

# Reversed Roles

## Steve Bryant's 1967 Coupe and 1987 GT

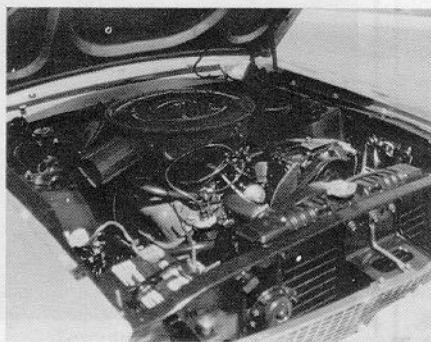
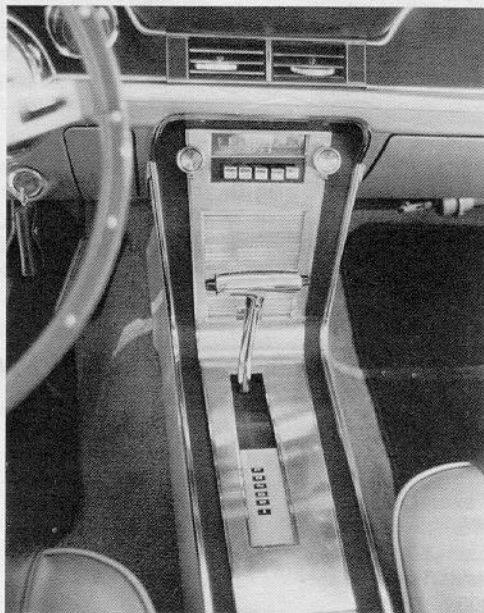
by Teresa Vickery  
photos by Brad Bowling



**W**hen Steve Bryant of Aurora, Colorado, purchased his 1967 coupe back in February of 1986 he planned to use the little pony as a daily driver. As is the case with most older cars some repairs were needed to make the car completely road-worthy. The removal of one part for repair seemed to necessitate the removal of a few additional parts. The result was a completely dismantled car ready for a ground-up restoration. After eighteen months of replacing or refurbishing worn parts and an abundance of elbow grease, Steve owned a "new" 1967 Mustang.

The smooth straight exterior has been repainted with Dupont Centari acrylic enamel in the original color of Clearwater Aqua. A Parchment vinyl roof is the perfect complement for this beautiful color. A set of chrome "wire basket" style wheels are used for road duty but are replaced at shows with one-piece "radial spoke" wheelcovers used on most 1967 Mustangs.

Inside, options for the aqua standard interior include a deluxe "wood-look" steering wheel, new-for-1967 tilt-steering column, full length console, AM radio, and air



conditioning. In keeping with today's concerns for safety on the road, Steve has added a third brakelight to the rear seat package tray.

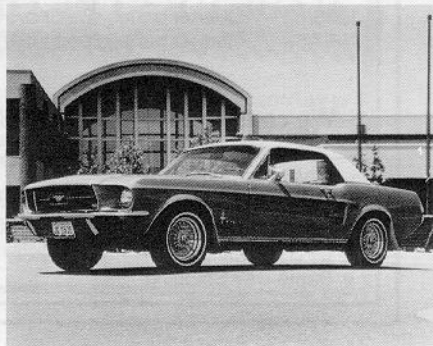
Under the hood an already powerful 289 2V engine has been slightly modified for better performance. Shifting is made possible by a C-4 automatic transmission.

Travelling the show circuit has proven to be very rewarding — so far the coupe has won two 3rd place trophies, one 1st place, and one best of show. Steve drives the car only in nice weather and when "the mood" strikes. According to him "lately the mood has stricken quite a bit."

On the opposite side of the Mustang coin is the 1968 GT. This car was originally purchased as an investment but the call from Ford's newer version of high performance finally became too much to resist. The "investment" quickly became a daily driver.

As a result of the popularity of the 1987 and 1988 GTs a person can easily find at least one at any time or place. To make his GT stand out from the crowd, Steve decided to make a few exterior and engine modifications.

To distinguish his Oxford White and Charcoal Smoke GT from all the others, Steve applied some very unique graphics





to the exterior. Signs Now (located in Denver) provided the lettering seen here on the hood. Steve designed and applied the unique stripe treatment.

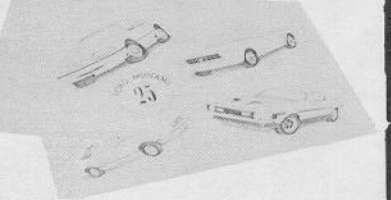
Interior options such as power steering, power brakes, power windows, stereo cassette player with equalizer, and tilt wheel meant that only one change was needed for the deluxe gray interior — the addition of a Hurst competition shifter.

A few engine modifications have already been made but Steve plans to take the process a few steps further by adding an SVO lowering kit, Motorsport engine dress-up parts, body stiffening bars, and a leave-'em-standing-in-the-dust nitrous oxide system.

The original roles of these two ponies have been reversed — the coupe has become the show car and the fastback is now for fun on the street — but Steve's not complaining. **MT**



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