

FEATURE CAR

Club member Jerry Grimmer owns this awesome 1989 Mustang LX. Here's his story.

I was smitten by the 5.0 Mustang the first time I drove my oldest son's newly acquired '90 five gear LX hatchback. I also had a soft spot for convertibles going back to my High School days of a '60 Pontiac Catalina drop top. Having gotten our four kids through puberty, college, weddings, and a ton of other interesting stuff between I was now on the hobby car hunt. The 2005 Fucc car show included a for sale black '89 5.0 five gear LX convertible. After some heavy duty negotiation I bought the car the following month.

I was particularly attracted to this car due to many of the heavy modifications already in place, however there were some rough edges. It was nothing that could not be handled and I looked forward to the opportunity and challenges of working the car. Personally I believe this is the essence of the sport. In my six years of ownership, many good hours have been devoted to refining and adding to the car with carefully considered expenditures. My dear wife, Nancy refers to it as "Jerry's fifth child". On the other hand the car has returned many pleasant hours of cruising, showing, and most importantly the introduction to so many great people of the car club community. Additionally some top down adventures were shared by the young back seat crumgrabbers (grandkids). As a yardstick of progress it has been entered in the Fucc show five years running with results; '07--- '08--- '09/second '10/third '11/first.

As most of you know the Foxes have now pretty much disappeared as daily drivers but for many they are fondly remembered. For me driving this machine is just a kick. A spirited topless rowing through the gears is visceral. Technology has definitely moved beyond two valve push-rod power but a healthy small block Ford still offers considerable bang for the buck. I have always liked the Fox as a practical in between of the smaller early Mustangs versus the bigger present day offerings.

Performance wise this car has modifications to engine, drivetrain, and suspension which add up to a nice street machine. The Ford Performance E-303 cam is perfect giving just a little rough idle and great quick power from a low 2500 RPM strong through 5500. 3.73 gears through a super duty T-5 provides exciting driving with the fifth gear 0.63 over drive allowing reasonable cruising. The car goes, handles, and stops well. For an old gal with 156 K on the odometer she is not too bad to look at either. She mostly parades topless the entire season because she can. With any luck she will doing her thing for years to come perhaps even getting a little better along the way. To the right is a rundown on the car as it is presently.

1989 Mustang LX



Body Mods

Cerivini Saleen style ground effect kit. Cerivini Mach I style fiberglass hood w/functional air inlet-outlet. Clear lens custom headlight/running light pod.

Running Gear Mods

Welded subframe connectors. Shock tower and front underbody subframe member cross braces. Eilbach front and rear springs. KYB AGX adjustable gas front and rear shocks. Lakewood 4 link rear suspension w/stabilizer bar. 5 lug 4 wheel disc brake conversion w/Summit performance cross drilled rotors. 17; Cobra "R" styled chromed wheels. Nito Z rated 245/45/17 radials

Drive Train Mods

Ford Performance Parts 302 CI 340 hp crate engine. GT 40 "Turbo

Swirl Aluminum heads. E-303 hydraulic roller cam. Original production GT-40 intake w/1/2 inch riser plate. MSD ignition, 93 Cobra computer. 24 lb injectors. BBK 70MM throttle body w/BBK cold air induction. MAC shorty coated headers. BBK pip w/highflow cats, Flowmaster mufflers /2 1/2 stainless pipes. HD three row radiator, electric fan cooling. Centerforce dual friction clutch. T-5 superduty trans w/Hurst short throw shift linkage. 3.73 Trac-Loc w/ carbon fiber discs.

Interior Mods

Autometer tach, shift lite, oil, and water gauges in custom dash pod. Replacement front and rear seat coverings.