

MUSTANGS northwest



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MUSTANGS NORTHWEST IS DEDICATED TO THE PRESERVATION, RESTORATION,
AND ENJOYMENT OF THE FORD MUSTANG AND MERCURY COUGAR AUTOMOBILES.



SPARKY
IS
BACK

ALSO

PATERSON SHOW

Paterson, WA- Lois Robinson

November car of the month

LIZ GREEN'S 1965 CUSTOM COUPE



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November car of the month
LIZ GREENE'S 1966 CUSTOM COUPE



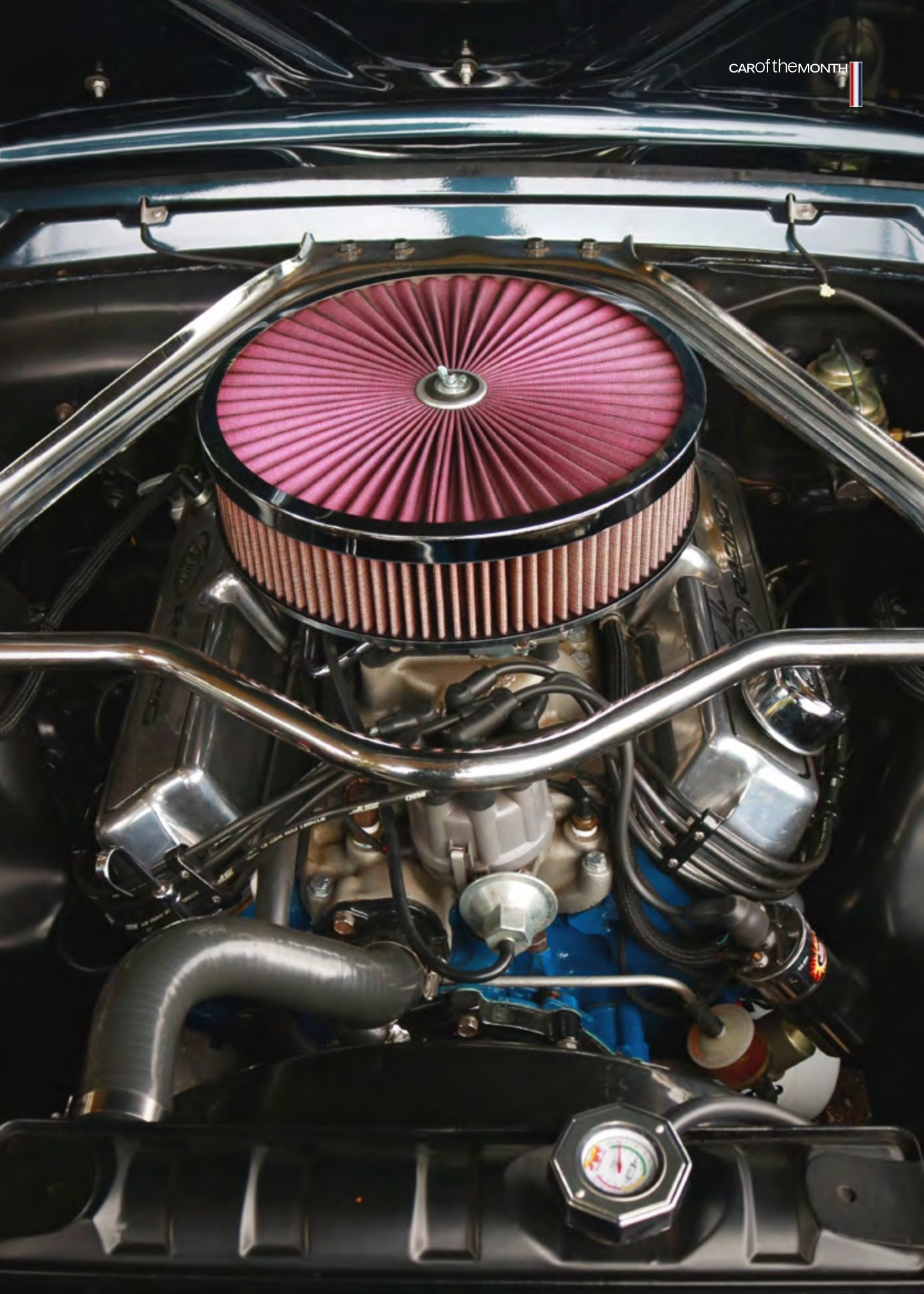
Sparky has a few rules:

1. Do not mention his bad behavior in his presence,
2. You must tell him where you're going,
3. Never EVER say "Well, THAT was easy" or he will make you regret it, and
4. If it's for a 1966 coupe, it will not fit or work. It must be custom fitted or he'll chew it up and spit it out.

