



NO SHOW GO-BOAT

BY NEIL VAN OPPRE
PHOTOGRAPHY BY THE AUTHOR AND DOUG DALTON

By their very nature, 5-liter Mustangs are the antithesis of the sleeper. Their reputation, if not their unique exhaust tones, precedes them. To surprise even the most jaded observer you need a Mustang that won't attract a second glance—until you rip off an 11.27 at 120 mph. Of course, for added effect it helps to do this with a basic engine—under 310 cubes—without the aid of a power adder and on garden variety 89 octane pump gas.

Racing a cosmetically challenged vehicle can yield an important bonus—the element of surprise.

Straight-line acceleration is a purely American pursuit and the backbone of our automotive culture. The foremost example of our need to get from here to there before the other guy is embodied in the rolling art of deception known as the sleeper. Historically, the sleeper offers few, if any, visual clues to its acceleration prowess. This is often manifested in a vehicle that is so non-descript that the driver has no trouble ambushing unsuspecting victims. The sleeper is most effective when the plat-

form of choice has absolutely no reputation for speed or handling, or in any way was regarded as being pleasing to the eye. Mundane 4-door cars are probably the most effective option, although less offensive 2-doors are sometimes chosen simply because the owner has to stomach his misleading weapon when viewed from the outside.

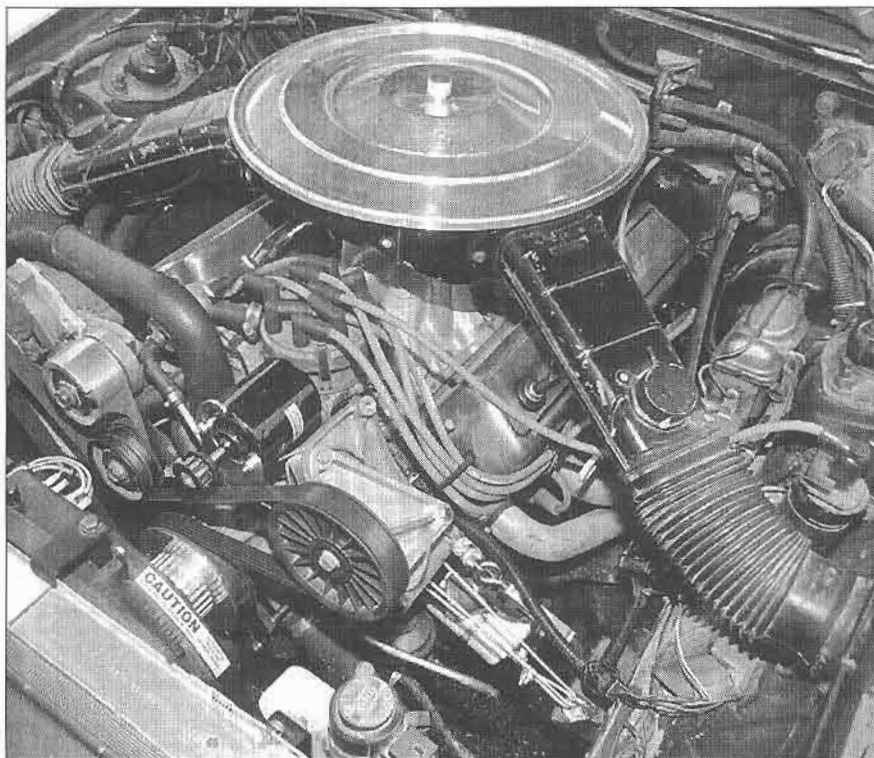
Now, it wouldn't be completely fair to label Dave Lanman's '82 coupe a sleeper. In part because it was never his intention to create one in the first place. And secondly, since

the car does get your attention (even if initially, for the wrong reason). This car is however, in one word, deceiving (and you thought we were going to say something mean, didn't you?). While the car's appearance might occasionally elicit a second glance, it's less-than-attractive exterior causes some to underestimate its ability. And that allows Dave to get the drop on people. Which may be even more rewarding than if he hadn't been noticed in the first place.

