

ONE OF A KIND

by Bob Vickery



Many of our Club members have made the rounds over the years in the Club and Ed Hunter is no exception. Having been a long time active member Ed has owned and shown many cars over the years. The last couple of years, however, he has been without a car of show quality. After the

1983 show season Ed decided to build a modified car, something that would allow him to build a car with a more personal touch. He used the MCA modified judging rules as a guideline for his project. The modified rules are made up almost entirely by the modified classification sheet which puts the

cars into one of three categories; street modified which is generally a stock car with after market bolt on parts; conservative modified which has more custom body work, paint, and interior work than a street car but still resembles a Mustang; and radical modified cars that are Mustangs but are so altered

that they sometimes no longer resemble a Mustang.

Ed started with a 1965 factory GT coupe originally sold by Al Means Ford in Atlanta. The car was Rangoon Red and had red deluxe interior, factory

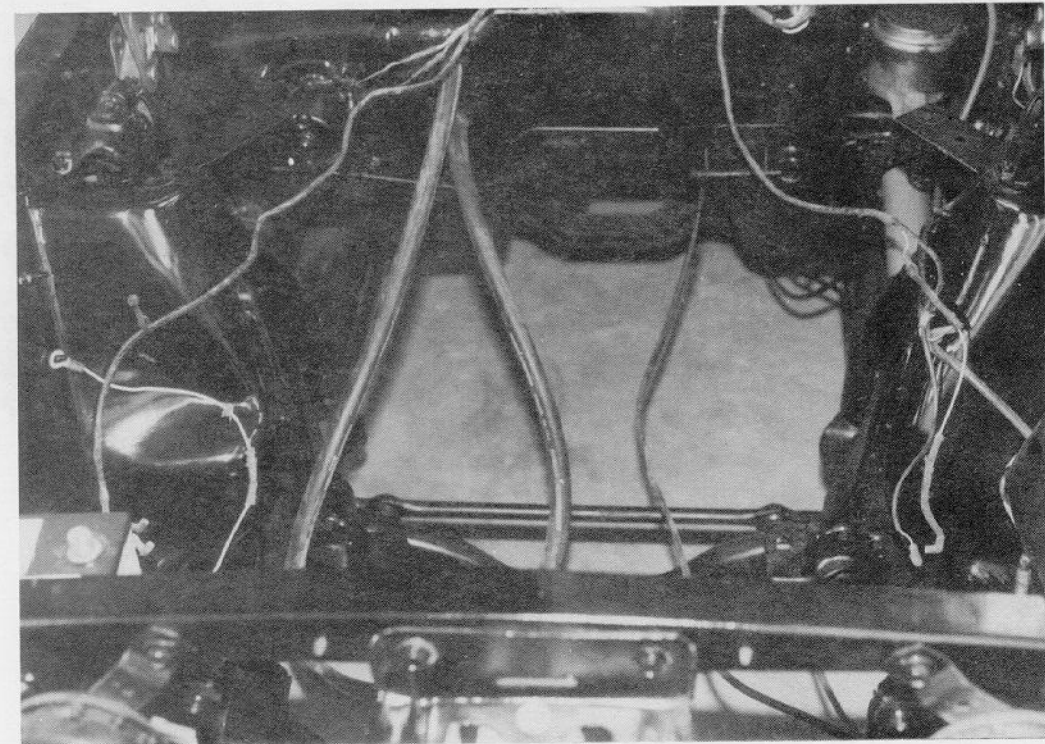
four-speed, rally pac, and factory disc brakes. Knowing the value of original GT cars he did not want to alter the car so much that it could not be returned to stock condition for a reasonable cost. So with these conditions in mind Ed

settled on making his car into a street modified. Being familiar with the rules helped to determine how much could be done to the body. Months of planning and studying catalogs both from Mustang vendors and other speciality vendors followed and plans were finally made.

