

JUNK TO JEWEL

by Paul Wasser

My 1967 convertible was purchased from Art Gehlback of Lincoln, Illinois approximately two years ago. Art had purchased the car from an auto graveyard in extremely bad condition. The photo shows the condition of the car with parts missing before it was taken to Art's Body Shop. The restoration was started by Art with resale in mind, however, two barriers stood in the way of completion. First, Art's real love is for the "other" classic, the 57 Chevy. Secondly, before its completion Art retired from the body shop business.

When I purchased the car the restoration had been started in that most of the needed panel work was completed. My plans were also to complete the car and sell it to make a few dollars to support my Mustang habit. Little did I realize at the time that I would change my mind and decide that this was the car for me to drive.

The car had an excellent 289-2V engine with an automatic transmission at the time of purchase along with a power top and sprint hood. Since my boys and I spend some of our time parting out cars and selling parts at swap meets in Illinois and Indiana, I decided to search our parts for desirable extras for my new undertaking. I was able to locate power disc brakes and an AM-8-track radio. This was enough to get me more involved so I went parts hunting at various meets. During the first year or so I was able to locate a console, woodgrain steering wheel, luggage rack, and a pop-off gas cap. The result was a Mustang with many extras.

The original purchase included almost-new chrome, spoked wire wheel covers, an excellent two-tone blue interior, and new carpet. I later added things like the white top with folding glass rear window, all new rubber seals, door panels, arm rests, dash bezels, quarter panel upholstery and top boot, plus an almost endless list of other smaller items.



Junk . . .



. . . to Jewel!



This is the sixth Mustang restored by the Wasser family.



After obtaining the car, and while still searching for parts, we began the restoration. Our first step was removal of the fenders, doors, trunk lid, hood and the entire interior of the car. All of the painted areas were then sanded down to bare metal and the remaining body work completed. The undercarriage was cleaned and undercoated since my plans were to use the car. One of the major problems in the restoration became the new wiring needed in the engine compartment and the underdash area. The underdash area required a new harness since one of the previous owners had cut the wiring to remove the instrument panel.

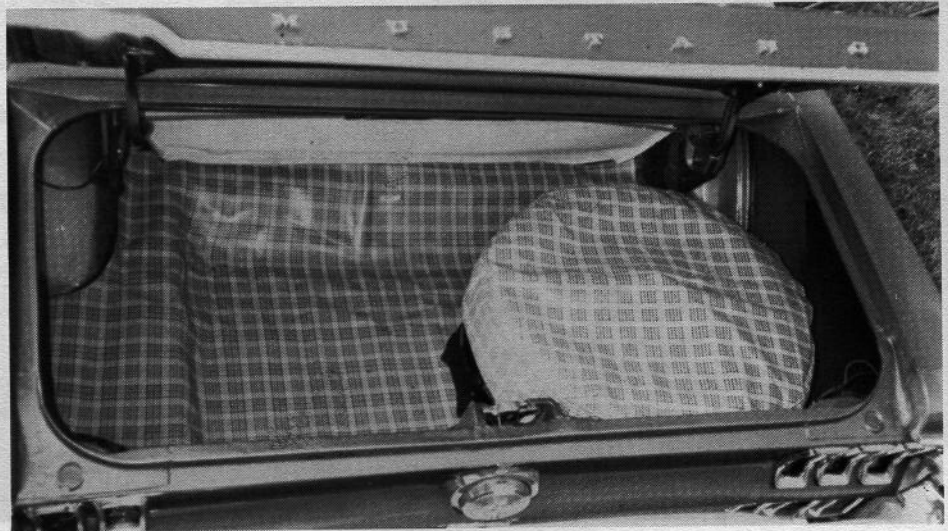
The entire paint job was completed using Du Pont products, which I might add have been the only products used



Options include console, AM-8-track radio, power disc brakes, woodgrain steering wheel, and luggage rack.

by us in the previous five restorations. The Acapulco Blue finish was only my second paint job. The paint job was two coats of Du Pont Centari Acrylic enamel #4857 A which is their code for Acapulco Blue. The enamel was sprayed over two coats of Du Pont multi-purpose acrylic lacquer primer surface, which was sprayed and allowed ample curing time before block sanding. The two coats of primer were red followed by a mist coat of gray used as a guide coat to help locate imperfections.

Although the convertible was the sixth one restored by my family we found this one to be extremely difficult, since it was a matter of finishing what



REGISTRATION FORM



The 289-2V was in excellent condition.



someone else has started. The main problems were missing fasteners and not knowing what the previous restorers had completed.

This car will probably never see a show — as a participant, anyway. It will be used for daily transportation during the warm and dry Illinois months, and stored during the cold snowy months. We, like all Mustang owners, are very proud of the car and I'm sure it will be driven in many parades and other activities that will allow it to be shown off.

In summary, this convertible represents many hours of work, with the family and away from them, a large cash investment, and several headaches. I'm sure it will all be worth it in



Wire wheel covers and pop-off gas cap are some of the many extras.

Paul Wasser's 1967 Mustang Convertible.



the long run. This 1967 convertible represents the third Mustang restored and owned by our immediate family. The fourth is underway by and for my 18 year old son, David, who is a freshman at Eastern Illinois University. **MT**

(Paul Wasser is a longtime MCA member, and a frequent Contributing Technical Editor to the MUSTANG TIMES. Paul is the Director of the Vermilion Occupational Technical Education Center (VOTEC) in Danville, Illinois, where he frequently includes Mustang restoration projects in his curriculum. Mustangs are a family affair at the Wasser home, as evidenced by the November 1982 MUSTANG TIMES. — Editor)

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our line of accessories. This is being taken under advisement.

4. Horace Wood presented a request from The Rocket City Mustang Club in Huntsville, AL for the re-intatement of the regional group charter. A motion was made and seconded, motion carried.

Applications for regional group affiliation were also presented by Mr. Wood for the following locations:

Central New Brunswick Mustang Owner's Club, New Brunswick Canada.

Southeast Texas Mustang Club, Beaumont, Texas.

A motion was made and seconded to approve these two groups and the territory as submitted. Motion carried.

An application for affiliation was presented from the Central Arkansas Mustangs, Little Rock, Arkansas. A motion was made to accept this group. Motion carried. The territory requested by this group was amended to the 50-mile radius suggested by the national guidelines. Also submitted was a request for charter status from Cherokee Regional Mustang Club, Calhoun, GA. The territory requested by the group is a three-county area (Floyd, Pickens and Gordon). Georgia Regional Group has relinquished rights to Cherokee for this territory. The group was approved but the territory requested is being held in abeyance until word can be received from Scenic City Regional Group.

Bob Mann of Tulsa, Oklahoma, has requested the attendance of a national board member at one of their local meetings to discuss possible affiliation with MCA. It was decided to contact him and try to make arrangements to meet with a number of their members at one of the upcoming national events.

Due to the cost factor, a motion was made and seconded that we not print any additional club rosters; but rather print the National By-Laws in a booklet the same size of the Rule Books. Also involved is the fact that the roster is always out-of-date by the time it is mailed due to the continual turn-over of members. The motion was carried.

With there being no further business, a motion was made to adjourn. **MT**