

## Rust

One collector car problem that is universal is that of rust. All cars suffer from it, even those with bodies of fiberglass and aluminum (it just eats their frames and drivelines). One particular spot that rusts with depressing frequency on Mustangs is found on the firewall. The air box above the heater core has drains that are supposed to allow any water gathering here to flow away. However, it is virtually universal equipment to find that these drains are stopped up with leaves, pine straw, etc. Rust-out in this air box is difficult to repair, so the best course is one of prevention, assuming that your car's air box is not yet a pile of orange dust and chips. Unstop the drains and clean the inside of the box!

If your car is already too far gone for such advice, here's how I fixed my car. I used roofing cement or tar to patch the holes. On small rust holes I made patches from aluminum foil, coated them with cement, and stuck them on. You will have a few places (if you're really lucky) that have to be brazed or welded, too. To cover long areas of rust-out, cut long strips of tin sheet (say, from a tin can) to cover the rust then coat with a thick layer of tar.

Now that you've fixed the problem go back and read the first paragraph again, or you'll be doing this all over soon. If leaves and pine straw gather under the fresh air grille, the area will eventually rust-out. Keep it clean!

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Birmingham Mustang Club

## Shelves

Owners of 1965-66 coupes, take heed! If your rear package shelf has rotted and discolored due to water leaks and exposure to the sun, an inex-

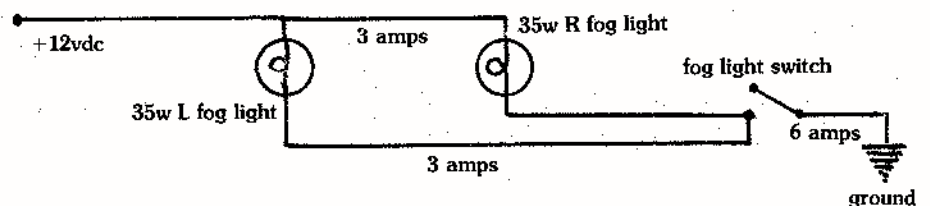
pensive replacement can be made by using 1/8" Masonite. Remove the old shelf to use for a pattern. Sand and steel wool the reverse side (that's the one with the star pattern that is almost identical to the original) and spray paint to match the interior finish. Check our member parts suppliers, Ford dealers, your local parts house, or even K-Mart for spray paint in matching colors.

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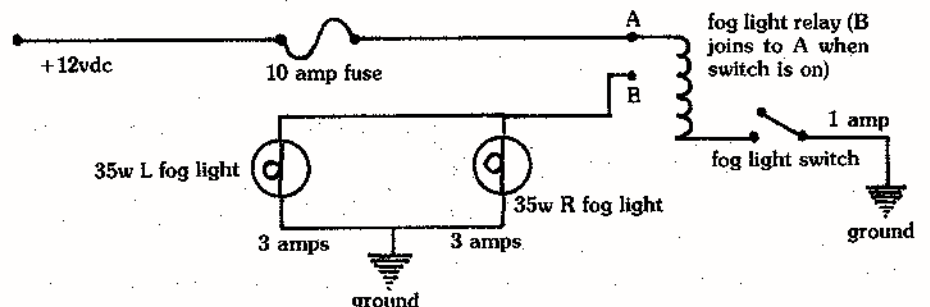
## Switches

Since our club is dedicated to the preservation of Mustangs, it should be dedicated to the preservation of Mustang fog light switches, too! If so, then here's a tip that should help.

I was able to buy in Atlanta a light bar for my 1967 fastback but I did not get the wiring harness with it. From the shop manual and the light switch itself I was able to determine that the fog light circuit looks something like this:



If I made the correct assumptions, then each lamp will draw 3 amps. This means that the switch will carry 6



amps, although this will of course be more on initial surge. The on-off action of the switch will cause arcing across the internal contacts, eventually damaging them and the switch. It's not hard to see why these switches are scarce if they have been arcing 6 amps!

Here is my fix: I bought a fog light relay and an inline fuse holder and connected them to the circuit as shown below. I used a 10 amp fuse in the holder to allow surges above 6 amps. Now 6 amps still goes through the fog light circuit but only a maximum of 1 amp goes through my rare and expensive switch. I intend to make the same modification to my 1965 GT fog lights, too.

Perhaps the judging rules could be amended to allow this modification with no loss of points. In this way, fog light switches could be made to last virtually indefinitely.

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