

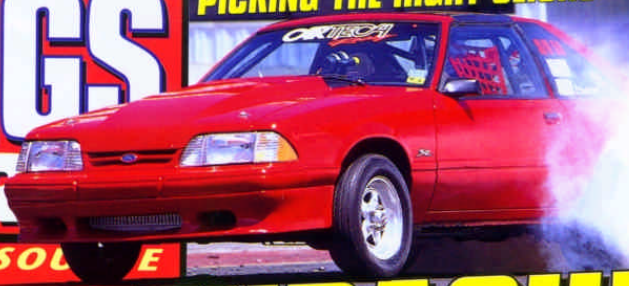
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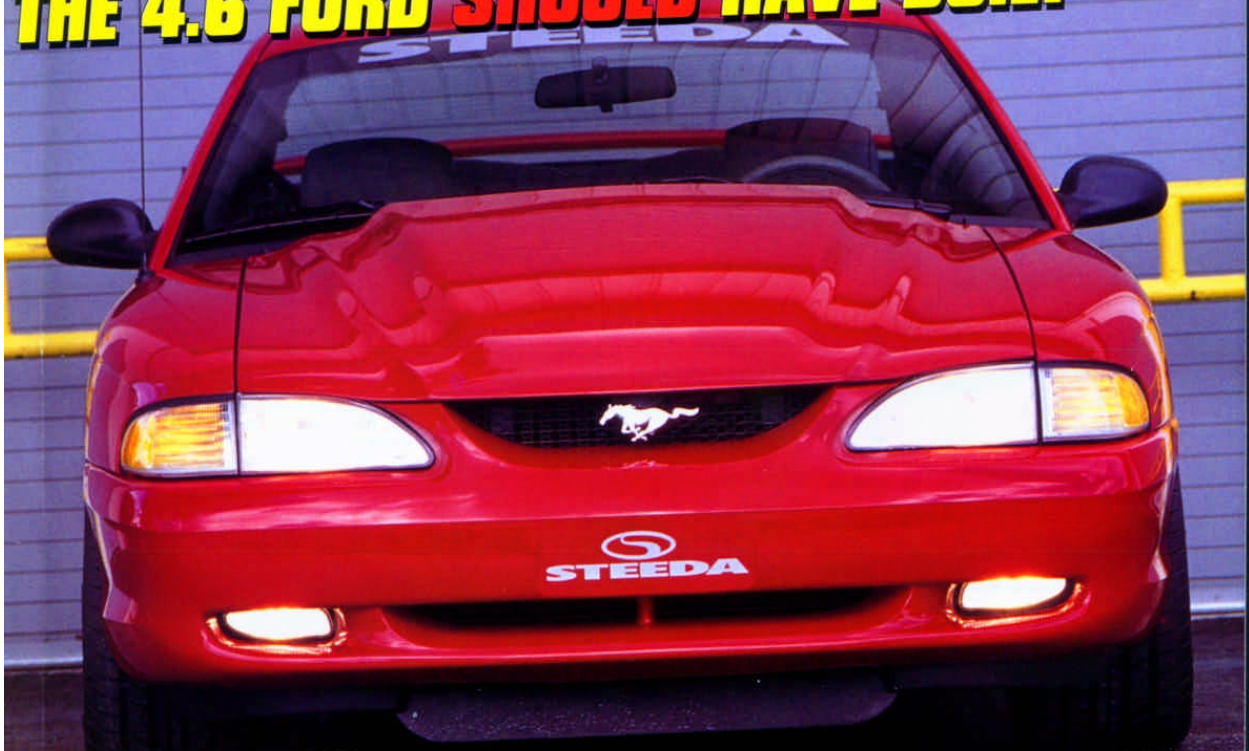
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My Muscle Mustang



Bob Found
Calgary, Alberta,
Canada

I bought my 1987 GT ragtop new, trading in a 1986 Escort station wagon. The car was totally stock for about a year, and then I started adding "little things" to it, like Cobra emblems for the fenders, and a chrome running horse to replace the Ford Blue Oval on the trunklid.

I stored my baby during the winter months and drove my 1982 Mustang LX. The '82 had been upgraded from a 4-banger to a 351 Windsor, hopped up with cam, headers and big carb, and it would easily beat my convertible. This irritated me to no end. Therein began my quest to make the '87 "better" than the '82.

In 1990, I pulled the engine to detail and paint it, chroming about 30 pieces on the lower part in the process. Before reinstallation, I added JBA ceramic-coated shorty headers, 65mm throttle body and underdrive pulleys. In 1992, I converted to mass air, added a Hyper-tech chip, MSD ignition and 160-mph speedo. A year later I put in the strut tower brace, Hurst shifter, stereo with 15 speakers and four amps, and the Saleen wing. This was the first time I had (legally) drag raced. The car turned a miserable 15.3 ET at 87 (corrected to sea level) on street tires, a poor performance attributed to grannyshifting, poor traction, and lots



of weight in the car. However, I was entering my vehicle in car shows and winning first in class, which was gratifying.

In 1994 I added the wheels and tires, lowered the car with BBK springs, and installed new Dynamax turbos with 2 1/2-inch pipes plus a Vortech 9-lb. supercharger kit with all the trimmings.

This year I pulled the engine again to paint the engine bay and clean up the wiring and vacuum tubing. I sent the car, less engine, to Wrinkles Auto Body for the addition of the Cervini Testerosa effects, Stormin Norman hood, Cobra grille and rear valance. I designed the paint and color scheme on computer and gave it to Wrinkles to

duplicate. Meanwhile, the engine was sent to Guyon Racing for the installation of a Crane cam, roller rockers Centerforce clutch and Edelbrock aluminum heads. At the first test-and-tune this year I ran 13.3 at 100 mph on Goodyear slicks. Because I show the car more than I race it, there's always a tradeoff between the two, so I'm still not shifting as aggressively as I should be. At the ISCA event this year I won best of class and best engine awards.

I'm working on the suspension now, tying the subframes together so the convertible doesn't bend like a wet noodle, and I put in drag shocks and trailing bars. The 13.3 ET is way too close to the 12-second bracket for me not to see that as my goal. The engine dynos out at 418 hp. If I can get weight of the car down below its current 3,700 lbs., I should break into the 12s this year. ▶



Editor's note: Wanna be a big-time magazine writer? Tell us about your experiences with your muscle Mustang in 500 words (typed and double spaced) and provide several color photos or slides (overall, engine, interior). Photo quality is very important! Package it up and send it to My Muscle Mustang, CSK Publishing Co., 299 Market St., Saddle Brook, NJ 07663. If we use your story, it's worth \$50.

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