

## 1968 Ford Mustang GT/CS - \$10000

### Classic Mustang Decoder Results:

Warranty Number: 8R01C156718		
Year:	8	1968
Plant:	R	San Jose, CA
Body Series:	01	2 Door Hardtop
Engine:	C	289 2v V8
Unit:	156718	156718

Miscellaneous Vehicle Data		
Body:	65A	2 Door Hardtop, Standard Interior
Color:	N	Diamond Blue
Trim:	2A	Black Crinkle Vinyl and Black Kiwi Vinyl, Standard Interior
Date:	15D	April 15, 1968
D.S.O:	71	Los Angeles
Axle:	2	2.79:1, Conventional
Trans:	W	C4 Automatic

#### My findings after checking out the above 1968 Mustang GT/CS being sold in Wildomar, CA by father and son on May 5th, 2007:

Current owner is the 3<sup>rd</sup> owner. Car was bought recently by son from friend who bought from the original owner and apparently used as a driver although there is a lot of dirt, dust and misc debris in fenders and lower front fender quarters and engine compartment. Found one body part bolt with washer lodged inside, bottom of RH fender as well as old wasp/hornet nest. There are some spider webs, dirt and dust in engine compartment as well thus making it appear that car has been sitting for a while until very recently. I don't know how long son's friend owned it however.

Car is apparently being sold because son does not have the time or money to restore it. Son has a baby turning 1 year old in late May and is also working and attending school. Per father, he shouldn't have purchased it and will need the money for child's first birthday party and to find a newer, more reliable vehicle.

Overall, it does appear that this is a true Mustang GT/CS when comparing some features to pictures of actual GT/CS Mustangs. It is in mostly original condition and does not show signs of ever being in any accidents or having had any major modifications made to it. It does not appear to have had any major body parts replaced or repaired. Car does not have nor did it originally come with A/C. The original exterior paint is shot and has peeled down to primer in quite a few areas. Body also has a lot of surface rust and some pitting. There is some minimal rust in usual areas although undercarriage has not been checked out thoroughly. Due to time constraints and not being able to jack the car up I

did my best to get my fat head underneath but couldn't really make out the overall condition of the undercarriage. I did knock on floor boards both inside and underneath and they sounded solid but with the padding and any deadener it's too hard to tell. All electrical seems to work OK, including headlights, high beam indicator, turn signals and back up lights. The bulb in RH turn signal indicator on hood is burnt out. The odometer appears to show car has over 100k and maybe over 200k miles as it indicates it has over 60k miles on it now which comparing to car's condition does not appear to be accurate. Also includes original owner's manual in fair condition which has the original owner's full name and address as well as that of the dealership where it was purchased from written inside front cover. This Mustang GT/CS is a very good candidate for a complete restoration or can be partially restored to look very nice and be driven frequently and/or shown.

### **Exterior:**

- Appears to have original paint (Diamond Blue – N) but what's left on car is faded, oxidized and has peeled down to primer on over 50% of body in many various locations.
- Car has original Lucas fog lights, no covers.
- Hood appears to be original with turn signal indicators and original quarter turn hood fasteners all in working condition.
- All exterior body molding, badges/emblems and California Special scripting is all there and appears original. All have normal weathering and some have pitting and small dents.
- No "rippling" in car's body evidenced.
- No evidence of quarter panel replacement or repair on either side of car.
- Trunk lid has been removed at one time evidenced by misalignment on LH side and primer exposed under bolts/washers on LH trunk mount.
- Both doors are sagging most likely due to worn out plastics in door hinges.
- All weather stripping on car is original and dry/cracked, will need replacement soon.
- All glass is intact and no cracks in windshield.
- Both rear tail light lens show significant cracking from weathering and age. Will need replacement before they get anymore brittle.
- Due to time constraints and not being able to jack the car up I did my best to get my fat head underneath but couldn't really make out the overall condition of the undercarriage including checking out frame rails, torque boxes and floor boards, all of which will require further inspection.

