

# Rotisserie Tips

ANGHEL RESTORATIONS | [marcus@anghelrestorations.com](mailto:marcus@anghelrestorations.com) | [www.anghelrestorations.com](http://www.anghelrestorations.com)



It certainly seems car restorations have changed over the years as we have more information available to us from everywhere and can share photos easily from Internet, phones, and forums. Years ago, it was difficult to imagine getting photos from someone without sending them in the mail, and then, of course, half the pictures were not exactly what you wanted. After that, seeing a car in person was the best thing. So as information is more readily accessible, for me, it seems the level of restorations have become much better for those who want and expect that.

When doing a top-notch full restoration today, it's hard to imagine not detailing the underside of a car and doing what many call a "frame off" or "rotisserie restoration," although to be clear, in the Mustang world there is no such thing as a frame-off restoration. Mustangs are a unibody car. So if anyone ever says they are doing a frame-off restoration, it's not possible.

The ability to access the underside of a Mustang is not only important, it's essential if you are going to chase after the top awards in the hobby today. It's more of an art these days to be able to re-create the effects that were used on the assembly line, especially when many of those effects were not created on purpose. The top side of a car should have beautiful shiny paint. Simple as that. But what about the bottom? There, we see things like paint drips, body color overspray, pinch weld blackout, bare metal areas, and sound deadener.

To recreate any of these, you need a rotisserie so to have the ability to completely spin the car around on its side for easy access, repair, and paint for the underside. There are several rotisserie manufacturers today, and some people have even made their own. Without getting into the details of a specific brand that I use, I would only recommend that, when buying one, you purchase a quality-made piece (preferably made in the USA) and from a manufacturer you can actually call to ask questions or purchase parts as needed.



All of the rotisseries out there operate on the same principle. You need to attach the front and back of the car, making sure that it's balanced. Failure to do so can potentially break the rotisserie as you spin against gravity or, worse, cause it to flip over. The manufacturers will provide a basic set of brackets that you will need to modify to fit.

For all 1964½-73 Mustangs, there is a common mounting point on the front of the car. That is the front bumper bracket-to-frame mounting points. Using this is the easiest and most practical. It also means that if you do actually fabricate a bracket, you can use it over and over again for other first generation Mustangs. I like to add a spacer between the bracket and the frame so you can more easily paint and do repairs as needed, helping to avoid having to repaint that area later.

The rear of the car is trickier. I did not want to use the bumper bracket holes through the rear tail panel area. This was actually recommended by the manufacturer but would prevent the usual repairs we see in that area or if the tail panel needs to be replaced. To me, using the strongest point in the frame area—where the leaf spring and shackle is attached—made most sense. Adding an additional bracket keeps things sturdy and fixed in place, plus prevents sagging or pivoting.

Once the car is firmly attached, it's necessary to balance the car. If you do not balance the car correctly, it may have a tendency to roll over, making it very difficult to turn as you are fighting gravity. Two steps are necessary. First, the two mounting points from front to back must be the same distance off the floor. Once that is finished, you need to raise or lower the car in relation to the rotisserie posts to give it the maximum spin with the least amount of effort. Done properly, you can spin the car with one hand and almost no resistance.

Which, of course, means you are ready for the real work to begin. Done correctly, the end results will be well worth the extra effort.