



PARENT CHILD

garage

Text by Kendall and Evin Spears
 Photos by Mary Jean Wesche
 Fort Worth, Texas • MCA #79270

We purchased a 1967 Mustang in October 2007 from a Craigslist ad in Dallas, Texas. The idea was that with a little "TLC," a tune up, and a trip to Maaco paint and body for the \$299 special, we would have a nice daily driver for my son Evin when he reached age 16.

After sealing the deal on the purchase, we drove the Mustang home to South Oak Cliff in Dallas, Texas. It had a 1984 302 with headers and the exhaust dumped out just before the rear axle. The tires were big, fat 50 series in the back and 60 series in the front with some old uni-lug rims from the 1960s. Evin loved the look and the sound. It was in gray primer with signs of color code T, Candy Apple Red, in the door jams. The interior was black and in good shape.

It did not take long to figure out that our original plan of "TLC," a tune up, and Maaco paint was not going to work. We decided to bring Evin's Mustang back to life, which would include more than body work and paint. Our father/son project would take almost three years.

We started working on the Mustang in

our driveway; our two-car garage is full of Mercury Cougars—a '67 and a '68. A good friend of ours invited us to bring the Mustang to his rented hobby garage to continue our project during Texas's cold winter months. We removed the tired 1984 motor and, after cleaning up and repainting the engine bay, we installed a 1994 302 roller motor with a performance cam and new ceramic coated headers with 2 1/4-inch exhaust pipes. The C-4, drive train and front suspension, steering, and brakes remain stock. We removed all the interior from the Mustang to begin prepping the exterior for body work. After removing the old carpet, rust was found on the driver's side floor pan. The floor pan was replaced with the help of a friend.

The exterior was stripped to bare metal with DA sanders then sealed with epoxy primer; body filler was applied to smooth out imperfections. We spent more than 300 hours guide-coating the body work. After about a year of body work, we converted the shop into a paint booth and applied PPG Candy Apple Red base coat then three coats of clearcoat. All the body parts were painted separately then reinstalled. We color-sanded the Mustang for hours then had a friend buff the car. All the original trim pieces were polished before installing them back on the Mustang. An

all-new 1968 black interior was installed; to us the 1968 looks much better than '67.

The only labor cost spent on our Mustang was for the engine build, polishing the trim, and to have the Mustang buffed after we painted and color-sanded.

Our father and son project was, and still is, a lot of trial and error. If we were to restore another one some day it would be a lot easier.

On April 7, 2011, the day before the Wild West Pony Show in Mesquite, TX, we finished our father/son restoration on the 1967 Mustang. The next day, Evin drove us to the show in our Mustang.

The cool thing to come out of the project is that Evin attended UTI and graduated on June 17th as an automotive tech. He has been recruited and hired at Sewell Lexus of Fort Worth.