I have taken to warning people not to park next to him for very long, as apparently, he spreads his poltergeist personality to other nearby cars.

Sparky's 18 month rotisserie restoration started out as "just a repaint", but because Sparky is a grumpy old man, we (meaning me, Scott Robinson, Neil





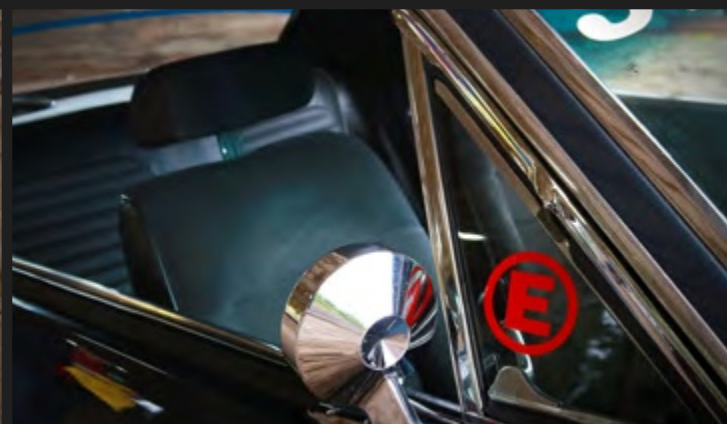


Knutson, and Dave Agnew) ended up doing a full restoration: Removing 11 layers of paint and Bondo, new cowl, new driver's side quarter, new door skins, new hood, new exterior everything - even down to the exhaust tips (custom made by a friend of mine). I splurged on the billet rear taillight housings and gas cap...because they just HAD to match his billet grills (he has two).

He started out life on September 10, 1965 as an Ivy Green Metallic 289 2bbl coupe. Whomever ordered Sparky, checked off the boxes for the rear quarter emblem delete (we think he had either gold or white hockey stick stripes), front disc brakes (Kelsey Hayes 4 piston) & the interior visibility group (day/night mirror, remote driver's side rear view mirror). Sometime in the 1980's, we think, Sparky was hit on the driver's side...and I think this might have ignited his temper.







G-Force Comp 2 tires (225 front, 245 rear). A tach was added, as were 3 point seat belts, fire extinguisher, Fox front seats, Wilwood rear disc brakes, chin spoiler, and TCP complete subframe system. I got tired of taping up his headlights for track use, so I removed them altogether.

I had just got him back together after being down for 5 months at this photo shoot; the original 52 year old center link ball joint started to fail, so I had serious issues keeping him straight on the freeway - NOT a good thing for a track car. So, might as well get the steering box rebuilt, replace

the front shocks with Bilsteins, and replace that center link and inner tie rods. We also had to address a leaking brake line. Now, he drives spectacularly!

On The List is replacing the C4 with the World Class T5 I have sitting in our shop, and getting a roll cage, race seats, and 6 point harnesses installed. While Sparky is still registered for street use, he's mainly used on the track for HPDE (High Performance Driver Education) days, and my rule #1 is, is it has to be safe. Nothing is installed unless it's track proven.

I had originally built the car to be a driver/show car...but a trip to Spokane for the International Mustang Meet -and hitting a bump on I-90 that bent the NEW rear quarter panel- changed all that. Track car it is!

The rear sway bar came out and a Fays2 Watts Link was installed by Brad's Custom Auto. The wheels were exchanged for 16" Vintage Wheel Works with BFG





A lot of folks don't believe I take this car on the track, but I do. It's a completely different experience than in a newer Mustang; it's much more intense. If you'd like to experience it, Sparky's passenger seat is always open.

Liz Green

CAR of the MONTH



