

Mart and his incredible Mustang were one of the entrants in last year's Lancaster Insurance Pride of Ownership competition at the NEC Classic Motor Show.



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KEEPERS

1966 FORD MUSTANG (HARDTOP)

WORDS Chris Randall

Having already fallen for this most famous of muscle cars, Mart decided that it was time for a project of his own. The result is stunning

MART DAWSON
SUFFOLK

His whole project started back in 2011 when I was watching a film with my wife showing a family restoring a car. She suggested that I do the same, only we didn't have a suitable car or anywhere to do the work.

'I've been a fan of the Mustang since the early Eighties and after being treated to a ride in one I was hooked on the way they looked and sounded, so my wife bought me this car as a non-running project.

'It was built on 11 July 1966 at Ford's Dearborn factory and originally owned by an American serviceman stationed in the UK, but it ended up being left to rot in a field for 12 years after suffering a fire under the dashboard. The previous owners had given up on

it, but it was the perfect project car for me.

'It was the beginning of a four-year restoration that involved a 120-mile round trip every weekend to work on the car, which was stored at Hertfordshire specialist, Mustang Maniac. It was a big commitment, but I loved every minute and I'm proud to say that I did a lot of the work myself. That same specialist did the welding, re-spray and interior trimming, but I carried out all the preparation and mechanical re-build, and I worked on parts



'It was amazing to see the finished car on the club stand at the NEC'

at home, cleaning and renovating them, when I wasn't actually at the specialist.

'I was lucky to have plenty of advice and guidance from Adam Longmore when it came to restoring parts, and that was important because my plan was to retain as much of the originality as possible. But that didn't stop me from including a few upgrades in the build, including LED lights, a disc brake conversion and brake master cylinder upgrade, plus a custom exhaust. I've also fitted an uprated carburettor and added chrome wheels to go with the bespoke paintwork.

'I love the results and the way it drives, and the improvements mean that it's really usable.

'It was an amazing moment to see the finished car on the Mustang Owners' Club of Great Britain stand at the 2015 NEC Classic Motor Show, and it has been used regularly ever since.

'I try to take it to as many shows and events as I can, and also use the car to help raise money for local charities.

'It always gets plenty of interest - there is no way that I will ever part with this brilliant muscle car after all the work that's gone into it. Just starting it makes me smile and I love driving it.'

CLUBS & SPECIALISTS

- Mustang Owners' Club of Great Britain mocgb.net
- Mustang Maniac Hertfordshire. mustangmaniac.co.uk
- The Mustang Workshop Hampshire. 01256 761991, mustangworkshop.co.uk
- South Coast Mustangs Hampshire. 023 9247 7971
- Total Mustang Essex. 01992 890969, totalmustang.co.uk
- Essex Mustangs Essex. 01702 820033, essexmustang.com
- M&M Automotive Hants. 01590 688811, mandautomotive.co.uk

ENGINE 4727cc/V8/OHV POWER 200bhp@4400rpm TORQUE 282lb ft@2400rpm
MAXIMUM SPEED 119mph 0-60MPH 8.9sec FUEL CONSUMPTION 16-20mpg
TRANSMISSION RWD, three-speed automatic

LANCASTER INSURANCE QUOTE

1966 FORD MUSTANG COUPE, worth £25,000. Standard quote: £81.05 or £99.05 with agreed value. *Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL. Disclaimer: Policy benefits, features and discounts offered may vary between schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



CLASSIC CAR INSURANCE
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THE HIGHLIGHTS AND LOWLIGHTS

2011



RESTO PROJECT ARRIVES

'This is the day the Mustang was dragged down the driveway. The rear brakes had seized but the tyres stayed inflated so I could move it around. My wife thought I was mad for taking it on.'

WORK UNDERWAY

'Mounting the shell on a rotisserie made it much easier to work on, because I was taking the body back to bare metal. I used red oxide paint to protect the underside before applying the stone-chip layers.'

2014



2014



MAJOR PROGRESS ON THE BUILD

'It's pictured here just having come out of the paint booth. Some 27 litres of paint and underseal were applied, including the custom 'Acapulco Blue'. I chose black for the engine bay with the dashboard and exposed interior metalwork in white.'

2018



GRABBING A SNAP

'I've got thousands of pictures of the Mustang but I'd say that this is my favourite. I was on the way to a show and couldn't resist stopping off for a quick photo opportunity - it certainly attracts plenty of interest wherever I go.'

PUTTING IT ON SHOW

'I always enjoy taking the car to local shows and talking to enthusiasts about the work that's been done. It never goes out in the rain, though, and a full detail can easily take me around six hours. It's important to me that the car always looks its best.'

2019



WHAT WE RECKON

'With great looks and a rumbling V8, it's no surprise that so many enthusiasts are smitten with the idea of owning a classic Mustang. But Mart took the more challenging route, buying a car in need of rescuing and dedicating more than four years to restoring it to the fantastic condition seen here. The end result speaks for itself - no wonder he cherishes it. If you need any proof of the enjoyment of owning a muscle car, then look no further.'

CHRIS RANDALL
CONTRIBUTOR



THE INSURER'S VIEW

'The Mustang is one of America's most iconic classic muscle cars, we love both the look and sound of them. We also love the fact that it will 'probably' fit in your garage, which can't be said for a lot of 60s American cars. Mart has made an incredible job of restoring his Mustang, I've had the pleasure of seeing the car up close and it really is a beauty. We would, of course, suggest that Mart consider an agreed value policy so the true value of his work would be realised should the worst happen.'

ANDREW EVANSON
LANCASTER INSURANCE

