



Phillip Rogers' Sprint 200

by Brad Bowling

It's the same old story you hear about at shows and read about in magazines: the car was found in a junkyard, rotting away, was bought for parts, and later turned out to be a desirable, rare model.

That's the sort of story that makes newcomers to the show circuit (like myself) turn green. It also happens to be true in this case.

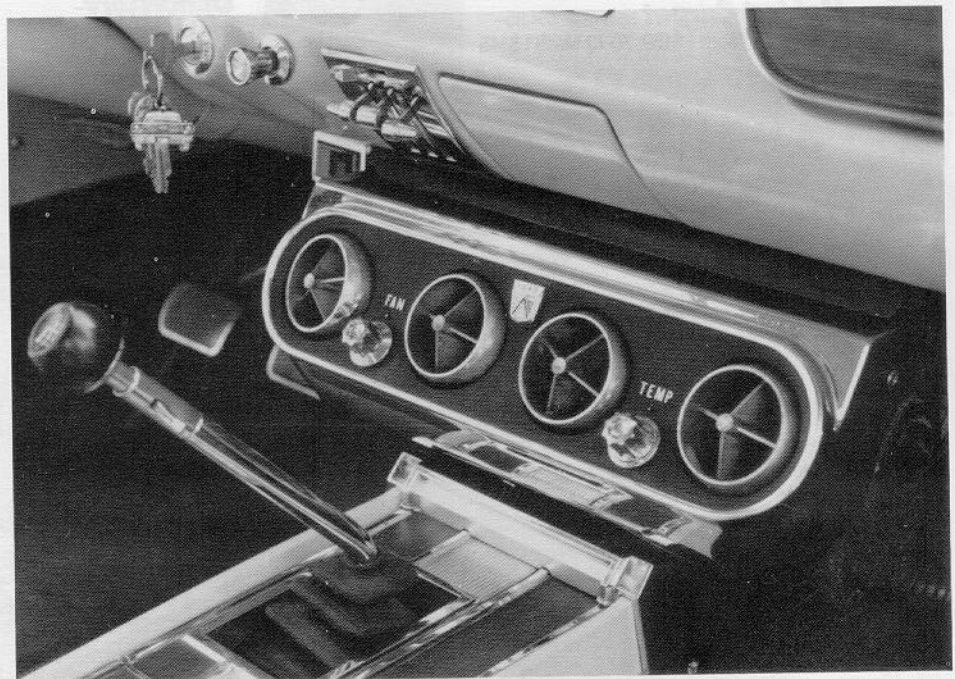
Phillip Rogers, from the Golden Circle Mustang Club in Jackson, Tennessee, bought a tired, used-up coupe from a junkyard because it had the German-built Dagenham four-speed transmission. Mr. Rogers also figured that what was left of the car could be used on other Mustangs he was restoring at the time.

Well, he didn't get around to stripping the car right away and eventually realized that the Sprint's data plate told of an interesting and seldom-seen combination of colors and accessories, decided that it would be a shame not to put the car back into service.

The coupe was totally disassembled (we're talking down to the frame restoration) by Mr. Rogers, the engine

and transmission rebuilt, and the Wimbledon White paint applied. The stick shift for the Dagenham tranny sticks out of the air conditioner-shortened console into a luxury (read "pony") in-

terior bathed in emberglo and parchment. The car is now outfitted the way it was assembled in Dearborn twenty-one years ago before being shipped out to Memphis, Tennessee.



The 200 cubic inch/120 horsepower six-cylinder engine has been restored to its original Ford blue with distinctive chrome Sprint 200 air-cleaner housing sitting on top of the one-barrel carburetor.

The exterior of the car is the stock Sprint package with the exception of the trunk-mounted luggage rack. De-chromed side scoops, chrome rocker panels, black pinstripe, and spinner-style wheel covers make the Sprint visually different from the ordinary six-banger coupe.

Mr. Rogers' only modifications were in the handling department. Taller V-8 springs and modern radials give a smoother ride for this daily-driven show winner.

Since restoration in December, 1986, the odometer has registered 7,500 miles and the Rogers' trophy case has expanded by ten wins, including first place at the Great Southern Grand National Mustang Show in Biloxi, Mississippi this year. **MT**



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