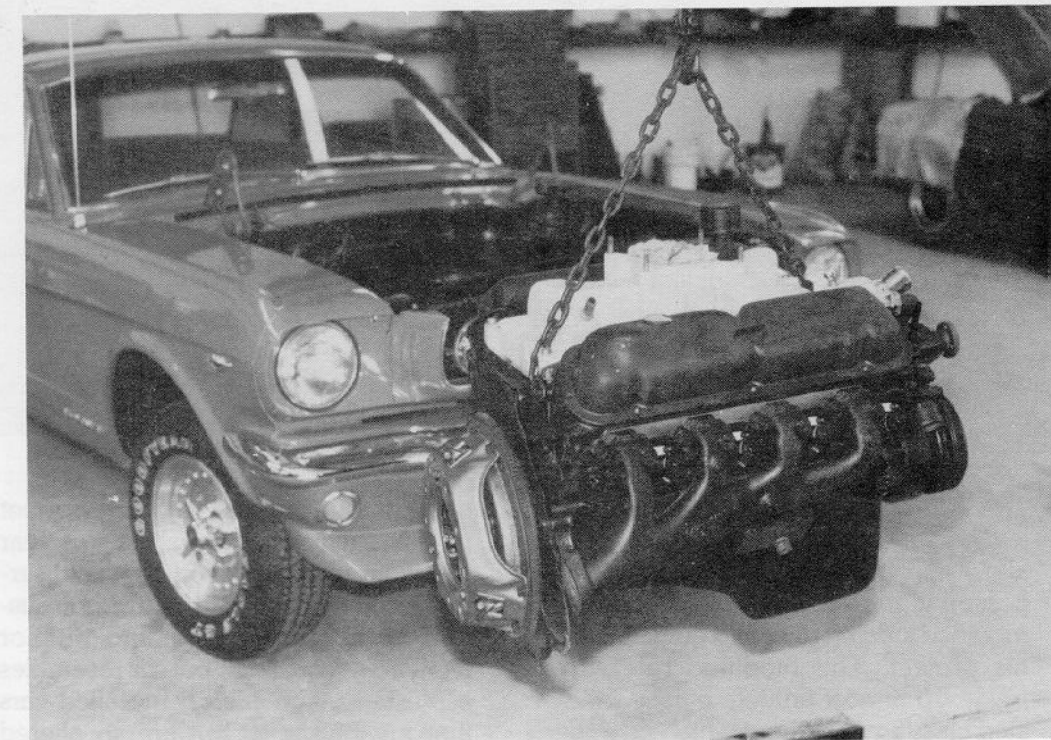
The car was completely disassembled and the body was taken to Jerry Hunter in Powder Springs to install the body pieces and paint. Jerry added a fiberglass front valance with a moulded spoiler and also a deck lid spoiler and end caps were moulded into the rear. The roof drip rails were finished so they could be painted instead of attaching the standard chrome moulding. Jerry then painted the car back the original Rangoon Red. The GT package was also retained and Goodyear Eagle GT radials were mounted on Western Sprinter wheels with three bar knock-offs. All new chrome bumpers and windshield moulding helped to finish off the exterior.

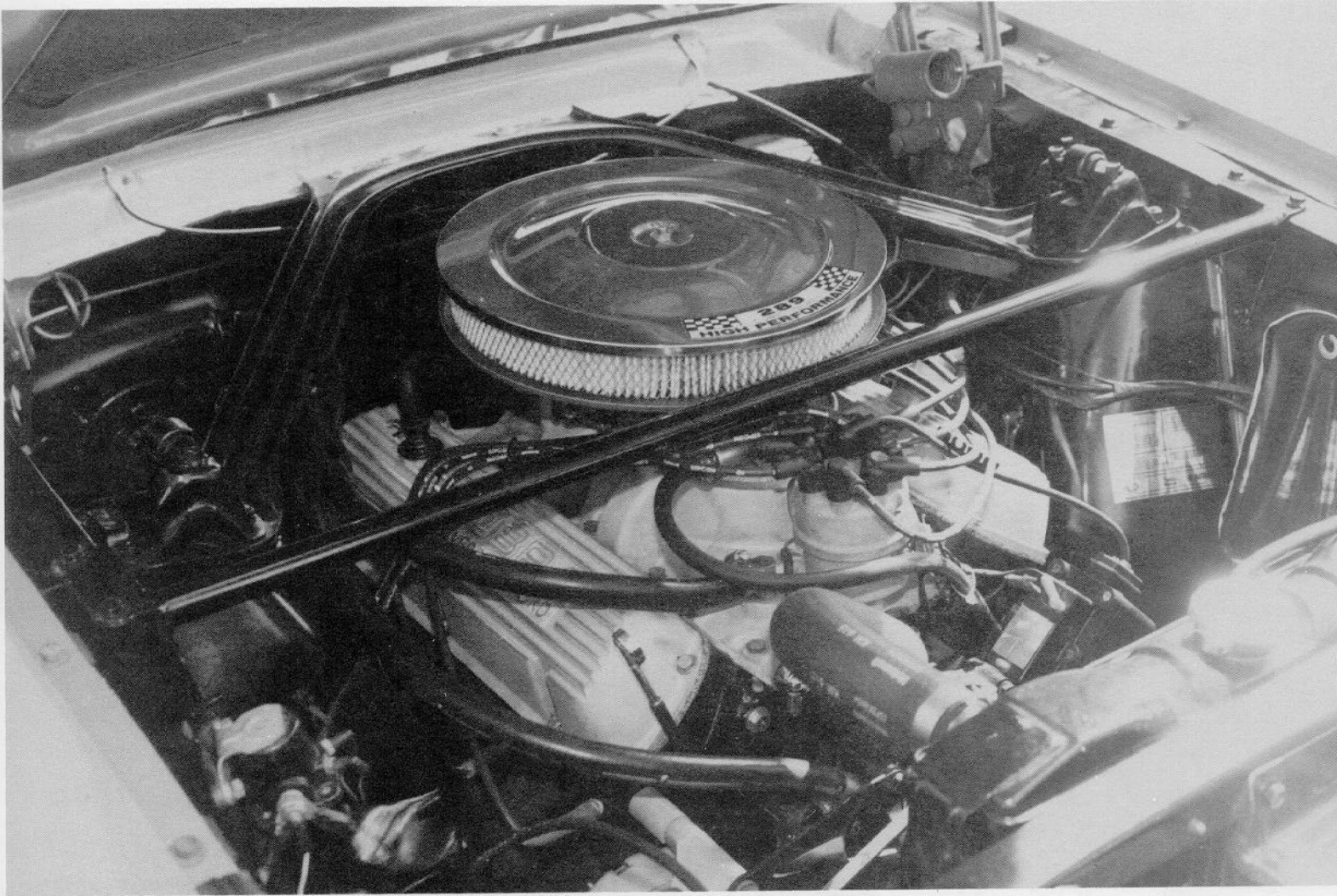
From the paint shop the car traveled to Mikes Trim Shop for the interior work to be done. Mike installed a new headliner, carpet, and a custom made pony bench seat cover that Ed had acquired through JJ's Mustang in Chattanooga, Tennessee. JJ's had contacted Distinctive Upholstery in California and they made this one-of-a-kind seat cover complete with arm rest especially for Ed. The woodgrain steering wheel was replaced by a NOS 1966 Shelby woodgrain wheel, and a 8000 rpm pac now replaces the standard one.

