

Frederick R. Glazier, Jr.  
Technical Advisor

I have been given several versions of what is correct regarding the trunk of my 1973 Mustang convertible. So now I am going to the top for the definitive answer.

What goes into the trunk of my car? Is there a mat or carpeting? If there is a mat, is it speckled or plaid? What were the options that year that I might use?

The answers to those and any other questions I forgot to ask on this subject will be greatly appreciated. I have enclosed a stamped, self-addressed envelope for your convenience.

Brian Hemdrickx

Brian

The 1971-73 cars generally all had a grey spatter paint in the trunk. The exceptions to this are the 71 coupe which had a grey mat and the later model Grandes which also had a mat as part of the Grande package.

I recently bought a '72 Mustang Mach I and I want to replace or repair the entire interior which is in pretty bad condition.

Can you please tell me who can supply me with new or used parts in excellent condition?

Rene Klempt

Dear Rene,

I would suggest that you contact a local upholstery shop to have your seats repaired unless they are damaged to the extent they need replacement. If replacement is necessary, some of the 71-73 interiors are available in some colors through Circle City Mustang and other vendors.

The plastic or fiberglass parts can be refinished using acrylic lacquer interior paint available through many of the advertisers in *Mustang Times*.

The selection of performance parts for your motor is basically a personal decision; however, help can be obtained through a local speed shop or machine shop specializing in engine rebuilding.

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July 1983



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## SOMETHING NEW

Do you have a question of a technical nature, and you're just not sure about the answer? Ask us. Fred Glazier of Glazier's Mustang Barn is now assisting us with the technical information portion of our publication. Please send all questions directly to National Headquarters. Your answer will appear in an upcoming issue of *Mustang Times*.

## Overheating Problem?

Some of the early Mustangs are plagued with a sometimes severe overheating problem especially the V8's with air conditioning. George White, our Chairman of the Board, has a 1966 convertible that has such a problem. George reported that he purchased a new radiator from one of our advertisers, Walker Radiator Works in Memphis, Tennessee, and was very much delighted with the ease of installation and the results of his project. George said that everything fit properly and that you can't hardly tell the difference between the larger radiator and the original. But best of all, he reports that this once and for all has cured his overheating problem. We are always pleased to report on the quality products and services offered by our various advertisers.

## Valley Forge Mustang Club

On behalf of our entire club, we would like to express our sincere thanks for your generous contribution to our show. The best of show trophy and *Mustang Times* were very much appreciated. It's good support from our National club that helps to keep our regional clubs on the road to success. Again we all thank you very much.

Peggy Wak  
Secretary




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## Agony

I would very much like to join the Mustang Car Club of America. I don't and have never owned a Mustang, but it is my dream to own a 1967 fastback and I'm hoping to be able to come to the States in the near future to buy one. To become a member of your club I hope will give me some idea of what to expect when I get there.

The prices of Mustangs here and their rarity make it worthwhile to come to the States to get one. For a rough Mustang over here, in New Zealand, it would cost at least \$10,000. For an average one that's original and has around 80,000 miles on the clock could cost around \$15,000 and a pristine example around \$20,000. These prices depend on the type of Mustang, of course, but over here any type of Mustang is rare to see on the roads. The only drawback being that to import a car from the states you are required to own and operate it in the States for six months, so a job when I get over there will be necessary unless I can save enough to live off for six months. Still there is a good side to everything. The customs duty on a car over ten years old is only 10% of the purchase price, whereas a car less than ten years old is around 80% — so that works out just nice.

Please find enclosed a Bank of New Zealand cheque to the value of \$40 US and please rush me my new members packet and my first of twelve issues of *Mustang Times*. Thanks a lot and please send to:

Andrew Doocey  
1 York Ave., Heretaunga  
Upper Hutt, Wellington  
New Zealand

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As co-chairman of our annual car show, Coopersburg '83, I had had the privilege of addressing over 430 flyers to registrants of last year's show.

About a week after I had mailed out the flyers, I received a note in the mail. It read as follows:

"Please do not send any more literature or club information to Brian as he was killed in an auto accident on April 25, 1983. I would appreciate you removing his name from your club rolls." (Signed) Mrs. \_\_\_\_\_, Mother.

As a mother of two young girls, I can imagine the pain that Brian's mother must have been feeling and I can appreciate the difficulty in writing that letter. I couldn't help but feel a little guilty for having reminded her of the accident that took her son away.

Sometimes we revel in the glory of our Mustangs, the shiny trophies, walking up in front of our peers, the applause and our names in the newspaper, but we sometimes forget the seamy side of an automobile and its destruction.

Brian owned a '67 Mercury and as a car enthusiast he must have spent hours on hours getting his car to show condition. It seems ironic that he was killed by something he so loved.

Linda Bowes  
First Pennsylvania Mustang Club