As we hinted earlier Dave sort of stumbled onto this pseudo-sleeper situation. When he first began building the car he had every intention of painting it. But somehow that aspect of the project kept dropping lower and lower on

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Carefully chosen aftermarket parts combine with a basic hot rodding approach to make this car work. The factory ram air system breathes through a K&N filter while an aluminum radiator, Black Magic electric fan and Quickie Racing Quick Cooler handle the cooling chores. Early homemade torque strap fashioned from cable and turnbuckle has since been updated. An '88 roller short-block with aluminum GT-40 heads and Edelbrock Victor Jr. intake once propelled this coupe to high 11s at 114 mph. These days a DSS Bullett short is topped by Fox Lake-ported Twisted Wedge heads and a Weiland Stealth intake to record low 11s at 120-plus.

the priority list. "My need for speed overpowered my need for a paint job," he said. "Plus, people kept asking when I was going to paint it. Ultimately, both factors contributed to the delay."

Of course, there is an added bit of irony

to this whole cosmetic quandary. As co-owner of H.O. Fibertrends, Dave and his partner Jim Wickline create some of the nicest fiberglass hoods around. They're best known for designing and building the factory hoods for the '95 Cobra R



The dash-mounted MSD Shift Lite and the Line-Loc button, if noticed, might raise some suspicion, but between the water drenched heel pad (it snowed the day we shot these photos), the string securing the passenger window in place and the overall drab nature of this interior you'd never guess this car is fast. Today, a 6-point roll bar eliminates the stealth angle, but protects Dave and keeps the tech man happy.

TECH SPECS

- CAR** — 1982 Mustang
- OWNER** — Dave Lanman
- ENGINE** — 308 DSS Bullet short-block
- CYLINDER HEADS** — TFS Twisted Wedge with Fox Lake Stage I porting
- CAMSHAFT** — Comp Cams hydraulic roller, .544/.576, 230/244 @ .050, 110 lobe separation
- ROCKERS** — FRP roller, 1.6 ratio
- COMPRESSION RATIO** — 9.6:1
- CARB** — Holley 650 HP Double Pumper
- INTAKE** — Weiland Stealth
- IGNITION** — Ford Duraspark with MSD 6AL and 2-step rev limiter
- DISTRIBUTOR** — Ford Duraspark
- TIMING** — 32 degrees total
- FUEL SYSTEM** — Holley "blue" pump (pn 12-802), Moroso Super Cool Can, -08 Aeroquip pushlok hose
- EXHAUST** — MAC 1 1/4" long tubes, 2 1/2" DynoMax Super Turbo mufflers
- TRANS** — Pro-shifted T-5 with Liberty gears by Blue Oval Performance (Lancaster, Ohio)
- SHIFTER** — OEM SVO Mustang by Hurst
- CLUTCH** — FRP heavy duty
- FLYWHEEL** — FRP billet
- BELLOUSING** — Lakewood blowproof
- DRIVESHAFT** — FRP aluminum
- REAR** — 8.8 with spool
- GEARS** — 4.56
- AXLES** — 31 spline FRP
- SUSPENSION** — Aerospace Components disc brakes, Koni drag struts, D&D coil-overs, front; Hal adj. shocks, Steeda aluminum lower control arms, Metco adj. upper arms, Jamex drag springs, rear Roll Bar/Chassis — 6-point by Larry Pope; HP Motorsport subframes
- SWAY BARS** — '94 GT tubular rear (7 lbs. lighter); front removed
- LUBRICANTS** — Valvoline 10W-30 synthetic, engine; Mobil 1 75W-90 gear lube, trans & rear
- TIRES** — 26" M/T ET front, Hoosier 28x9 rear
- WHEELS** — Bart Econo Drag, 15x3.5 front, 15x10 rear
- WEIGHT** — 2,960 incl. driver
- LAUNCH RPM** — 6000
- SHIFT RPM** — 6500
- BEST 60 FOOT** — 1.54
- BEST ET/MPH** — 11.27/120.33

