

'05 MUSTANG PERFORMANCE EXHAUST SWAP

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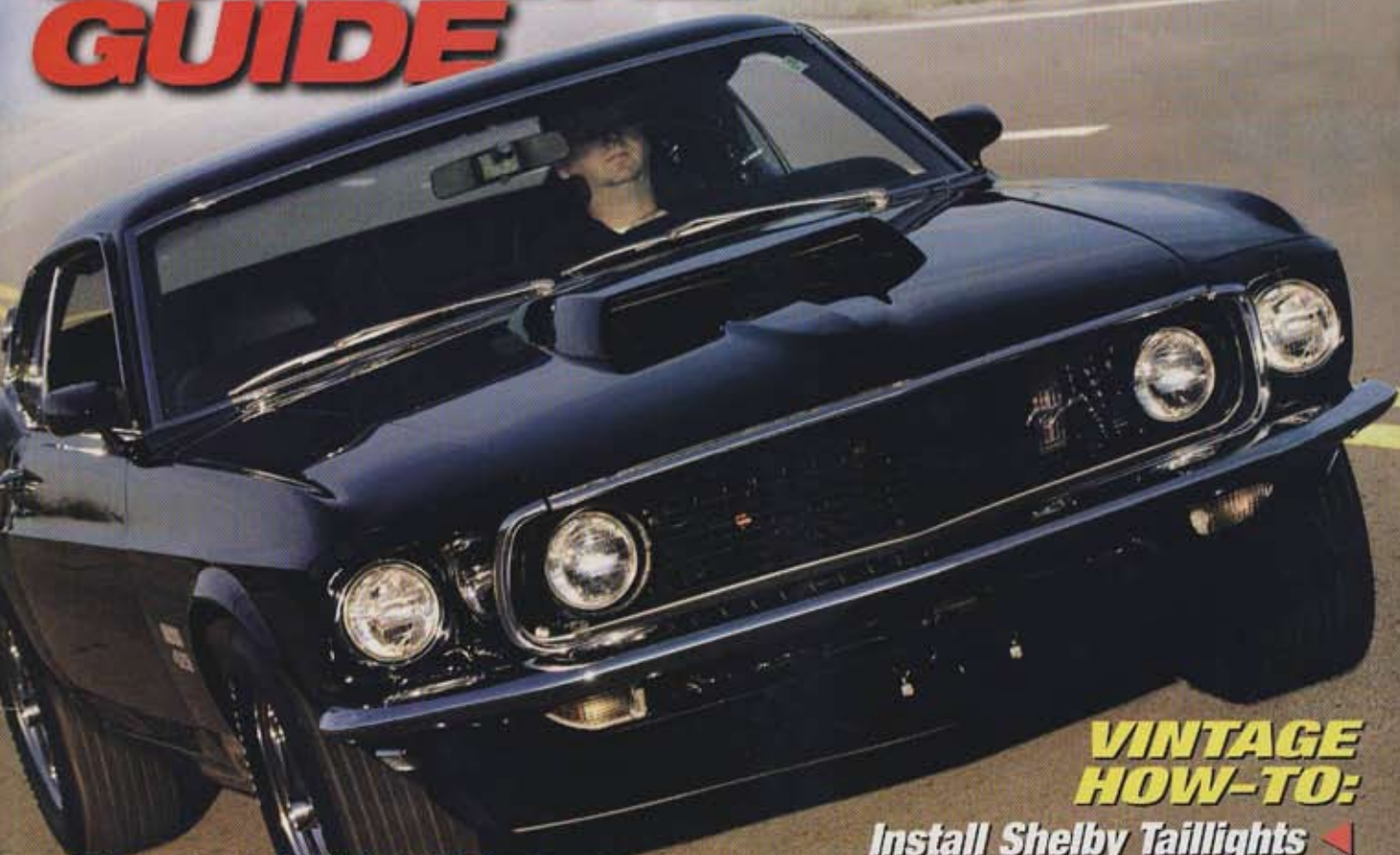
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# Mustang Monthly



