

Jim Watters' Silver Duo



1966 GT Convertible

Color — Silver (code 4)

Data

- 289 4 barrel
- Four Speed Trans.
- Factory Air Cond.
- Console
- Rally-Pac
- Black Pony Interior
- Remote Mirror
- Style Steel Wheels
- Power Top
- Full Factory GT

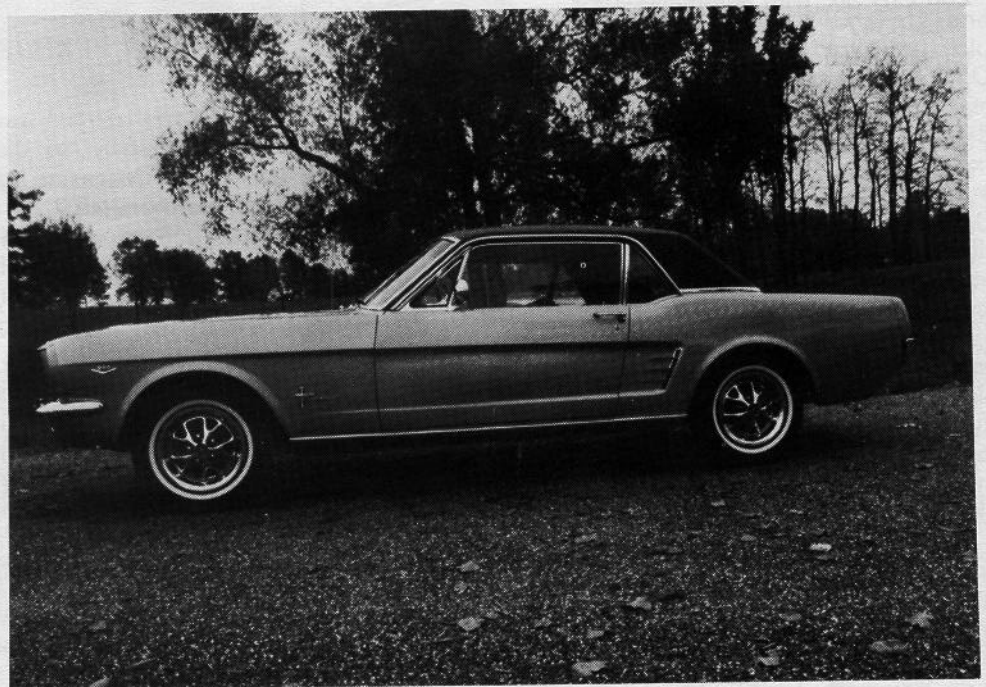
Both cars have detailed engine, engine compartments, trunks and undercarriages.

1966 Hardtop Coupe

Color — Silver (code 4)

Data

- 289 2 barrel
- Automatic Trans.
- Factory Air Cond.
- Factory powering steering
- Console
- Black Pony Interior
- Black Vinyl Top
- Style Steel Wheels
- Remote Mirror



I have been interested in Mustangs since the late 60's when I acquired a used 1965 hardtop for my son to use for college. Since that time I have built and repaired several to be used as family driving cars and for driving to work. Of course, I paid very little attention to such things as originality. My aim was to have them safe and mechanically sound as well as a good appearance. During these times I didn't realize the future popularity and value of the Mustang and like so many others I made the mistake of selling or trading the cars for other kinds.

The most fascinating thing I have always found in the Mustang is the styling and performance and their great rise in popularity to a level second to none.

In 1980 through some encouragement from my son I became interested in restoration to original condition for show cars. Even though I didn't consider myself an expert I started the venture. I purchased a 1965 convertible (basket case) and a 1965 fastback (almost a basket case). By the spring of 1981 the cars were completed. Even with the expenditure of numerous manhours and dollars I wasn't satisfied with the quality and not convinced that they would be competitive under all type conditions. Result: both cars were sold. I figured with the experience gained on these two cars, I should continue to reach my ultimate goal.



The first thing I decided was that I must have a 1966 GT convertible. Then I thought that sometime in the future I could acquire another 1966 body style and build a mate to the convertible. The problem was where to find the convertible? Since I knew there were none available in the immediate area, I started plans to travel to other parts until I located one with potential for show quality. During a telephone conversation with a friend in another state I mentioned my desire and plans. He told me he knew where such a convertible was and that the owner wanted to sell. Within a week I had the car bought and had it home. Work started immediately. The first summer the car was doing quite well at local shows. I was not yet completely satisfied that I had the quality I wanted. To confirm this, I decided to try a MCA National Show. This

would be my first experience at that level. I took the car to the Kingsport, Tenn. Grand National. You guessed it — it didn't place in the first three. Aside from learning a great deal, this increased my determination more than ever. Moreover I was determined to be seen again at national shows — bigger and better. The car was completely torn down for a frame up restoration. By the time the 1982 season started, the car was ready again. Results of winnings for the 1982 season were:

