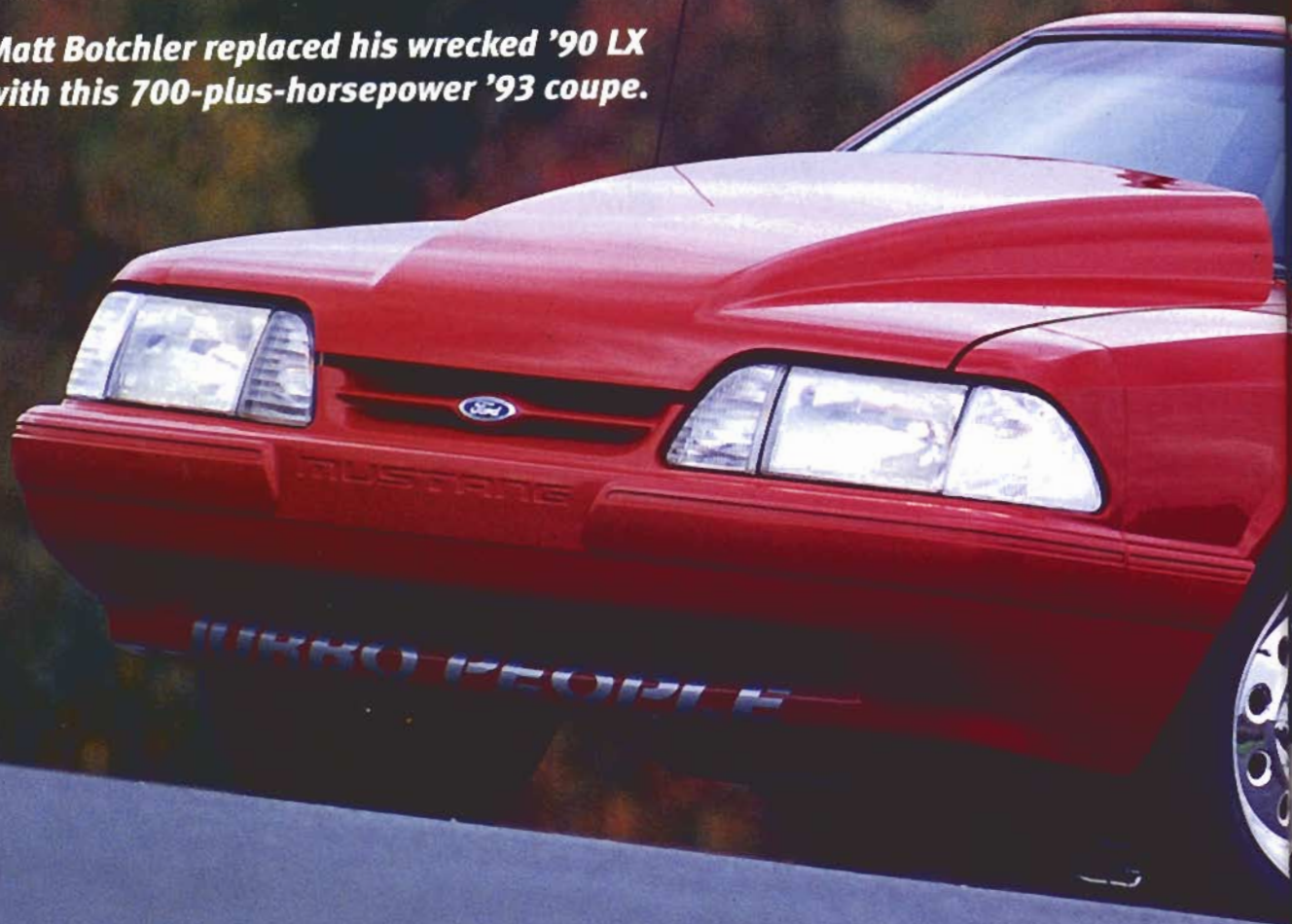


# ENTERTAINMENT REPLACEMENT

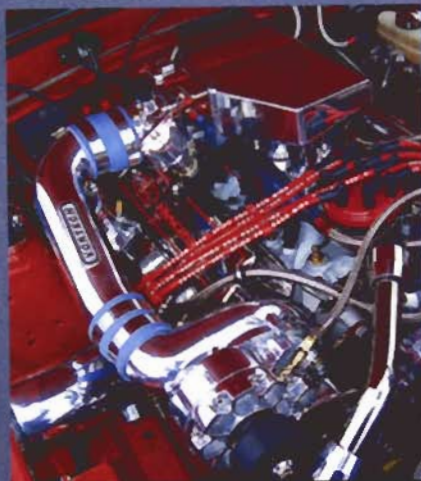
*Matt Botchler replaced his wrecked '90 LX with this 700-plus-horsepower '93 coupe.*



**BY MICHAEL GALIMI**

If you're reading this magazine, odds are you're as submersed in the Mustang hobby as we are. Whether we like it or not, Mustangs become part of our lives, and every spare moment is spent thinking about them.