### **Rust:**

- Both doors, lower, front corners (about size of silver dollar).
- Lower RH rear quarter (about size of silver dollar).
- Surface rust and pitting over most all of car body.
- Surface rust advancing into metal on following locations:
  - Around drip rails above both doors, caulking brittle and missing in some spots.
  - Along bottom edge of rear windshield.
  - Inside trunk in various places, looks like surface rust but dirty and hard to tell, will require further inspection.

**Rust (continued):**

- In various places in engine bay, some slight bubbling in black paint in some spots, especially on firewall around master brake cylinder and around battery tray. Some of the rust appears to be surface rust but dirty and hard to tell, will require further inspection.

**Body damage:**

- Dents in both lower rear quarters. Dent(s) in RH lower rear quarter appear to have been pulled out as evidenced by at least two holes drilled into metal. The dent(s) in both lower rear quarters are still “rumped” and have not been repaired/filled w/filler.
- Light dent in LH quarter panel above wheel well.
- Light dent in driver’s side door where one of the accent lines runs.
- LH body side scoop shows that it has been removed at one time and top screw was put in at an angle and not as it was originally screwed in. There are some nicks in the fiberglass/aluminum material that makes up the scoop, screen is there and appears somewhat straight.
- RH body side scoop also shows it has been removed at one time and the top screw is missing. The fiberglass material around where the upper screw mounts has been chipped away and broken significantly, scoop may need replacement. There are some nicks in the fiberglass/aluminum material that makes up the scoop, screen is there and appears somewhat straight.
- There is a crack in the fiberglass of the tail light panel next to or above RH tail light where it appears that something hit that spot and chipped/cracked the fiberglass and appears to go through the panel. About the size of quarter.
- Metal lip on all four wheel wells has been “bent in” from tires “bottoming out”. Metal is not torn or cracked, just bent in/up.
- Many misc chips and dings on metal and fiberglass body parts.
- Rubber sealant applied around both front and back windshields visible at edges of molding. Probably to seal leaks due to dry, cracked weather stripping/seals.

**Interior:**

- Three small rips in headliner.
- Small rips in both front bucket seats.
- Missing center portion of the dash panel trim to the right of the radio.
- All other molding appears to be in original condition with no speaker holes cut in door panels and inner quarter molding in passenger compartment. Rear deck has a pair of 6”x9” speakers mounted with aftermarket “furry” deck cover, unable to tell if deck was modified to make room for speakers, will require further inspection.
- No upper or lower consoles, thus not deluxe interior as stated and evidenced from trim data decoded above.
- Carpet is very clean and in good, not faded, original condition, no evidence of fading due to water. I was unable to take a look underneath carpeting to check for rust on floorboards. Knocked on passenger side floor and sounded solid but too hard to tell with insulation and undercoating, will require further inspection.

### **Engine, drive train, steering and brakes:**

- Engine runs well and doesn't appear to have any leaks although evidence of old oil on engine. It appears to have been cleaned at some point as you can see some of the blue paint on parts of the block and other engine components. Most components under the hood appear to be original parts, never replaced or replaced long ago. Unknown whether engine has ever been rebuilt, appears to be in original condition.
- Carburetor was recently rebuilt per current owner. It looks clean and appears to be original to car but have to confirm tag. It will need some adjustment and further servicing. Black smoke evidenced coming from exhaust when revving engine is most likely due to carburetor needing work.
- Transmission works well and appears to not have any leaks. Unknown whether it has ever been rebuilt, appears to be in original condition.
- Has power steering which seems to work OK, does make some noise when turning, most likely due to reservoir being near empty with no fluid registering on dip stick when pulled.
- Some "play" in steering linkage.
- Non-power drum brakes all around, work OK.

### **Suspension:**

- Appears to be in original condition with exception of front and rear shocks, aftermarket air shocks installed at one time in rear. All rubber components have cracking and will need servicing/replacing soon.