## STREET SURVIVAL GUIDE

HOW TO LIVE WITH  
(AND ENJOY) YOUR  
'65-'73 MUSTANG



**VINTAGE  
HOW-TO:**

Install Shelby Taillights ◀

**MORE VINTAGE  
HOW-TO:**

- ▶ Troubleshoot Overheating
- ▶ Full Floorpan Replacement
- ▶ Replace Window Regulators

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August 2005, Vol. 28, No. 8

All Mustangs All The Time



**On the Cover:** Driving a '69 Boss 429 on the street is scary enough, but we've got some tips that will help improve your Mustang driving experience. Jerry Heasley photographed Rick Parker's black Boss. Up top is the new '05 Ronaale Mustang, as photographed by Donald Farr.



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# '65-'73 Mustang Street Survival Guide

How to live with (and enjoy) your vintage Mustang on the street

text and photos by Jim Smart

**D**o you remember when we used to drive classic Mustangs daily? We cruised during high school in 1967, drove them to college in 1969, came home from Vietnam in 1972 to a new Cobra Jet Mach 1, and spent an endless summer vacation with a new convertible in 1973. We like to remember our Mustangs like they were during our youth.

But, today, owning and driving a classic Mustang presents its own set of challenges. Those hard bucket seats numb the posterior on a long trip. The driver-to-steering-wheel

relationship isn't what it used to be, especially if you're sporting a midlife belly or have shoulder problems. Leaking cowl vents or windshields make our shoes (and carpet) soggy when it rains. That clunk in the front end is annoying. Fuel economy isn't what it could be. Forty-year-old brakes aren't as effective as the four-wheel discs on our everyday '02 GT. Wind noise at highway speeds makes it hard to hear the Rolling Stones on that tinny factory radio. And what about safety?

These and other concerns come up whenever we think about driving a classic Mustang daily or as a weekend pleasure vehicle. But driving an old Mustang on the street doesn't have to be unpleasant or unsafe. Our approach has to be laced with plenty of common sense, better technology where possible, and closer attention to driving technique.

## BETTER BRAKES

The first thing you should do to a frequently driven vintage Mustang is install better brakes, especially on cars with drum brakes all around. Opt for a set of four-piston Kelsey-Hayes front disc brakes from Stainless Steel Brakes Corporation. Years ago, we suggested the '68-up single-piston front disc brakes, also called Granada disc brakes, because they were more trouble-free than the four-piston Kelsey-Hayes units that were original equipment from 1965 to 1967. The old four-piston Kelsey-Hayes disc brakes suffered from sticking pistons and dragging pads. Today, the four-piston front disc brakes from Stainless Steel Brakes are refined to keep the pistons working smoothly. It's simply a better disc brake than the single-piston unit.

Single-piston front disc brakes deliver braking pressure at a single point. Four-piston calipers deliver brake pressure more uniformly across both pads, making it a more effective disc brake. One advantage of the single-piston caliper is it's free-floating, which isolates the caliper from the spindle. The four-piston caliper mounts directly onto the spindle.

Single-piston front disc brakes were cheaper to manufacture, yet effective for street use.





# Pony Maker

Designer Phil Clark is credited with sketching the famous Mustang running horse

by Holly Clark

*Editor's note: The author is the only child of Phil Clark, the man who sketched the Mustang's original running-horse emblem. She, like the Mustang, celebrated her 40th birthday in 2004. Holly can be reached at kidofponymaker@aol.com.*

It's a symbol adored by great men, desired by many, and recognized by almost everyone. The running pony has endured not only Vietnam, but also disco, the fall of Communism, and even the new millennium. It's still the quintessential symbol of the original ponycar. Regardless of the Mustang's fame, most don't know the story of the man who hand-sketched the running horse and whose mind captured the spirit of the Mustang.

My father, Phillip Thomas Clark, was only 27 in 1962 when he left General Motors to join Ford Motor Company. Ford's leadership promised to consider Clark's concept of a car that would not only be a means of transportation for the average American, but would also thrust its owner into the world of sports cars.

