

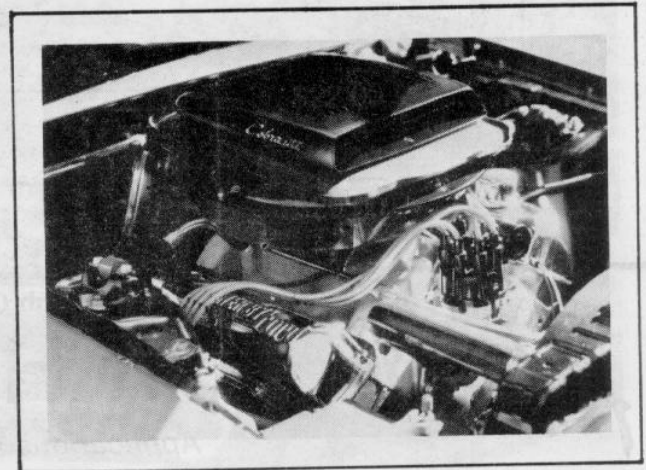
1969 Mustang Mach 1

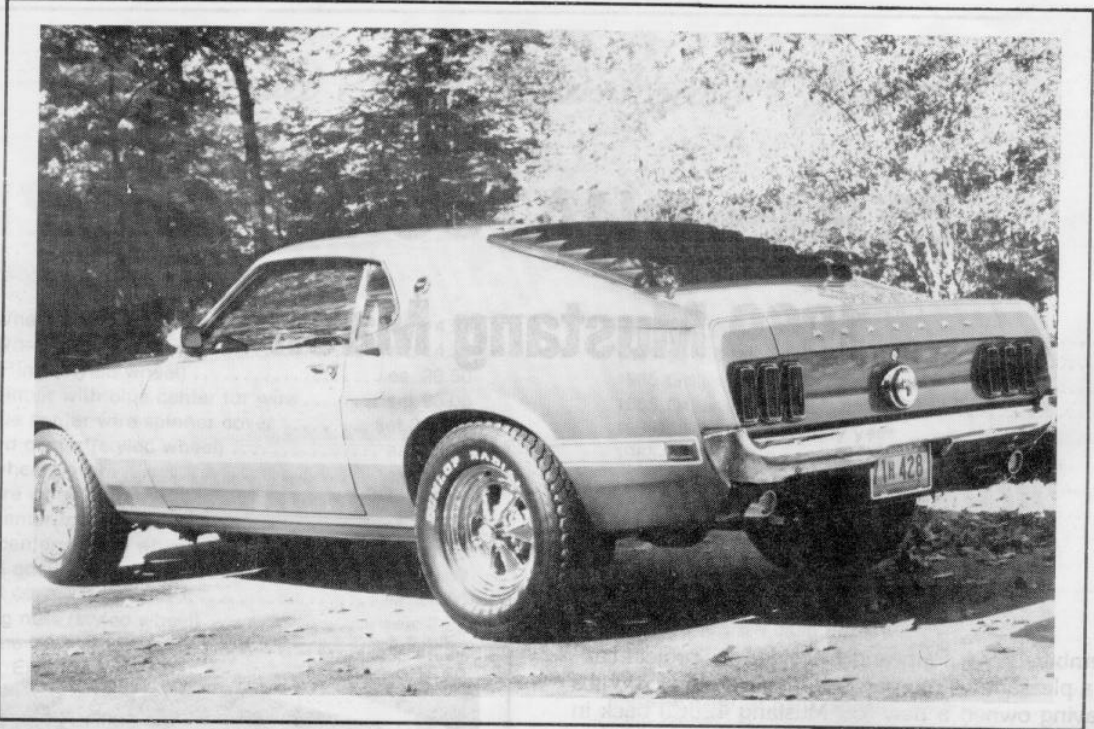
In December, 1978, Pam and I decided a "project car" would be a pleasant way to pass the Indiana winter months ahead. Having owned a new '69 Mustang 428CJ back in 1969, and being a Ford "Big Block" addict, we decided to locate a '69 Mustang 428CJ for our project. After searching unsuccessfully locally, a friend gave me a copy of "*Mustang Times*." The edition listed an ad for a '69 Mach 1 428SCJ, located in Atlanta, Georgia. After a couple of calls to the owner, I took a gamble and called Jim Osborn, the National Mustang Club president, who happened to live in Atlanta. "Would Jim go out and look the car over for me, and give me his opinion?" His answer was a quick "Yes", his report was positive, and a week later, in January, 1979, the car was Indiana bound on the back of a friend's trailer.

The car was "beat" mechanically, but the body was sound. The Mustang was **completely** disassembled for a ground up restoration, which lasted 14 months. No part was left untouched — the paint was stripped, the interior gutted, and the drive line removed. The 428 Super Cobra Jet motor went to Competition Engineering in New Paris, Indiana for a performance rebuild, while we handled the tasks of rebuilding the transmission, rear end, suspension, brakes, and steering, with much help from many good friends. Being a "detail fanatic," the undercarriage and engine compartment were meticulously prepared and detailed. The Acapulco blue lacquer paint was applied by Pete Delchambre, a member of our local Mustang club, and the car re-assembled with TLC. Selected modifications, such as custom wheels, headers, 4.11 Detroit Locker, B&M-modified transmission, and steel braid lines throughout, were incorporated into the restoration to personalize our project car.

The car was completed in March, 1980, and has been displayed in a number of car shows. We were awarded 2nd Place Modified Fastback at the Mid-Central National Mustang Show, held in Indianapolis last June. The Mustang has seen occasional street use, accumulating about 1,000 miles over the past 6 months.

Bob & Pam Kasprzak
South Bend, Indiana





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