Total shows entered — 16

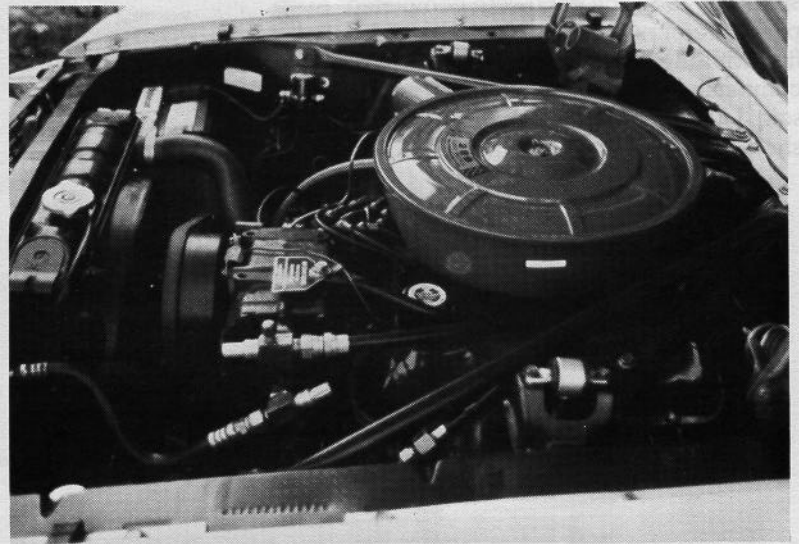
1st place — 10*

2nd place — none

3rd place — 1

BEST OF SHOW — 5

*Includes 1 MCA National (World Mustang Expo., Chattanooga, Tenn.).



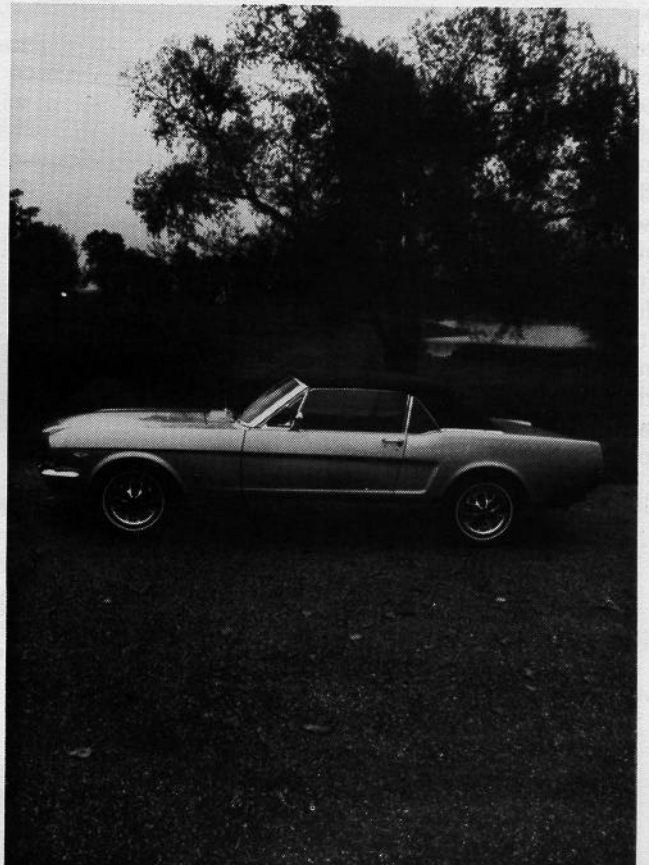
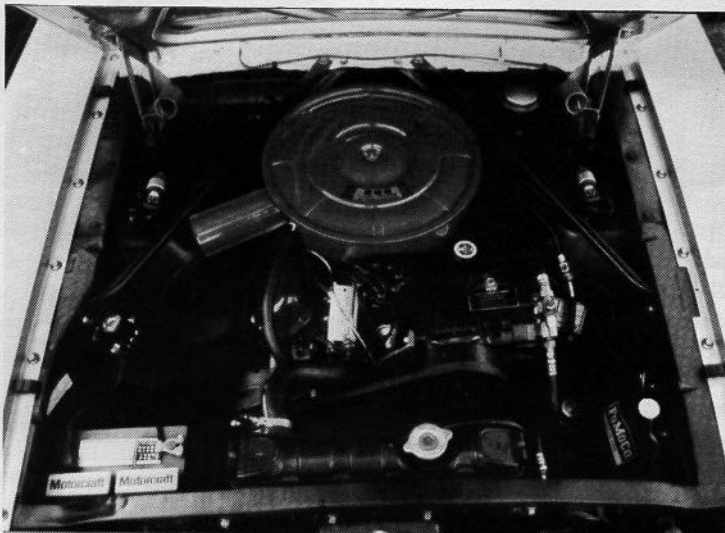
During the 1982/1983 winter several areas of the car were redone in preparation for the 1983 show season. Results of winnings for the 1983 season were:

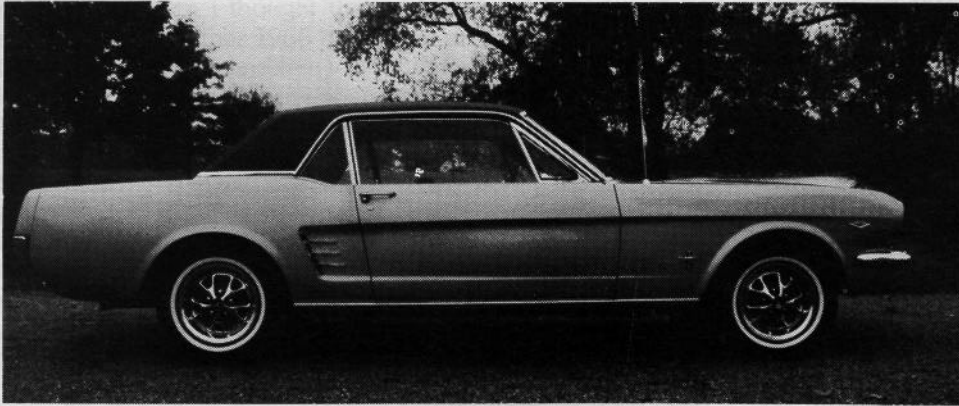
Total shows entered — 8

1st place — 7*

BEST OF SHOW — 1

*Includes 1 MCA National (Southern National, Biloxi, Miss.).



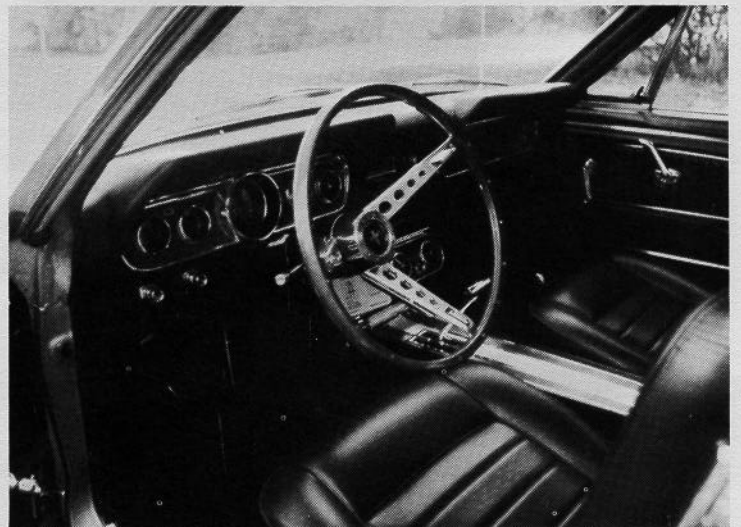
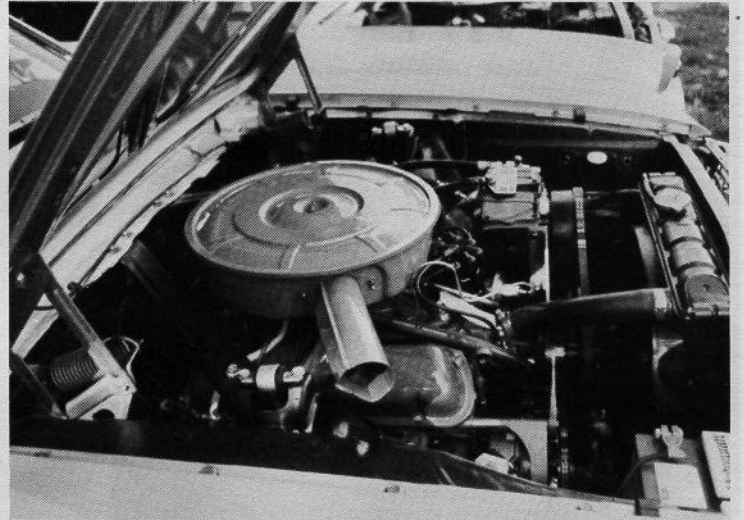