### **Non-original parts:**

- Radio antennae replaced with black rubber whip type, whip missing.
- Stereo is aftermarket but made to fit dash w/o modifying.
- Speakers mounted to rear deck lid.
- "Furry" covering on rear deck lid.
- Steering wheel from later model ('70s?) mustang.
- Steering column, non-tilt, appears to be different color, may have been replaced at one time.
- Wheels/rims and tires.
- Rear air shocks with valve mounted on rear valance RH side of license plate.

### **Missing parts:**

- Original CA black plates with yellow lettering.
- Original radio antennae.
- Original GT styled wheels/rims, hub caps and beauty rings.
- Original steering wheel.
- Original radio.
- Original rear deck speakers.
- Center portion of dash trim panel located to the right of radio.
- Upper mounting screw for RH body side scoop.

**Recommendations:**

- Fuel tank will need to be cleaned out to remove contaminants.
- Rust in both doors and RH quarter will need to be repaired before it gets worse. Will require cutting out rotted portions of sheet metal and replacing with new repair panels.
- Frame rails, torque boxes, floor boards will all have to be inspected thoroughly from underneath to check for additional rust.
- Dents in both lower, rear quarter areas will need to be repaired or sheet metal cut out and replaced with new repair panels.
- Body will need to be sanded down to metal to remove all surface rust and survey pitting. Then will need to be painted with primer to protect until body work can be completed.
- Will need trunk area cleaned out and inspected further for rust damage.
- All weather stripping appears old, dry and cracked, will need replacement soon. Rubber silicone has been applied around most of both front and rear windshield molding most likely to stop leaking.
- Will have to determine if engine and transmission have ever been rebuilt or not and if not they should be rebuilt sometime soon.
- Fan belt should be replaced due to unknown age.
- Both rear tail light lens show significant cracking and will need to be replaced.
- Front suspension will need to be gone through and all rubber and plastic components will need replacement soon.
- Will need to replace missing center portion of dash trim panel located to the right of radio.
- Will need to replace RH body side scoop due to significant damage to area on scoop where upper screw is installed.
- Headliner will need to be replaced due to three tears. Can be repaired temporarily but will need to be replaced at some time in near future.
- Front bucket seats will need to be reupholstered due to several rips. Not major and can be temporarily covered or repaired but upholstery will need to be replaced in near future.
- Trunk lid will need to be realigned.
- Will have to determine where bolt with washer (type used to mount body parts) goes that was found inside lower RH fender.
- Both bumpers should be refinished in near future.
- Brake system should be inspected and rebuilt. Brake shoes should be replaced due to unknown age/condition.
- Extra play in steering will have to be looked into soon and may require replacing steering column or internal components.
- Power steering components should be closely inspected to determine if system will need any components serviced or replaced. Pump may need servicing or replacement as it was very noisy when turning steering wheel.

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Thank you for your interest in our services. We have determined the following information for your car from the Ford Database we have:

## DOOR DATA PLATE INFORMATION

Serial Number 8R01C15

8 1968

R Built at San Jose

01 Mustang Hardtop

C 289-2V

5<sup>th</sup> Ford vehicle scheduled for production at San Jose

65A Mustang Hardtop

N Diamond Blue Paint, Ford #921-A

2A Black Standard Bucket Seats

15D Scheduled For Build: April 15, 1968

71 Los Angeles Ordering District

2 2.79 standard axle ratio

W C-4 Cruise-O-Matic Transmission

DEALER#: 71A003

Your vehicle was ordered with the following options:

California Special

C-4 Cruise-O-Matic Transmission

6.95 X 14-4 Ply Rated Tires

White Sidewall Tires

Power Steering

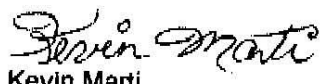
AM Radio

Tinted Glass

Deluxe Belts

Deluxe Wheel Covers

Your car was actually produced on April 3, 1968 -- twelve days ahead of schedule.



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