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ni's fiberglass hood, Saleen style rear deck wing, Cobra rear bumper
1985-86 Mustang
Ford-Warner World Class 1-5 live
Ford Racing flvr
Cobra rear bumper

Sometimes a project can take a little bit longer. However, when you've invested such a great deal of time and love in your favorite Mustang, it often begs asking the question - is it ...

FINISHED YET?

Story by **Huw Evans** Photos by **Joe Magro**



me five spoke wheels with Ford Racing center
Doug Maslaritola of Proformance Unlimited
255/35-18

FINISHED YET?

SCOTT KENDALL'S 1987 MUSTANG GT

From looking at this magnificent '87 Fox hatchback, it would be quite easy to assume it came from the workshops of *Overhaulin'*. Nothing could be further from the truth. Scott Kendall has owned this car since he was in high school. What you see is the result of many years of toiling, saving and toiling some more. As amazing as it sounds, this Mustang is not the first to have Kendall's name on the title. In fact, if it hadn't been for a certain incident one day, Scott might not have built this show stopper at all. Read on.

"When I was 16 years old, in grade 11, I finally got my driver's license. I was lucky enough to have parents that were willing to lend me their cars on the weekends. After about a year and a half that changed. A couple of mishaps and an increase in insurance rates meant that they decided it would be best for everybody that I got a car of my own."

Kendall already knew what he wanted. Now, when you're 17 years old the mere mention of '5-liter' is likely to send both parents and insurance agents into cardiac arrest. But Scott's wish came true. "I started searching, but even back then, it was tough to find a good car in my price range." Eventually he lucked out. A friend of a friend was selling a really clean '85 GT. "It had a set of Hedman hedders on it, true duals, an aftermarket intake and a bigger Holley carb." Needless to say, it was a deal Kendall couldn't really pass up.

WRITE-OFF

Scott drove his silver '85 for about three months. Then came that fateful day. "I was pulling out of the high school parking lot. I was in a hurry because I had left some of my equipment at home and needed to get back in time for the game. I was making a left turn and couldn't see

"MY INSURANCE COMPANY ACTUALLY ENDED UP GIVING ME MORE MONEY THAN WHAT I'D PAID FOR THE CAR."

a car on the far side of a transport truck coming." You can probably guessed what happened.

The GT's frame was mangled and the car declared a write-off. So young Scott was without wheels, at least for the time being. But things got better. "My insurance company actually ended up giving me more money than what I'd paid for the car. So armed with some extra cash, it was time to search for a new ride. "Truth be told, I'd really liked the looks of the aero nosed 5-liters, but they'd been out of my price range initially." Now they weren't. In May 1994, after a bit of searching Kendall hit pay dirt. He located a 1987 Mustang Cobra GT hatch for sale just east of Ottawa, ON.





INTERIOR / EXTERIOR

Scott Kendall's 1987 Mustang GT

CHASSIS

Custom subframe connectors, Maximum Motorsports K-member brace, modified strut tower brace

EXTERIOR

Cervini's Ram Air fiberglass hood, Saleen style rear deck wing, Cobra rear bumper cover; Mustang Cobra front grille assembly, clear marker lights; Mustang LX taillights, repainted Toyota Royal Sapphire Pearl base/clear by Gary Malnamara, ghost flames added by Matt Matter

INTERIOR

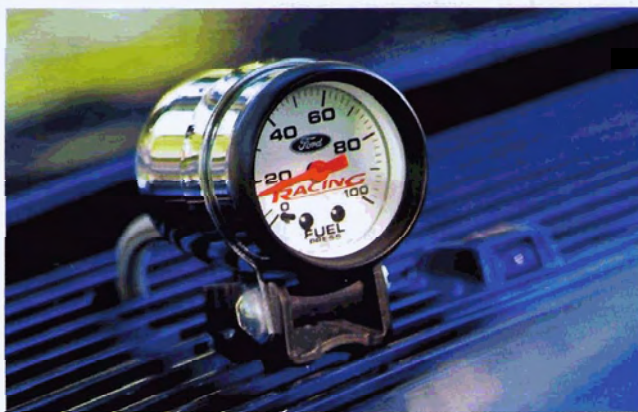
Stock seats reupholstered with custom leather by Greg Gisbourne, 1985-86 Mustang headrests, Ford Racing four-spoke steering wheel, 2-5/8" boost gauge, 2 1/16" oil, temperature and voltmeter gauges, 5" tachometer; 2-1/16" AED air/fuel gauge; Steeda Tri-Ax shifter, white faced instrument cluster, Pioneer DVD head unit, Polk Audio 5.25 component, JL Audio 10" subs, JL Audio and Sony Xplod Amps, custom made rear hatch cover

SUSPENSION

Tokico adjustable front struts and rear shocks, BBK lowering springs, Maximum Motorsports lower control arms, polyurethane suspension bushings, 1994 Mustang front spindles, Brembo 13" front brakes with polished Mach 1 front calipers, Brembo 11.65" rear brakes with polished calipers, North Race Car brackets, stainless brake lines; 1993 Mustang Cobra master cylinder and power brake booster; SSBC proportioning valve

WHEELS AND TIRES

Saleen 18 x 9" chrome five spoke wheels with Ford Racing center caps, Nitto NT555 255/35-18 front tires, 265/35-18 rear tires



FINISHED YET?