The "pony" came only after Clark and his associates at Ford spent nearly 100 arduous days working and reworking renderings of the final original design for the car now known as Mustang I.

My father had always been known for sketching animals. He sometimes even made amusing drawings on napkins as he lunched in Dearborn cafes. His wife, Marilyn, speaks even now of the pony's significance to her husband.

That uniqueness plays through even in Clark's artwork of the horse that gallops on the grille. In a popular board game, players are asked why the horse on the Mustang gallops to the left and not to the right. J Mays, Ford's group vice president of Design, said that Bill Ford requested research concerning Clark's work on the Mustang. Mays said, "Interestingly, I am informed that the reason the horse is galloping toward the left is because Clark was right-handed and it was more natural for him to draw the horse galloping to the left."

Today, more than 8 million Mustangs have been produced, most sporting Clark's emblem in four or more places. Mustang running-horse emblems are found on virtually everything possible, from T-shirts to car mats. The Mustang emblem is a wonderful legacy.

Clark had enormous vision for his work, and he desired to leave a legacy of more than a single running steed. He resolved to have a car with his name on it.

He once said, "See the Cadillac? When you step into the door you see 'Body

by Fisher.' One day I will create an automobile that you step into and it says, 'Body by Clark.'"

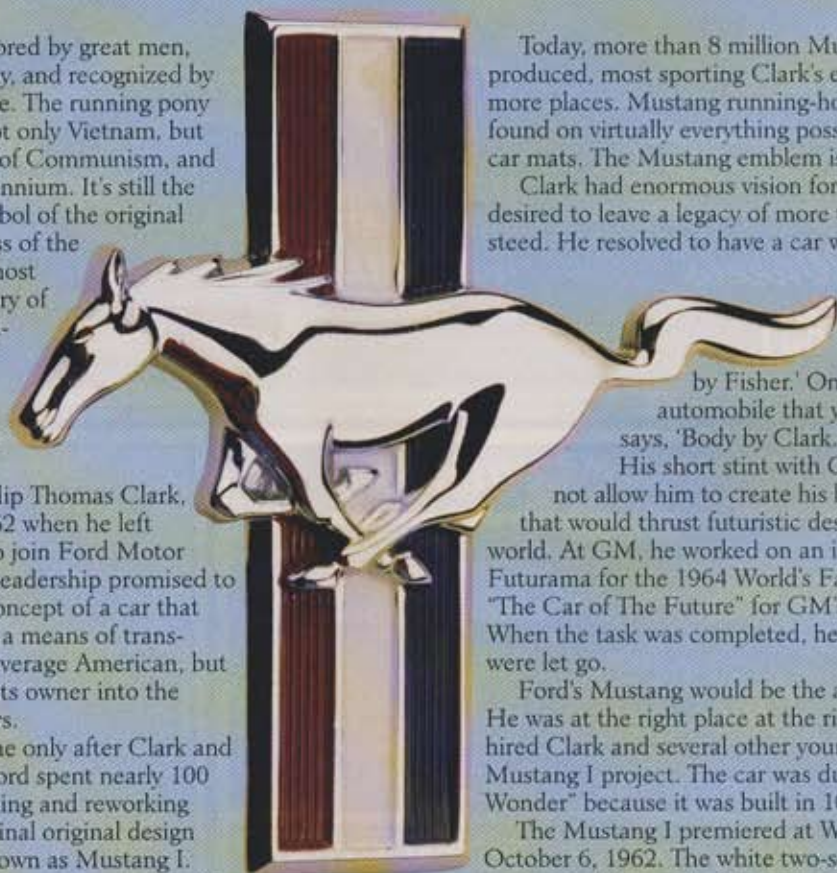
His short stint with General Motors did not allow him to create his heart's desire: a vehicle that would thrust futuristic designs into the real world. At GM, he worked on an imaginative city called Futurama for the 1964 World's Fair, and he designed "The Car of The Future" for GM's World's Fair display. When the task was completed, he and many others were let go.

