

Reskin Thanks

Please thank Gus Winchester for the wonderful article on "Reskinning Your Horse." I'm about to begin restoration on my 1967 convertible and that is just one of many jobs facing me in the future. I would like to see more articles like this.

Another area that needs a little light is how to get to some of the odd places for moulding fasteners and the type used; also special tools needed. Windshields have been cracked and mouldings bent or broken, paint scratched, etc.

Keep up the good work.

Bruce Saylor
Audubon, Pennsylvania

A Leaky Life

Recently I have begun work on my 1966 Mustang convertible to bring it up to show standards; however, I have a problem which I would like to know if another Mustang-lover could solve.

There is a leak under the dashboard on the driver's side, approximately where the clutch is located. It only leaks during a very heavy rainfall or a lengthy rain. I have had the windshield resealed and have checked other problem areas with no luck. I have talked with another Mustang owner who had this problem, too. Could anyone suggest a solution?

Frank E. Porter
Columbus, Mississippi

Funny you should ask. We've been working on a tech tip concerning this topic for several months. Check out the "Tech Tips" in this issue.

Engine Enigma

In regards to Dave Keiver's engine code on his Canadian-delivered Mustang, an "F" engine code deciphers to a 260 cid mill.

Wilbur Roy
Indianapolis, Indiana

Thanks for dropping us this note, Wilbur. We should have known this as it is in the 1964½ engine table plain for all to see. As Dave's car was built late in the 1965 production year

(June 13, 1965) we didn't think to look back there. However, it is typical of Ford's behavior to still be using the 260 way after everyone supposes it had ceased to be installed. Of course, the Canadian DSO could have effected the decision to go with the supposedly — obsolete smallest block. This is a perfect illustration of how the "In Search of Mustang" project's data can help us "see" Mustang production.

The Wanderer

I own a 1966 Mustang GT convertible. Every part in the front suspension including the coil springs has been replaced. My main complaint is that when the front suspension encounters a bump the car does not absorb it very well and the front of the car feels like it is flexing all over the place. I realize that the heavy-duty suspension is stiffer, but would the one-piece cowl-to-shock tower (export) brace used on the Shelby's help reduce the flexing? I would like to keep the car stock; would the export brace be allowable in a show since it could be purchased at your local Ford dealer? Also, would it mount without any modification (i.e., not interfere with the extra braces the convertible already has?)

Tom Nedvidek
Bowling Green, Kentucky

Tom, one of the things that we have to realize is that these are old cars and not new ones. It is very, very difficult to make them do as well in certain areas as newer ones, particularly in handling and aerodynamics. Sure, the export brace will help if your problem is caused by flexing in the front end. However, it is more likely that you have other problems. Have a really good front-end mechanic check it out before you proceed further.

If you can be assured that there isn't anything wrong with the front-end and want to proceed with the export brace, it will fit on your convertible without alteration, though it probably will be judged incorrect. Thanks for writing.

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