



FAMILY HISTORY

Joe and Jodi Krumpelman's 1966 M

Text and Photos by Mary Jean Wesche

The history of the Krumpelman's love affair with the Mustang goes back many years before they even met.

Joe grew up around cars. His dad was a tool and die maker for Ford. Joe says his father always took the time to explain how a car worked and didn't mind when Joe would look over his shoulder. They spent countless hours together browsing through their local junk yard and salvage dealer.

In early 1971, Joe's parents decided to buy a used car to serve as his mother's grocery-getter. Being 15 years old at that

time, and coming up on driving age, Joe says he went along for the ride. The purchase decision came down to either a red 1964 Thunderbird convertible or a tan 1966 Mustang convertible. After some "persuading" on Joe's part, his Mom drove out of the dealership with the Mustang and Joe's love affair with the Mustang began. His mom drove the Mustang until the summer of 1972 when Joe was given the opportunity to purchase it for \$600. He stated, "Heck, I was always borrowing it anyway."

The Mustang served as Joe's high school and college transportation. And then when he went to work full time at AT&T, the Mustang served as his daily

driver. When Joe met Jodi, he'd take her out on dates in the Mustang. They were married in 1976.

Joe told me, "When our daughters, Nicole and Sara, were born, any plans for restoring the Mustang were gladly exchanged for weekend camping trips, gymnastics, soccer coaching, high school band, and oh, those expensive college years. Aside from occasional weekend drives for ice cream in the Mustang, our driving 'fun' was limited to Pintos, Escorts, and the ever-popular Aerostar mini van. I was happy just knowing I was able to hang on to the Mustang and keep it stored in a safe, dry garage with hopes that someday



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we might be able to make the car into what we always hoped it would be. Our daughters grew up to become wonderful young ladies with lives of their own and Jodi and I finally had time to ourselves. In 1996, we needed to replace one of our two daily drivers and it was Jodi's turn for the new vehicle. We purchased her a new 1996 Rio Red Mustang GT convertible with a white top and interior. Mustang fever was re-ignited. This fired our interest in the MCA so we joined the Georgia Regional Mustang Club (we were living in Marietta, Georgia, then) and we began showing her at local car shows."

In 1999, Joe and Jodi made the





decision to restore the '66. It didn't take long to run into some serious problems. They had lived in Cincinnati, Ohio, and the salt-laden roads along with some "driver errors" during the teenage years had taken its toll on the Mustang. Joe and Jodi handled the disassembly together. But they decided to take the car to Robert Winkleman at Sunset Mustang for a rotisserie strip-down and panel repair. Next the car was sent to Lawrence Booth for paint fit, paint prep, and final paint. Joe and Jodi decided that the restoration theme was to keep the Mustang as original looking as possible except for the modifications made for personal taste and drivability. They painted the '66 in '96 Mustang Rio Red to match Jodi's '96 GT convertible.

In the summer of 2001, the Mustang returned to the Krumpelman household

for reassembly. A house full of parts resulted in the construction of a new two-car detached garage. Joe says almost every waking moment from August of 2001 to May of 2005 he and Jodi spent on reassembling the '66. He said that, "With the help of a wonderful wife and some great friends, the '66 was finally road worthy again. The resulting car is more than my wildest dreams could have imagined.

We met up with Joe and Jodi at the MCA's National last March and photographed the car for a feature. They have been quite successful at car shows and MCA National Events. Their Mustang had accumulated enough points for an MCA Grille Medallion in May of 2003.

I asked Joe what was the hardest part to locate for the restoration and his response was the original 3x2



carb set-up. Likewise the one change he said he made was to use a '67-'68 radiator support to incorporate a larger radiator. Joe recommends that others contemplating purchasing or restoring a Mustang remain patient and not work on it if you're not in the right mood or frame of mind. Keep from getting pressured to finish it. That way, he says, you can enjoy the experience.

The Krumpelman's family history is still growing. His youngest daughter Sara and her husband have a 2008 Alloy Grey Mustang GT. Their son, Brett, now three years old has, courtesy of his grandpa, a Powerwheels Mustang painted to match his parents' Mustang.

In the Krumpelman family, Mustang fever is still spreading. **MT**





JOE & JODI KRUMPELMAN
Marietta, Georgia • MCA #38734





SPECS

- Originally a "C"-code, auto trans, and standard interior
- 320 hp Ford Motorsport 5.0 crate motor
- Motorsport B303 roller cam
- GT-40 aluminum heads
- Motorsport Super HO mini-starter
- Cobra open letter valve covers
- Super-Duty Tremec T-5 5-speed transmission
- Carburation: Except for a reproduction air cleaner, an original dealer option/Cobra 3x2 induction system
- Custom 2-inch exhaust with 3-chamber Flowmasters terminated into GT exhaust tips and rear valance
- Rear Axle: Modified 1970 housing with 3.50 trac-lock
- 16x1 steering box
- GT rated front coil springs (Mustang's Plus)
- 5-leaf rear springs (Mustang's Plus)
- 1-inch front sway-bar (Virginia Mustang)
- Tank-Armor fuel tank plate
- 15-inch reproduction style steel wheels with 215x60 BFG Radial T/As
- SSB front disc conversion with stock rear drums
- 1996 2-stage "E8" Rio Red paint (to match Jodi's 1996 Mustang)
- White Deluxe Pony Interior with black accents (Again to match Jodi's 1996 Mustang)
- Classic Auto Air "Sure-Fit" system
- A/C vents from Vintage Auto Air
- Original 1966 Rally-Pac w/quartz movement
- Original seat belt warning light (JJ's Classics)
- Original parking brake warning light (AMK Products)
- Original full length console
- AM/FM radio w/6 disc CD changer (Virginia Mustang)
- Pertronix Ignitor II and Coil