Matt Botchler is one of us—a die-hard Mustang enthusiast. His addiction started about five years ago when he picked up a '90 LX coupe and began hanging around various Mustang shops on Long Island, New York. Matt was obsessed with the car and made



modifications as fast as he could buy the parts. While modifying the car, he had a copy of *MM&F* in one hand, a wrench in the other, and guys like Job Spetter Jr. of Turbo People leaning over his shoulder instructing him on every move. The results were awesome, as the coupe ran 10.80s with a crate engine along with some boost from a Vortech S-Trim blower. It was the kind of 10-second street car that any of us would be proud to have in our driveway.

Matt loved building boost at the dragstrip and blasting off 10.80s at 125 mph. Mark

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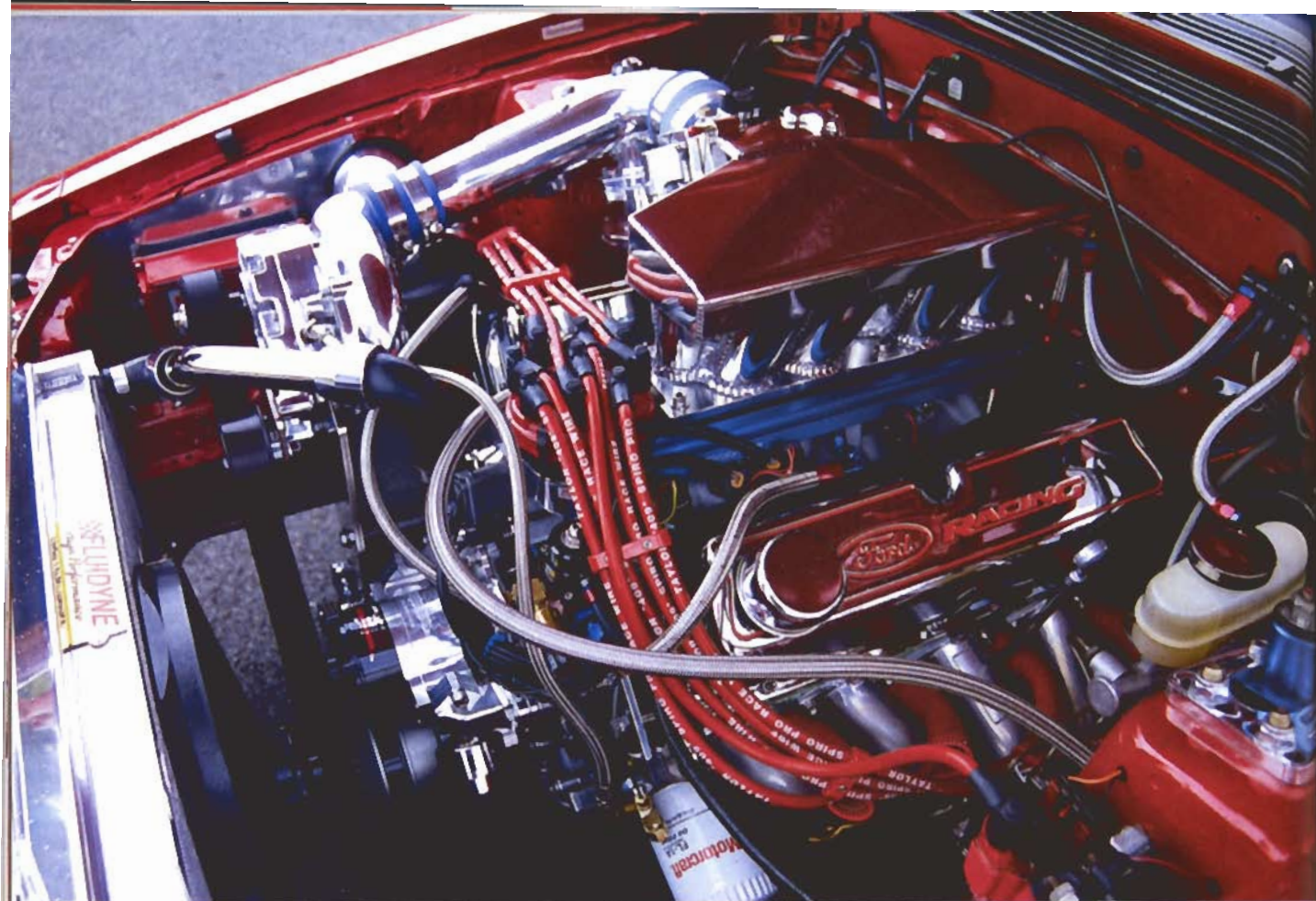


After years of enjoying his '90 LX, Matt totaled the car in an accident. To fill the void, he built this impressive '93 coupe, saving money by doing most of the work himself in his garage. The buildup went smoothly thanks to his parents, Job Spetter Jr. of Turbo People, Steve Padfield of Vortech Superchargers, Marc Poldino of Unorthodox Chassis, Alex at McCarville Ford, and George Jr. at Kooks Custom Headers. The LX has that classic notchback look when rolling around on Weld Racing Draglite wheels and a drag race-oriented suspension. The car is lowered thanks to a D&D Motorsport coilover front spring kit and cut-down stock rear springs. This aggressive look is what makes Fox-body coupes one of the most sought-after models on the Mustang market.



