

STU DUNKEL AND HIS 1967 MUSTANG

Written by MMOCC Member Stu Dunkel:

I graduated from grad school July 1965 and went to work for JCPenney in Little Rock Arkansas.

We wanted a sporty car and found a beautiful new 1965 MGB roadster. Bought it! It was nothing but trouble (problems in Ozark, Ark during a job transfer in 1966, problems continued until we traded it for said Mustang on Aug 4, 1967 as the MG sat disabled while Tulsa, OK. MG dealership's two employees were on a drunk or on vacation.)

On Aug 4, 1967, the MG and \$1,350 got the Mustang, at Fred Jones Ford, Tulsa. OK during their year-end sale, "\$200 off sticker before dicker". Not all the options we wanted but adequate. October 1967 Midas Muffler put on dual exhaust.



In 1967, Ford warranted the drive train for 5 years or 50,000 miles providing proof of

service, therefore every service ticket ever written/proof of service performed has been saved, as has the owner's manual, etc. Service has been performed per Ford requirements.

Few of the Road trips.

- Summer of Love, 1968 from Tulsa down Route 66 and to San Francisco.
- Summer of 1969 from Tulsa to Smokey Mountain Nat'l Park, Washington DC, Williamsburg, Va.
- April of 1970 spends Earth Day at beach on Great Tampa Bay, makes its way to Key West.

Today it has 139,000 miles.

Service, add-ons, maintenance, updates, historical mile stones. This vehicle was built fairly basic, but with an upgraded fast back body. Options include:

- 289 cu. inch V8 engine, \$105.63;
- white wall tires, \$33.31;
- AM radio, \$57.51; and
- tinted glass, \$30.25.

It was built at Ford's San Jose Assembly Plant on June 30, 1967, the 127,360th vehicle that model year, color is lime gold, with standard green interior, with 3 speed manual transmission.

The vehicle saw daily service and performed well for over 28 years. The engine was rebuilt 4/15/1980 @ 89,750 miles. Body repair and original color repaint was done 2/19/1981. An AM/FM cassette in dash radio replaced original AM radio in 1993, and front and rear sway bars were added. In 1995 it suffered severe exhaust, clutch linkage and under carriage damage, and was garaged until Oct. 2005 when it underwent a

90 day "rest-o-mod". That included electronic ignition, front disc brakes and air conditioning. Engine "bolt-ons", including replaced radiator, hoses, coolant, carburetor, water pump, alternator. Interior work included new front seat upholstery, carpet, dash trim. Floor pans were reinforced, exhaust and clutch linkage repaired. 14" wheels were replaced with 15" Torque Thrusts and new tires. Original items retained included head liner, rear quarter panels, rear seat upholstery, padded dash top, and all glass except windshield.

In 2007 at Slater, MO, the first annual "Actor Steve McQueen Days" were held, Steve being from there. Guest of honor was his widow, Barbara. Steve drove a 1968 Mustang Fastback in the movie Bullit, our car is similar... same body style, both were green, though mine a lighter shade, and I had a bigger engine and a beefier transmission. Steve's widow signed the air cleaner lid as "Bullit Lite", a part that remains on the vehicle today.

In August 2018 additional upgrades included power steering, a manual 5 speed replaced the original 3 speed transmission and a new clutch and linkage.

After 54 years the car is semi-retired, enjoying its own garage, occasional errands, car shows, and cruise ins.

It will get out and cruise at 70 mph, and everything works as original or better as built by Ford.