughly enjoy the Mustang at occasional cruise-ins, shows, and various MCA events around the Midwest!

It's hard to believe this car is actually in my garage. When I met Scott 20 years ago, and told him I wanted to buy his car someday, I didn't actually think it would become a reality. Since that day in 1988, the 1982 Mustang GT has always been one of my favorites and one that I always wanted to add to the stable.

My garage is now complete—it has to be because it is full! **MT**