Poldino at Unorthodox Chassis installed a custom rollcage to keep the coupe NHRA legal. During the next few years, Matt took the LX to what he thought was the pinnacle of his dreams—nothing crazy, just a reliable and clean street machine. Then tragedy struck. One night, after a rainstorm, Matt was cruising the streets when he lost control on the wet pavement. The car slammed violently into a telephone pole. Thankfully, the rollbar kept him safe. "Things could have been worse if it wasn't for the rollcage," he says. Although the car was a total write-off, Matt

**Conservative estimates put it in the high nines, near 140 mph.**



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walked away without a scratch.

There was light at the end of the tunnel, however. A few months later, Matt's father found a clean notchback while on his way home from work. It was a four-cylinder car, but it was the perfect starting point. The \$1,200 price tag fit the budget, too. The plan would be to do all the work in the garage to help keep costs down. With valuable input from several people, the new coupe would surpass the performance of Matt's first Mustang.

Topping the list was a rollbar for



*Under the stock AOD shifter sits a Lentech-modified AOD transmission with a Ford Racing wide gearset. A 9-inch torque converter with a 4,500-stall speed is from Pro Torque.*

▲ A DSS Pro Bullet short-block consists of a 4.060 bore and a 3.25-inch stroke crankshaft. The crank and rods are from Eagle, while the pistons came from DSS. Matt added an Anderson Ford Motorsport B-41 camshaft, AFR 205 cylinder heads, a Cobra lower intake with a Hogan sheetmetal upper, and a Vortech SQ-Trim blower. When the boost is thumping at 17 psi, the engine produces more than 700 hp.



*The interior benefits from lightweight seats and Auto Meter Phantom gauges. Unorthodox Chassis added the eight-point rollbar for safety.*

protection. Unorthodox Chassis was once again given the nod to weld together a chrome-moly rollbar. In addition to adding safety, the cage would stiffen the car in order to handle a new supercharged engine. Unorthodox Chassis also added a set of

custom subframe connectors and fortified the torque boxes. The suspension upgrades were kept simple by replacing the weak, stamped control arms with Wolfe upper and lower tubular arms and a Steeda antiroll bar. Replacing the heavy front K-member and A-arm



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assembly is a lightweight front suspension kit from D&D Motorsports. A set of Lakewood struts (90/10) and shocks (50/50) help transfer the weight from the front to the back.

The basis for the supercharger setup is a DSS Pro Bullet short-block that measures 331 ci. Matt installed the top end of the engine himself. The proven Anderson Ford Motorsport B-41 camshaft was slid into place, and a set of AFR 205 aluminum cylinder heads were bolted on using ARP studs. The cylinder heads feature 2.08-inch intake valves and 1.600-inch exhaust valves. A Cobra lower intake manifold rests on top of the heads and is mated to a Hogan sheetmetal upper manifold. An aggressive exhaust tone comes courtesy of Kooks 1 $\frac{1}{4}$ -inch headers, a Kooks 3-inch X-pipe, and DynoMax Bullet mufflers.

Boost comes from a polished Vortech

▲ Matt proudly stands next to his '93 coupe. He saved a lot of money by performing most of the buildup himself, proving that it doesn't take a Brinks truck full of money to have an awesome Mustang.



Job Spetter Jr. of Turbo People tuned the Accel DFI Gen VII fuel-injection system. This supercharged bullet still remains street worthy.

SQ-Trim supercharger mounted on the passenger side of the engine. A cog pulley

set consists of a 32-tooth upper pulley, a 73-tooth lower pulley, and a 35mm-cogged belt. That pulley arrangement produces a maximum boost level of 17 psi. Job Spetter Jr. was called in once again to handle the tuning chores. An Accel DFI Gen VII fuel-injection system handles the fuel and spark for the 331 engine. Other ignition components include an MSD 6BTM and Taylor wires.

The drivetrain consists of a Lentech-built AOD transmission with a Ford Motorsport wide gearset to help the gear multiplication. The 9-inch torque converter comes from Pro Torque and has a stall speed of 4,500 rpm. The 8.8 rearend is home to an Eaton posi unit, 3.73 gears, and Moser 31-spline axles. Power Slot front brakes and stock rear drum brakes provide the stopping power. Other notable additions to the car are a set of Weld Draglite wheels. The front wheels have Futura skinny radial tires, while the back wheels are wrapped in Mickey Thompson 28x10.5 ET Drag tires.

Surprisingly, the paint is stock. Matt added an HO Fibertrends 4-inch cowl induction hood.

There aren't any quarter-mile numbers on the car yet, but conservative estimates put it in the high nines, near 140 mph. Estimated horsepower numbers are around 700. Final chassis dyno numbers were not available when we went to press.

However you slice it, this coupe is a great replacement Mustang. ■■■



Estimated performances put this car in the high nines at close to 140 mph. Despite making such great horsepower, the engine idles smoothly. The car can be driven on the street without any problems.