The engine compartment and underside of the car had been detailed prior to being painted so after the upholstery was complete the car went to Auto Specialty where Jim Reid had a freshly rebuilt hi-po 289 waiting to be installed. The engine was completely rebuilt using standard parts back to the original hi-po specifications. The engine accessories include open letter Shelby valve covers, Shelby hi-rise intake manifold and Mallory ignition. An export brace and Monte Carlo bar were also added to the engine compartment. A NOS washer bag, new disc brake master cylinder, and a complete GT exhaust system from the H pipe back



Hi-po ready for installation.





289-4V Hi-po boasts rare "open letter" Shelby Cobra valve covers.



were installed. Behind the 289 a new heavy duty clutch and pressure plate were installed and the drive shaft was balanced. The underside of the car was detailed and the floor pans undercoated. Gabriel gas shocks were installed for a stiff ride and Shelby traction bars were installed in the rear. The original spare tire was replaced with a Ford style collapsible spare and gas cylinder.

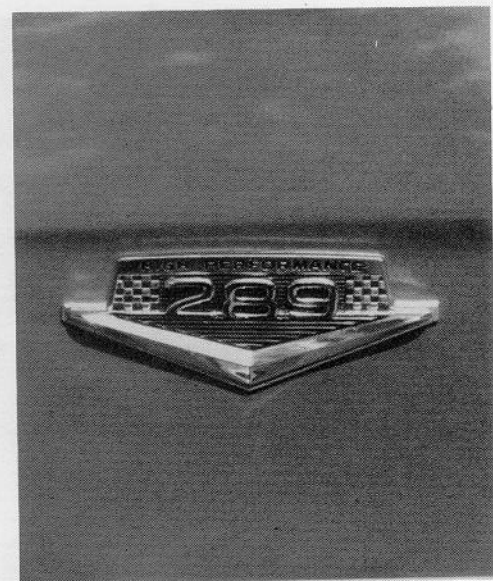
Ed finished the car just in time to travel to Birmingham where the first time out he took a second place and then traveled to Columbia where he took a first place. While most show cars sit covered in the garage until shortly before show time, Ed's car was built to be functional as well as look good. On the day we took the finished picture we went to lunch in the red coupe and



Custom made "Pony" bench seat.



Under-ride traction bars.





Note smooth transition at rear caps and spoiler.

Ed Hunter's Street Modified '65 Coupe

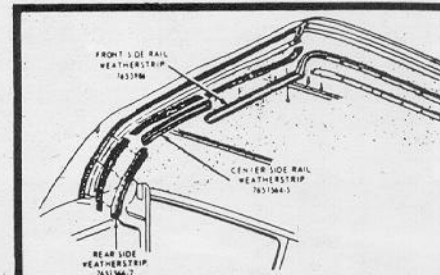


One of a kind!

brings back memories of days past when cars were fun to drive. The hi-po engine with four-speed transmission ran like new and the car with all new weatherstripping was quiet and tight. The only noise to be heard was the mild rumble of the exhaust. This is definitely a car a man can be proud to own.

Thanks go out to the following for their contributions to the project:

Cobra Restorers
 Mair Racing
 Jerry Hunter Paint and Body
 Jim Reid Auto Specialty
 Max Craft, parts manager, John
 Bleakley Ford
 JJ's Mustang Parts
 Distinctive Upholstery
 Mike's Trim Shop



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