SCOTT KENDALL'S 1987 MUSTANG GT

The first year, Kendall drove his GT in stock form, complete with dark gray metallic paint and turbine wheels. Slowly, a plan for mods started forming in the young lad's mind. The exhaust came first, followed by a set of under-drive pulleys. "I'd never worked on my own car before and I had to thank my buddy Mike, for

helping me." A set of Richmond 3.73 gears followed on the heels of the exhaust and pulleys, but at this point Scott was counting his pennies. "I was in university by then and needed to save money for tuition." By 1998, things had changed a little. Kendall was working part time at a dealership and had saved a bit of money. "I decided

to have the car painted. I choose Toyota Royal Sapphire Pearl - the color it is today. However, once the car had been painted, it was no longer my daily driver. I added some pony wheels, but apart from the paint, exhaust, pulleys and gears, it was still stock."



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NEW HEART

In 2000, Kendall parked his '87 for approximately three years. "I wanted to save some money so I could get a built engine for it. However, in December 2002, my grandmother, who I'd been close with, passed away. She knew about my passion for my Mustang and she left some money which she had told my mom was for me and my car." In 2003, with enough funds cobbled together, Scott got his hands on a built 306 from Proformance Unlimited in Ocean, NJ. It had all the goodies: Eagle H-beam rods, Keith Black forged pistons, Edelbrock Performer RPM heads and a Ford Racing X-303 camshaft. "I went to town on the engine bay, smoothing in all the holes and tucking the wiring underneath and out of the way. My buddy Mike helped install the engine and hook everything up." The following year, Kendall upgraded to five lug spindles and axles, along with Cobra R wheels and new tires.

During his spare time, he worked away at the details, cleaning and polishing wherever he could. It paid off. "A group of us decided to attend the All-Ford Nationals in Carlisle, PA. We drove down there for the show and had a great time. I was surprised, but my car had garnered a lot of interest." In 2005, Kendall felt it was time to upgrade the braking system.

1987 MUSTANG GT POWER FOR THE PEOPLE

It's probably fair to say that it was the 1987 5-liter Mustang that really kicked off the whole modifying Ponies thing into the stratosphere. As for the GT model, it made quite an impact of its own. Smoother front end styling and window glass along with a revamped interior were part of the package. For the first time, the GT stood apart from its LX sibling. The grille-less nose was unique to this model as were the front air dam with dual round foglights, side skirts, with scoops ahead of the front and rear wheels, rear valance and a massive spoiler on hatchbacks. GTs also got unique 'Turbine' 16-spoke aluminum wheels mounted with Goodyear Eagle GT 'Gatorback' 225/60VR15 radials. Louvered taillight lenses (dubbed cheesegraters) were a controversial touch at the time.



Under the hood, changes to the 302 V8 included a revised intake with larger runners and 60mm throttle-body (it was 58 mm for 1986), plus a new set of heads. In reality, they weren't that new, but a 1985 truck casting, (E5TE, later E7TE). These were similar to the original 1985 H.O. heads and with unshrouded valves and less restrictive exhaust ports than the 1986 heads, boosted horsepower from 200 to 225 hp and torque from 285 to 300 lb/ft. Incidentally, GTs could be equipped with a Borg-Warner T-5 five speed manual gearbox or AOD four-speed automatic. Rear axle ratios were 2.73 or 3.08:1 for five-speed cars and 3.27:1 for automatics. There were additional changes to the steering and suspension

for improved handling and 'fun to drive' factor. Upgrades included revised spring and damping rates, new front struts with more travel and negative caster/camber, plus new front spindles and slightly enlarged front disc brakes.

Ford offered both hatchback and convertible bodies for the 1987 GT and this was the last full year that buyers could order T-tops on the hatchback. A total of 47,539 Mustang GTs were produced for the model year, with 37,088 being hatchbacks. In stock form, the 1987-88 GTs were the quickest accelerating of all the factory Fox GT 5.0s, with 14.20 - 14.50 quartermile ETs being the norm. Not a big deal now, but very quick for a \$13,000 car back then.

