

CAR OF THE MONTH

This 1968 candy apple red Mustang coupe, VID no. 8T01C146861 was purchased new from Benny Jackson Ford in Ringgold, Georgia, in January of 1968 by my brother, who at the time was seventeen years old. Unfortunately, he was a diabetic and did not get to enjoy driving this car very long as he lost his eyesight in the early part of 1970. During this time I, who was five years younger and just learning to drive, was more than happy to chauffeur him around as we were both proud of this little red Mustang. Upon my brother's death in January of 1971, I was given the car by my family and was determined to keep it as neat and clean as I knew he would have done.

I went on to buy a car of my own and only drove the

cleaned and left attached. I then proceeded to remove the grille assembly and cover the whole car very carefully. I sprayed the engine compartment and undercarriage, including rear end, leaf springs, drive shaft, front suspension, and grille background, using Ford reconditioning semi-gloss black paint.

When I started the process of putting everything back together, I cleaned up the original solenoid and sprayed it with clear lacquer. The original voltage regulator was just polished, waxed, and reinstalled. All the tape from the wires was removed and they were rewrapped with new tape. The hood hinges were taken to an auto parts machine shop and dipped in a hot tank to remove all the grime. They were then

1968 Coupe



Mustang occasionally when I wanted to impress a new girl friend, etc. It was on one of these occasions, as a friend and I were cruising around Shoney's in our hometown, the fad in those days, that the Mustang caught the eyes of two girls, who my friend and I went on eventually to marry.

My wife, Sharon, and I were both dedicated to the preservation of this car — I in the memory of my brother and Sharon for her own sentimental reasons. We heard of the Mustang Club of America and decided to join when Chattanooga hosted the Eastern Nationals in May of 1979.

I knew the car was in good original condition, but I set out to make it show worthy. I proceeded to remove the engine, transmission, and drive shaft. I cleaned the engine and transmission thoroughly. The engine was sprayed with Krylon Ford dark blue engine enamel, and the transmission was left its natural color. I removed all the attached parts from the firewall and engine compartment walls. The walls were cleaned with oven cleaner, being very careful not to get it on the original body paint, and sanded down. The undercarriage, having been undercoated previously, was also cleaned. The rear end assembly and the front suspension were

polished with a wire brush and sprayed with clear lacquer to prevent rust. The radiator was cleaned to the bare metal with a grinder and sprayed with heat resistant clear enamel.

The engine and transmission (removed as an assembly) were reinstalled. The carburetor and alternator were rebuilt and meticulously cleaned. A new battery and exhaust manifolds were installed along with the original distributor and plug wires.

Everything was finished in time for the 1980 Knoxville Eastern Nationals, where a second place trophy was awarded. With a few more small things replaced, (with the help from the Knoxville judging sheets), a first place was won in the 1980 Atlanta Grand Nationals.

This year we have been fortunate enough to win three trophies, one second place at a local show, one first place at the Huntsville Space and Rocket Center, and a second place at the 1981 Columbia Eastern Nationals. The car has won seven trophies so far, all of which have either been first or second place.

Mike Eidson
Ooltewah, Tennessee