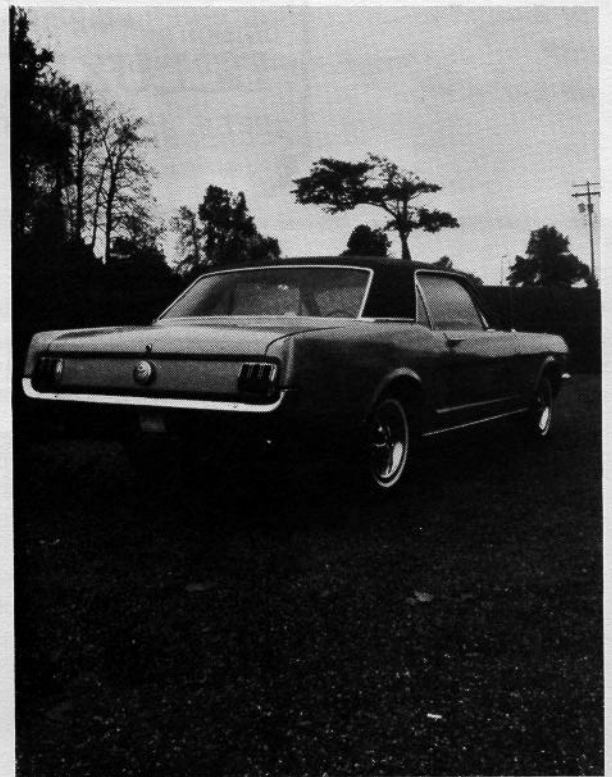
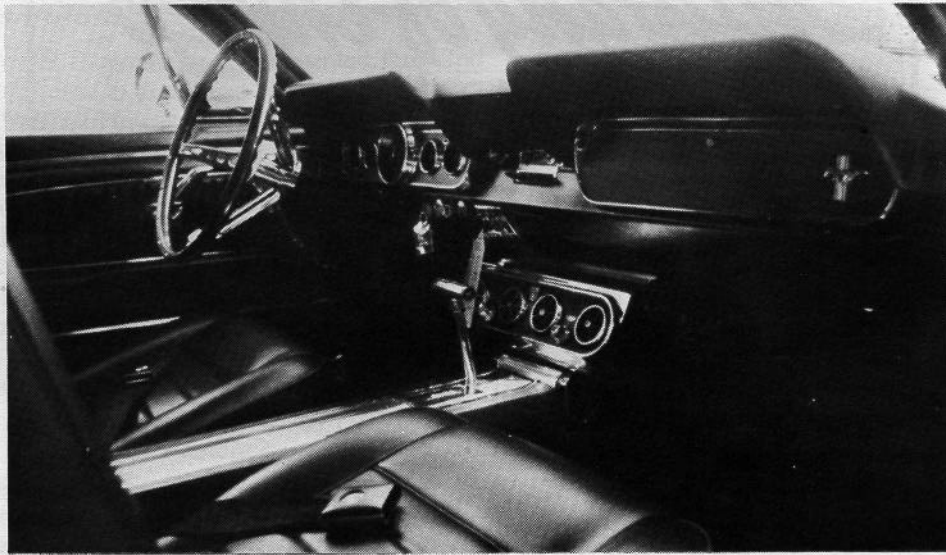
The 1966 Coupe was acquired similarly to the GT convertible — by luck or maybe one could say by accident. Last fall I answered a knock at the door to find a gentleman I had never seen before. He asked if he could look at my convertible to see how the silver color looked on a Mustang. He then told me he had a 1966 coupe that he was going to have done and that he was thinking about painting it silver but wanted to get some ideas first. Since I am always glad for people to see my cars, I invited him to the garage. After much conversation (like most Mustangers do) we ended up looking at his coupe. I found that the car was all original but needed restoration. It had been repainted red but still had the original black vinyl top. When I opened the door and looked at the data plate I couldn't believe my eyes. The paint code and interior code was the same as my convertible. After several sessions with the owner I had the car bought and in my garage. Since I had retired in July, after 36 years with the Federal Government, I figured I had plenty of time to have it ready for the 1983 show season. The car was torn down to the point that it didn't resemble a Mustang, or for that matter, anything else. A total frame up restoration was completed, after six months of full-time work, in March 1983. The restoration missed nothing. Every item down to nuts, bolts and screws was either replaced or redone to original standards. Through the help of the local Ford dealer's parts department and several suppliers around the country I was able to get the needed items. Results of winnings for the 1983 season were:

Total shows entered — 6
 1st place — 4*
 2nd place — 1
 BEST OF SHOW — 1

*Includes 1 MCA National (Sunsphere Grand National, Knoxville, Tenn.).

Full time is being spent in maintaining the cars in a "ready" condition.





My entire family (5 children now living from eastern Texas to western Wyoming) are avid supporters but my wife (Sandy) is the greatest. This has been confirmed many times by her patience in having the kitchen sink, bathtub and almost every part of the house used to clean and store parts. Her small hands are called on many times to do things in those close, hard-to-get-to places.

For the past two years my wife and I have averaged traveling 5,000 miles per year to Mustang shows. In fact, we are almost to the point that if a show is less than 300 miles away we consider it a local show.