Ford's Mustang would be the answer to his musings. He was at the right place at the right time when Ford hired Clark and several other young men for the Mustang I project. The car was dubbed the "100-day Wonder" because it was built in 100 days.

The Mustang I premiered at Watkins Glen on October 6, 1962. The white two-seater Mustang had a rear-drive, mid-ship engine and a welded aluminum skin over a steel-tube space frame. The headlights were retractable, a design Clark had drawn during his time with GM.

He had considerable input in the body design. He told his family this was the first time in Ford's history that one sketch was used for the design of a car. Until that point, auto companies combined bits and pieces of ideas from each designer.

J.J. Telnack, former vice president of Corporate Design, said, "Phil was one of our most talented designers and was part of the original Mustang design team throughout its development in 1962 until its launch. He had considerable influence on the total design with the early prototype Mustang concept vehicle that he directed."





This pencil sketch of the Mustang running horse was drawn by Phil Clark while working on ideas for the Mustang I prototype and its emblem. Phil eventually turned in 10 pages of emblem development to Ford executives. Most of his drawings were done during May and June 1962. Shown above the sketch is a die-cast of the horse drawing.



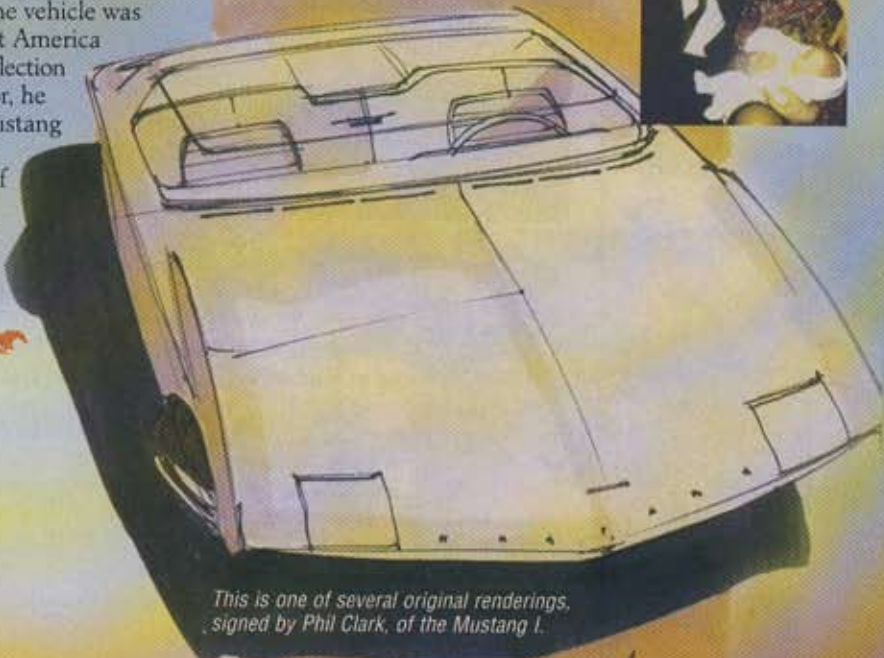
Phil Clark at his drawing board in the early '60s.

Over the years, Clark was disappointed in the changes to the Mustang. He could hardly contain his disappointment, and the fact that his emblem remained on the vehicle was little consolation. He barely recognized what America would come to know as the Mustang. If the reflection of his friends and colleagues was an indicator, he would become more disappointed as the Mustang continued to evolve.

Clark met an untimely death at the age of 32. He suffered since childhood with an unknown urinary disease, and was on dialysis most of his adult life.

When you see the Mustang emblem of chrome, remember the legacy of Phil Clark: the man behind the running horse.

The author with her father, Phil Clark, and mother in 1965.



This is one of several original renderings, signed by Phil Clark, of the Mustang I.



Clark contributed to the design of the Mustang I two-seater prototype in 1962.