TDC

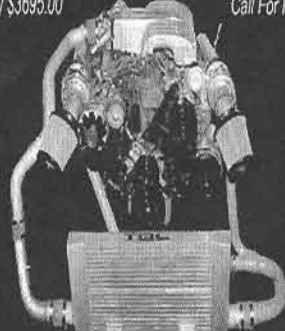
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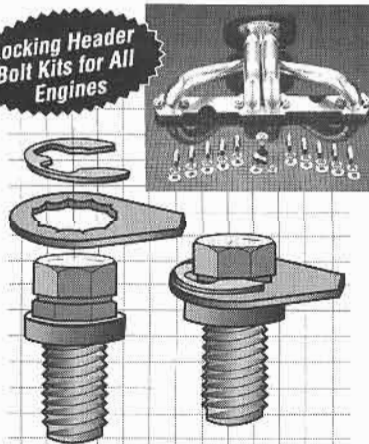


One of the perks of owning a company that manufactures fiberglass hoods (H.O. Fibertrends, Asheville, Ohio) is the ability to create a one-off carbon fiber lid for yourself. Based on the time and trouble involved we doubt you could convince Dave to make one for your car. Sorry.

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During its stint as an active daily driver Dave never went anywhere without being prepared for a trip to the strip. Single skinny served double duty as a spare while the muffler box held the tools. Rear mount battery adds needed weight over right rear tire.

Mustang. And while Dave's coupe does sport a one-of-a-kind carbon fiber hood that he whipped up in his spare time, those aware of his talents might hold his car to a higher standard.

Regardless of the car's unfinished condition, one question keeps coming to mind.

Is it worse to drive a fast car with a shabby or unfinished exterior, or one with a gleaming paint job when the color isn't considered the most masculine? The reason we bother to ask is because, although Dave's car might appear to be white, it was factory-finished in a lesser-known color called

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Pastel Vanilla. Not to be confused of course, with Medium Vanilla, also available in 1982. Now, one could argue that in the testosterone-laden realm of high performance cars such a name could undermine a racers image. (Yeah, that's my mean ol' Mustang over yonder, The Pastel Vanilla '82.) On the other hand, it's easy to appreciate how such a situation could disarm a neanderthal gearhead, allowing you to not only blow his doors off, but further shatter his already fragile ego in the process. We like it.

Apparently, so does Dave. His original intention was to paint this car red, to duplicate a previous Mustang of his. But he soon realized that he had never seen another Pastel Vanilla Mustang at the track. And when this one is complete he figures it will be one-of-a-kind.

To his credit Dave doesn't take the situation too seriously. As evidenced by his answers to particular questions on the MM&FF tech sheet. In response to the question, "Who painted the car?", Dave answered, "Ford. What were they thinking?" When asked if the body was modified, and how, he offered the following explanation, "Slight rust and custom door dings." And while the tech sheet is of universal design, so we can cull information on Mustangs that have been modified in myriad ways, Dave, instead of skipping over the next line seemed to enjoy stopping to answer the query about which shows the car had won by boldly asking us a simple question, "Are you kidding?"

In case you're still wondering why we chose to feature what some might term an "ugly" car, we simply offer the three following words: attitude, approach and results. This car has run as quick as 11.27 at 120 mph using a 308-inch DSS Bullet short-block, a hydraulic roller cam and mildly ported TFS Twisted Wedge heads. Except for the recent additions of a coil-over front suspension and Aerospace Components front brakes there are no high-tech or high-dollar parts on the car. Anyone with an average budget could attain this level of performance. In fact, the car ran solid 11.50s at 118 mph before the brakes and suspension were added. And all these numbers were run using 89 octane pump gas.

Pretty car or not, Dave is having a blast, whether he's embarrassing Vette guys on the street or blowing away big-tired, big-block-powered, race-chassis cars at the track. Can you imagine what he'd accomplish if he ever chose to build a "race" engine?



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