



When A Plan Comes Together

SCOTT KENDALL'S '87 GT SHOWS THE RESULT

Text by Larry Jewett / Photography by Bob Stone

The fable of the tortoise and the hare comes to mind when you hear the whole story behind Scott Kendall's beautiful '87 GT. It's the story that teaches it is better to move steadily toward a goal than to scurry forth without a plan. You're seeing the proof of how it works.

Scott got his car in May 1994 after his '85 GT was wiped out in an accident. The car was completely stock, owned by a retired Royal Canadian Mounted Police (RCMP) officer. Mounties and Mustangs are a nice tie-in, after all.

When he got his new car, Scott wasn't blessed with a boundless budget or ample time. "Every time I had a small amount of money saved, and with help from my parents, I was able to start modifying it," he said. "I

was still in high school, so money for modifications was tight."

He started small. The car was lowered. The factory 15-inch rims became 16-inch pony rims. Bolt-on parts that took little from the cash till were employed to pick up the pace. A part-time job provided only a little disposable income, so steps like a gear change from 2.73 to 3.73, underdrive pulleys, and a K&N filter package were next.

High school graduation came,



but the schooling didn't stop. As a university student, Scott's career was taking a planned step toward a successful career. During his time at the university, he worked at a Ford dealership. In the summer of 1996, the original two-tone grey was replaced with Royal Sapphire Pearl and an aftermarket Saleen wing was added.

As Scott's career path progressed, the Mustang waited. When the time and resources were right, the work began anew.

The original engine was taken from the car. In its place, the new engine featured a bored 302 block with a forged steel crankshaft and forged Keith Black pistons on Eagle H-beam connecting rods. A pair of Edelbrock

Performer 5.0 heads sat on the block with 2.02-inch and 1.60-inch valves. The Ford Racing X-303 cam had a duration at .050 of 224 degrees intake/exhaust, valve lift (using the 1.6 rocker) of .542 inches intake/exhaust, and 110 degree lobe separation. The power band is 2,500 to 6,200. Doug Mascaritola of Proformance Unlimited in Ocean, New Jersey, handled the work.

Before the engine was dropped in, all of the factory holes in the engine bay were filled and the inside fenders were smoothed and repainted. "All of the wiring harnesses were relocated under the front fenders to improve the appearance of the engine bay," added Scott. "I polished every piece of

aluminum that could be polished. The most tedious part of the engine install was changing the factory speed density set to mass air setup. Fortunately, everything went smoothly."

The car was converted to a five-lug with chrome Cobra R rims now part of the supporting cast. The factory hood gave way to a Mach 1 Ram Air hood.

Inside, Greg Gisborne of Neighborhood Upholstery worked his magic with ultra-leather, using the factory seats with the '86 halo-style headrests in the front. The backseats were factory and now shows the results of Gisborne's handiwork. The driver looks at Ford Racing gauges for the car's vital signs.

There's another element of the car



that Scott enjoys and it's the T-tops. "The last year Ford made a Mustang with T-tops was 1987," he said. "They had some cars left over in '87 that they sold as '88s. There are not too many '87 and '88 GT cars with T-tops. I like the fact that usually when I go to a car show, I have the only '87-'93 Fox-body with T-tops. Usually, guys change the front end on an older Fox-body. Guys will take an '84, for example, and put a 1987-1993 style front end on it, but it's not the same."

Scott has conceded he is not at the end of his plan. Cobra brakes have been added to all four corners since the camera caught this car. "I want to upgrade the suspension with new upper and lower control arms and tubular A-arms and most importantly, I would like to finish off the engine with a Vortech supercharger."

It's part of the plan, the same plan that has brought this car to its current station. The work gets easy when you know what you're doing. The number of mistakes is reduced and the chance of success is heightened. For Scott, part of the fun of being a Mustang enthusiast is doing the work. When the work is finished, don't expect to see it with a "for sale" sign either. This is one car that will stay in its current home. Selling this car is not part of anyone's plan. ■