



Trading Places

From vintage Mustangs to a 10-second street 5.0

Text and Photos by Rod Short

When it comes to Mustangs and high performance, you can basically divide everything into two camps—older people who love the classic muscle-cars and a younger generation that grew up with the 5.0 Mustangs. Yet, Stan Teaters of Glen Allen, Virginia, is one of those who bridges that gap. But you'd better be quick if



Members of the supporting cast include a Crane Interceptor II, an MSD ignition, MAC long-tube headers and H-pipe, Flowtech Warlock mufflers, and a Griffin aluminum radiator. Transferring torque to the rear is a C4 tranny and a 3,800-stall converter that was custom-built by Leon Powers in Bristol, Virginia.

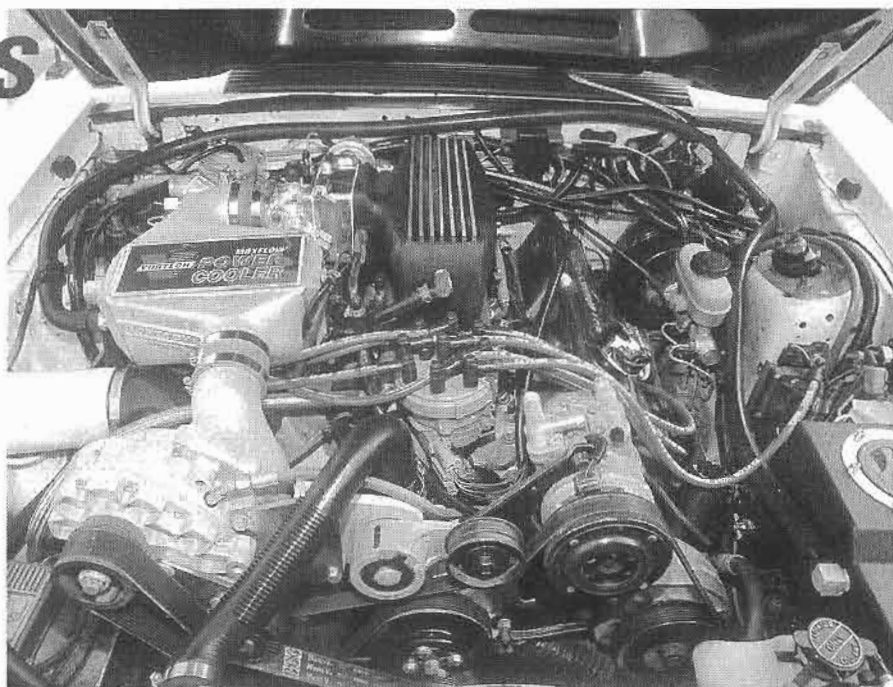
Horse Sense: Stan Teaters has run a 10.90 at 126-plus mph to date with the car. He's having fun refining his combination with solid plans to get in the 9-second zone. With the fun Stan's having with this car, he may never look at a classic Mustang passing by again!

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you're going to ask him about it because his '87 LX street car knows how to fly!

"I've been around fast cars for over 25 years," Stan says. "I started out with a '65 'Stang, and I have had a lot of Mustangs and other musclecars including several Cobra Jets and Bosses. When Ford finally came out in 1982 with something that had a little bit of horsepower again, I got into the later models and just decided that the performance, handling, and creature comforts were hard to beat. I always liked the horsepower and the fact that you could still enjoy [the cars] on the street."

Stan bought the car new back in 1987 and kept things low-key for several years before going with some of the basic bolt-ons such as exhaust, pulleys, and gears. As the 5.0 movement grew, however, plans evolved and Stan decided he ultimately wanted a nine-second street car—a thing that would have been unthinkable back in the late '60s. **5.0**



Stan invested in a D.S.S. Bullet 306 short-block, which was a good beginning for a low-10- to mid-9-second street car. Canfield Stage III CNC-ported aluminum heads featuring 1.94/1.60 valves, large 192cc intake runners, and raised exhaust ports soon followed. Packing air into the 58cc combustion chambers is a Vortech S-Trim, which works with a MaxFlow aftercooler, an Accufab 70mm throttle body, a Pro-M 75mm Bullet mass air, and a Downs Ford Motorsport upper intake. Fuel enters the air charge through 36 lb/hr injectors mounted in an Excessive Motorsports Stage III Cobra lower manifold backed by a Paxton Stage II fuel system.

To help put all that extra power to the ground, Stan welded up the torque boxes on the car for extra strength. He added subframe connectors and an eight-point rollcage for extra rigidity and protection. Eibach Drag Launch springs with 70/30 front struts and stock rear shocks are used to facilitate weight transfer to the 28x10 Mickey Thompsons used on the rear at the strip.

