

BARN FIND



THIS RANGOON RED WAS RESCUED FROM A WISCONSIN BARN

Text by Roger Bynum
Photos by Lee Tinsley

This story was related to me by Lee Tinsley, fellow member of Green Country Classic Mustangs in Tulsa, Oklahoma, about his barn-find Mustang.

Three years ago, Lee's daughter-in-law, Lori, asked Lee if he would be interested in a 1960's Mustang convertible that she knew was in a barn in Wisconsin. She knew it was parked there since 1981. Wow, was he ever! A fan of the Mustang since the beginning on April 17, 1964, which happened to be the 10th anniversary of his marriage to wife, Anne, he was once again stricken with "Mustang Fever." The fact that he already has a concours 1966 Coupe, blue with a black top, and a pristine 1967 convertible, Candy Apple Red, also with a black top, did not slow him down. Lee instructed Lori with how to identify VIN and warranty plate information for her next trip to Wisconsin.

The excitement grew when she called Lee with the requested codes. The car

interpreted as a 1964 1/2 convertible in Rangoon Red with factory black top, built on July 3, 1964, in Dearborn, Michigan. It was distributed through Rockford, Illinois, and was equipped with a C-4 automatic and 3.00:1 rear axle. The next surprise was a "D" code, indicating an early 289cid motor with 4 barrel carburetion. (Many early V-8's were the 260cid version.)

Lee immediately replied, "I want the car!" In a short time, Lori and Ken, Lee's son, loaded the car in an enclosed trailer, which was difficult with four frozen brake drums, and delivered the car to Lee on June 13, 2006. The odometer showed only 79,744 miles but Lee had not seen the true condition of the car before now. Twenty-five years of dust, roosted bird droppings, and a home for rodents was now evident. Fortunately, Lee's good friend and fellow Club member, Bill Harrod, was there to offer encouragement. With Bill's expertise and assistance, Lee felt he was up to the task.

Bill has completed many restorations of his own and has three early Mustangs that he drives regularly. These guys "walk

the walk and talk the talk," and Lee gives much credit to Bill and his wife, Shirley, and to his own wife, Anne, and their son, Ken, for their help and support while building the car.



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Amazingly, the mice had not chewed the vinyl or any wiring in making their nests in stuffing and carpet fibers. The brake drums were freed and a better wheel/tire combination was utilized to make the project a roller.

Years of dirt and bird guano were removed to begin paint and body repair. A layer of oil and grease buildup on the engine seemed to have inhibited rusting and, with a little cleanup, the motor started and sounded strong. Still, the heads, transmission, and differential were sent out to be rebuilt. Much dis-assembly and detail painting followed with help from Bill and Ken in Lee's shop. All work but the final paint and convertible top was done there.

I viewed pictures of this process. It was extensive with body panels seamlessly repaired, blocking, sanding, and new interior installation. All together, it was a two-year labor of love with good friends, but now Lee proudly shows his car at any event. It's a beauty!

Hopefully the before and after photos will give an idea of this effort. **MT**

