



The bodywork included replacing the rusted floor pans and the trunk. The front fenders, hood, doors, trunk lid, and bumpers were also replaced with good used parts. The paint is Dupont base clearcoat.

The highlight of my Mustang adventure was being a member of the Golden Horseshoe Mustang Association when the club hosted the 2008 MCA No Borders International Mustang show at Ford of Canada's Oakville, Ontario, assembly plant. This was the first MCA show outside of the USA. My Mustang earned a first place award in the Occasional Driven class.

I look forward to many more years of cruisin' with my wife Susan in our classic Mustang.

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1967 FASTBACK

My Mustang adventure started in 1975. While attending high school and working part-time, I came across a tired 1967 six-cylinder hardtop that was within my budget. I fixed it up and drove it for years.

Fast forward to 1994 when I was ready for another Mustang adventure. After searching for a year, I found my all-time favorite Mustang—a Candy Apple Red 1967 fastback. It was tired but running and complete. I carefully planned my big projects for the long winter months so I could meet my goal of driving the Mustang every year of ownership. I can say that I have met my goal so far. All the while, I was collecting parts to eventually build the Mustang into what you see here. I upgraded the factory options by adding upper and lower consoles, 8,000 rpm tach, and tinted glass. The interior has been completely replaced in the factory standard black.

Upgrades to improve safety, reliability, and performance include shoulder harness seat belts, LED lights, rack-and-pinion steering, better brakes and suspension, and a five-speed overdrive transmission. The next upgrade is EFI.

The 289 engine rebuild included 30-over pistons, some head work, a mild street cam, aluminum intake and four-barrel carb, electronic ignition, and K-code exhaust manifolds with two-inch stainless steel exhaust.