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FINISHED YET?

SCOTT KENDALL'S 1987 MUSTANG GT

"I sprung for Ford Racing Cobra brakes with the 13-inch front discs and I used Mach 1 front and rear calipers. I upgraded to a 1993 Cobra master cylinder and that made a huge difference. When I drove the car I was now confident in its braking ability." In fact, 2005 turned out to be quite a year for Kendall and his GT, for an interior revamp also got underway. "I really liked the 1985-86 style 'Halo' headrests so I grafted some of those onto my existing seats. Greg Gisbourne, of Neighbourhood Upholstery in Barrie, ON, did a fantastic job re-covering my seats - I can't thank him enough." Another trip to Carlisle saw more attention than ever being lavished on the car from both showgoers and judges. The end result? Kendall driving home with a best-in-class award.

"I felt that there were still a few things that needed to be done. In late 2005 I purchased a Cervini's Cobra rear bumper - I had straight through tailpipes on the car and I also felt that the front end could use a bit of jazzing up. I came across Matt Matter of MWM Designs. I asked him if he would paint ghost flames on the front end of my car and you know what,

it really made a difference - that was one thing I was really happy with." With the car back together by spring '06, another trip to the All-Ford Nationals saw yet another best in class show award.

BLOWN HEAVEN

Now, you'll probably have noted that we're getting into quite the list of mods by this stage and more will follow - Maximum Motorsports lower control arms, DVD foldaway LCD in dash screen, along with Maximum's own K-member and strut tower brace. "When I'd originally ordered my engine, I knew that my ultimate goal would be put on a blower. I'd added a 255 lph fuel pump when the 306 went in back in 2003 and now, three and a half years later I finally had the time and wherewithal to install my supercharger." In somewhat resourceful fashion, Kendall secured his Vortech kit via a fellow Mustang nut on Stangnet. After receiving it, Kendall made sure that not only did he have every piece of the jigsaw puzzle together, but that the blower housing be polished to the same standard as the rest of the engine bay.

"Over the winter, I upgraded the rest of the fuel system - injectors, lines and installed the blower. As soon as the weather started clearing up in April, I put the car on a trailer and took it down to Da Silva Racing to have it tuned. Diago Lopes and Joe did a great job and I was rewarded with 425 horsepower and 439 ft-lbs of torque to the tires." However as quite a few of us know, supercharged engines like to generate heat and with Fox Mustangs often running hot (even stock ones), the cooling system naturally needed some love with the additional boost. Not long after that, Scott got together with our resident photographer Joe Magro to have these pictures taken. "The car runs great now, said Kendall, I think it's fair to say I'm finally done with it."

But then, we made a comment about his wife Jody's 2005 Mustang GT. "Well my wife, along with my parents, have been very supportive of me all these years with the '87, so let's just leave it at that." After all, if we spent the amount of time he has in building a car like this, we'd be pretty satisfied to say the least, especially if, like Kendall, we weren't afraid of driving it. **MM**

SPECIFICATIONS

Scott Kendall's 1987 Mustang GT

ENGINE

Ford 306 ci V8

ENGINE MODIFICATIONS

Block bored .030" over by Doug Maslaritola of Proformance Unlimited, forged steel crank, Eagle H-beam forged steel rods, Keith Black 9.5:1 compression fly cut forged aluminum pistons, Ford Racing X-303 camshaft, chrome oil pan, 1.6:1 roller rockers, 42 lb/hr injectors, 1 5/8" shorty headers; Edelbrock Performer RPM aluminum cylinder heads with 2.02/1.60" intake exhaust valves, Fel-Pro gaskets, ARP head studs, Professional Products Power Plus Typhoon intake assembly, 70mm throttle-body; Holley 255 lph in-tank electric fuel pump, Vortech A-trim centrifugal supercharger/10 psi of boost, Bosch blow-off valve, Anderson Ford Motorsport 4" Power Pipe, custom H-pipe; Flowmaster 2 1/2" mufflers with 3" polished tips, MSD Blaster coil, Pro-Billet distributor, 6AL ignition control box; Optima Red Top battery, Taylor Full Metal Jacket ignition wires, Autolite 23 spark plugs, Fluidyne 3-row aluminum radiator, Innovative System Technologies Super Cool electric fan, Russell braided hoses and plumbing

DRIVELINE

Borg-Warner World Class T-5 five-speed manual gearbox, Ford Racing flywheel, King Cobra clutch; Ford Racing aluminum adjustable clutch quadrant, UPR firewall adjuster, Richmond 3.73 gears, Eaton 31-spline axle shafts

NUMBERS

425 RWHP, 439 RWTQ



ACKNOWLEDGEMENTS

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