



Mild It Ain't

**Canadian Bob Found's '87 Mustang
is anything but subtle.**

BY JOHN W. FREDERICKS
PHOTOGRAPHY BY SCOTT VAN SEGGELEN

Bob Found, 49, owned his first Mustang at the tender age of 18. The Calgary, Alberta, native ordered his 1968 Mustang 2+2 direct from the factory. Unfortunately, his initial Mustang experience was short-lived. He soon found the car to be an inconvenience. "I was still in high school, had no job, and had a pregnant girlfriend," he says. Bob's lack of funds and newly formed family forced him to sell the car to make way for a "smaller, family-type car." The car ended up perishing in a fire shortly thereafter.

Twenty years later, Bob found himself divorced and working as an instructor at the local community college. He had

recently bought a Ford Escort station wagon that made hauling around his teenage son's hockey equipment a little easier. A colleague of Bob's convinced him to go out and browse at the friendly Ford dealership in town during a lunch break one afternoon. After perusing the lot, taking a closer look at some Mustangs, and engaging in a conversation with the salesman for an hour, Bob was persuaded to take a test drive.

"When I put the pedal to the metal as we left the parking lot, I knew in those first 10 seconds that I was going to buy this car. I had fallen for the old take-her-out-for-a-spin trick," Bob tells us. "As the plates were being put on my new 1987 Mustang convertible, another salesman asked me what I had been driving before. When I pointed out my little wagon, he said 'You



You better put on some shades if you want to look at this engine compartment in daylight. Bob is solely responsible for this unbelievable attention to detail.

A total of 15 speakers surround the passenger compartment. The rear seat was removed to provide room for the nitrous bottle and the two woofers mounted in the rear panel.

had a 4-banger wagon and now you have a 5.0 Mustang ragtop?" I answered "Yep!" I lost 15 years of age that day."

Needless to say, Bob fell in love with Ford's Mustang all over again. He even decided to buy a Mustang as a daily driver in order to keep his new convertible looking and running new for a long time. He purchased an '82 Mustang LX with a 4-cylinder and a 4 speed, but the 4-banger quickly went into retirement and was replaced by a balanced and blueprinted 351 Windsor. "I was hooked on power," he claims.

After driving the 351-powered '82, Bob became interested in beefing up his convertible. "Starting in 1989 and to this very day, I've been on a mission to have the ragtop beat the LX," he says. Although his '87 convertible still may not be as fast as his LX, it does have a bragging right that virtually no other car has. Over the past few years, Bob's Stang has won more than 50 first-place trophies, as well as the Best of Show award at the 1997 International Mustang Show in Spokane, Wash.

With an estimated \$50,000 (Canadian) expended and plenty of hard work on Bob's part, it is no mystery why his Mustang has won so many awards. Bob began with simple things like the addition of a few chrome Cobra emblems to

augment the Cobra lettering on the trunk (Ford of Canada was allowed to use the Cobra name on its Mustangs). Then he started enhancing performance with a set of zinc-coated underdrive pulleys, a 180° thermostat and a 65mm throttle body. It slowly grew into an all-out show car.

One of the first areas Bob concentrated on was the appearance of the engine compartment. He pulled the engine twice to paint and detail it. Everything that could possibly be painted or chromed was. Then the power became top priority. A mass air conversion took place, and the addition of a Hypertech chip, platinum plugs, MSD ignition and a 160 speedometer followed. Bob liked the improvements, but the few horsepower he gained was not going to put his convertible side by side at the race track with his LX. He needed more power. So a Crane 2030 cam, a set of Edelbrock aluminum cylinder heads, 30-lb. injectors, a Paxton Kamikaze fuel pump and a K&N conical air filter were added. Possibly more important are the Vortech blower and the 75-horse dry shot of nitrous from NOS. All the engine work and modifications were completed by Bob himself.

Looking underneath Bob's convertible reveals a chromed



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Dynomax exhaust system, which leads up to the JBA shorty ceramic headers. The transmission is a Tremec 3550 that benefits from a Centerforce clutch and a B&M Ripper shifter. Power gets directed to the stock 8.8-inch rear with 3.55 gearing.

The suspension on this convertible is set up for drag racing, so handling has taken a loss. Eibach springs at all four corners with Lakewood 90/10 front shocks and 50/50 rear shocks transfer weight properly. Guyan Racing control arms and sub-frame connectors complete the suspension modifications. Bob removed the front stabilizer bar for racing purposes.

Not often seen on Mustangs, the Prime 16-inch 3-spoke wheels are a unique accent to the car's already unique style. These wheels are surrounded by Ventus 225/50/16 rubber. Bob uses Goodyear 4 1/2-inch skinnies on Drag Lites and 8-inch Goodyear slicks on Weld wheels for racing.

For the ultimate head-turning effect, Bob brought his Stang to Wrinkles Auto Body in High River, Alberta, for the complete facelift. The Cervini Testarossa fiberglass panels, front and rear valences, Stormin Normin modified hood, and Saleen wing were all installed. Then the wild red/yellow/silver paint scheme was applied, leaving no area of the car untouched, except maybe the interior. Bob soon changed that.

He highlighted the interior with red accents and added a 6-point chrome roll cage, a 5-point racing harness and a complete collection of Auto Meter gauges. The rear seat was removed to make room for the nitrous bottle, fire extinguisher, and a few of the 15 speakers that were installed for the Sony stereo system.

Although Bob's ET goal is to get in the 10s, a considerable distance away, the 12.7 ET at 113 mph that he recently ran at Race City in Alberta is much closer to that goal than the 15.7 ET that the car ran when it was new.

It is obvious that Bob has spent quite a bit of money making his '87 GT convertible the award-winning show car and the quick-running drag car that it is.

"Don't ask me what it all costs," he says. "I'm spending my retirement savings now!" Of course, we are not sure if that is a good idea, but Bob is not totally loco. "I should point out that all of the chrome on the engine was paid for by not smoking cigarettes for the last six years," he says proudly. "I quit smoking when smokes were \$2 a pack and rewarded myself by spending the money on my car. Now that they're up to \$6 a pack, I can spend more money on the car."

We like your plan, Bob. **5.0**