

## GR8 SVO

by Mark Gann



**M**y family believes in the reliability of Ford vehicles. My daily transportation is a Ranger truck; my father drives a Bronco; my mother drives a Lincoln Town Car. My father's lumber yard (Barry-Gann Lumber), where I work, has five Ford F-800 trucks and an F-250.

I took delivery of my SVO in February of 1986; it has been covered or garaged ever since. It is a truly immaculate car, never having been used as a daily driver. The color is Oxford White and sports a grey leather interior, a sunroof, and every other available option.

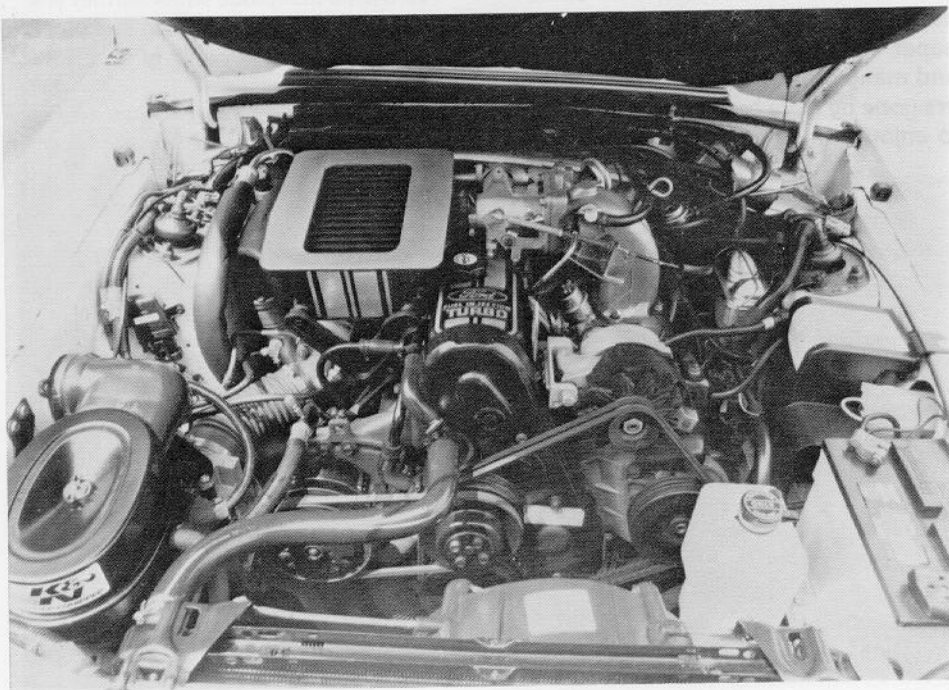
After talking with Richard Mason, president of the Mid-American Mustang Club, I became interested in showing my SVO. It was already in excellent condition and I was anxious for others to enjoy it.

My first event was the Mid-American Mustang Club's 7th Annual Show in Raytown, Missouri, where I took first place in the 74-current year class. Then, I took the car to the Tulsa National Show where it won a popular vote second-place in the late-model class.

I have spent many hours improving the quality of my SVO. With the exception of a chromed hood prop, the engine compartment is 100% stock and is just as clean as the rest of the car.

Although it is sometimes difficult to find a Mustang show with a late-model class, I plan to keep showing my car. I feel that people will soon grow to appreciate the rarity and collectibility of the Mustang SVO.

The SVO was designed by Ford Motor Company's Special Vehicle Operations department to be a limited-production super-car. It was assembled as a rolling example of Ford's





commitment to performance and technology; its 2.3-litre four-cylinder engine was the most sophisticated bit of engineering to come from Detroit in years.

But the fuel-injected turbomotor was only one of the SVO's special features. Special suspension tricks and four-wheel disc brakes contributed to the overall driving experience and almost ensured future collectability. An impressive 3,382 of these special Mustangs were made before the end of production on April 22, 1986.

About the car, SVO's chief engineer said, "This was supposed to be the best Mustang we could produce." I think that, without a question, Ford met their goal. **MT**

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