

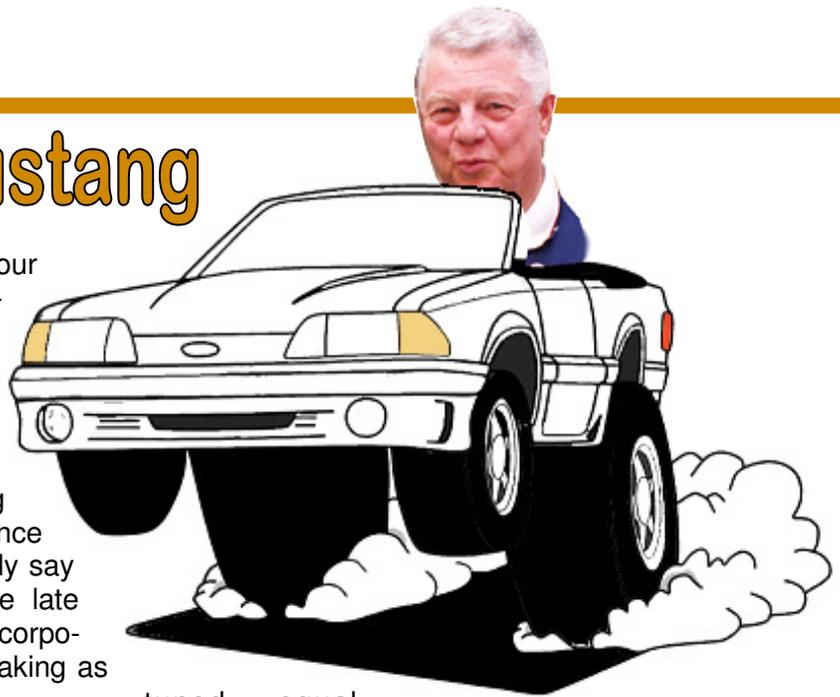
# More from the Mustang

By Jerry Grimmer

It would seem that one of the goals of our sport is of course more --- more horsepower and more performance in a better looking wrapper. Often there is a very direct correlation between how much more and how many dollars are spent. As we all know these days one can readily buy a lot of horsepower in a great looking ride. Nothing wrong with that and having the cool experience of piloting some of these machines I can only say "scary fast". Much to the positive side the late model cars are balanced packages that incorporate great enhancements in handling and braking as opposed to just straight line quick.

Also one of the faucets of motorsports is the acceptance of the wide degree of approach, innovation, and execution of our car projects. This is evidenced in any good car show. From "unbelievably beautiful and well done" to "gee it would have been nice if he would have at least washed the thing before he brought it here" and everything in between.

So now we are at my personal journey in the quest for a little "more" via my black '89 LX Mustang Convertible which many of you are familiar with. Incidentally I bought this car as a result of seeing it at the FUCC 2005 show. A lot of the car was basically "there" but on the other hand she needed some serious love in some areas. It had a Ford Racing 340 HP 306 C I crate motor and I thought, man I'm set, all that power in a little 5 gear Mustang. After correcting some basic things such as intake manifold leaks, heater core, and cooling issues I was looking forward to a Dyno Day at PUR Performance (Midwest 4WD) in May 2006. Although the car ran good max power and torque at the wheels was 242.82 and 279.65 respectively at 4500 RPM. Quite the disappointing surprise. So from there it was more working the car one project at a time but mostly from the appearance standpoint to keep up in the car show arena. Everything was done with modest expenditures in my garage sometimes with good help from friends. So now the next trip to the PUR dyno, April, 2011. Although all along the car always ran strong and performed well I did not have high hopes as the only major engine mod was an MSD ignition. Sure enough, 243.60/ 278.69 max power /torque but now occurring at 4800 RPM. Well OK, let's do something about that was the immediate thought. Double roller timing chain, electric fan, high capacity fuel pump, long tube



tuned equal length ceramic coated headers, (detailed previous article) elimination of smog system and catalytic converters, roller rocker arms, and custom calibrated mass air meter. It's September, 2014 and back at the PUR dyno hoping for 300 wheel HP. 296.51/330.38 max HP/torque now at 5100 RPM. Oh so close, but actually probably there because this was done on regular 87 Octane fuel. Both dyno techs agreed that the car was being somewhat held back by the stock Ford ('93 Cobra) computer control. As they said fuel feed rates tend to be conservative on factory computers and that a dyno assisted chip tune would get a lot more from the car.

The question now is where to go from here. As is the car runs strong for street use, is easy to live with, and can run on regular fuel. Club member Mark Carey (whom runs a somewhat similar engine setup in his '89 Fastback) and I were discussing the pros and cons of degrees of modifications. Do you give them more fuel, put in more timing, etc. for more power at the expense of drivability for the very occasionally street/ strip application or live more comfortably with a little less performance? Of course technology has solved this age old dilemma with the application of sophisticated electronic controls and handy little things like hydraulic instantly responding cam timing phasers. Docile, smooth idling, and mannerly for everyday driving with blistering performance available at the touch of a pedal. Well that is just the way it is but again the great thing about our sport is that it takes you where you are and gives you a place.

See you all out there somewhere.