
MANESTREAM

Our Readers Write...

Questions & Answers

What is a "Limited Edition" Mustang. What is an SVO Mustang? And finally, when was the last Mustang SVO produced?

John C. Poelstra
Milwaukee, WI

John, when you say, "Limited Edition" Mustang, that's a mouthful. Over the years, there have been several "limited edition" Mustangs. We presume that you may be talking about the 20th Anniversary Edition Mustangs from 1984. These were Polar White with red GT-350 stripes and subtle appointments like the galloping pony and tri-bar, and 1985 interior features. Ford set out to build 5,000 units, but ultimately built 5,260. Of the 5,260 units, most were 5.0 HO hatchbacks. The rarest of the lot were 2.3 Turbo convertibles, with just 104 built. Just 15 were built for Ford executives. In time, these will surface at auctions with low mileage and in "like-new" condition. We're already seeing a few of them.

To answer your questions on SVOs- the Mustang SVO entered production in 1984 as a more exotic GT alternative. The SVO sported 2.3 liter Turbo power with an intercooler, vastly improved suspension, a Hurst shifted T-5

five-speed, and nice leather appointments with adjustable seating. The SVO was truly a fun to drive Mustang for its day, and it has some collectibility today. Values have been holding steady, depending on condition. SVO production ended in 1986.

What hurt the SVO most was competing against the Mustang GT sporting a V-8. It took Ford a while to figure out that few Mustang enthusiasts want four cylinder turbo power. Had the SVO been available with a 5.0, Ford couldn't have built them fast enough to meet demand.

The Mustang SVO served as an outstanding test bed for the assets we enjoy today on the newer Mustang GTs. Drive a '94 and feel the difference. The SVO paved the way for better Mustangs to come in the 1990s.

Ed.

Grimm Comments

Having read your August 1993 issue, specially Dave Grimm's article on page 8, I take offense and exception to his comments.

Mr. Grimm seems to think that his appreciation of Mustangs and how they're cared for and displayed is the only way. Since the Mustang's inception, I've

owned 12 of them. The first eight were simply transportation and exchanged every few years due to their enhancements. It wasn't until 1987 that I decided to do my part to "preserve the breed."

I have three of what Mr. Grimm describes as "Trailer Queens" and none of them, as he put it, were "professionally remanufactured," nor am I one of a handful with "unlimited funds" who can send my car away for a year or two. In the spring of 1990, I found a derelict GT convertible that had been left in the weather for years. I painstakingly took three years to bring this car back to life. I recently took it to its first show (on a trailer) and the reward for all the hard work, and money spent, for this labor of love, did produce a first place, and I apologize to no one for having trailered it.

Let's also remind this gentleman that I do not "tastefully modify" them. Any changes have been made with the original parts. I have added only features that were available when the vehicle was built that have added to my enjoyment.

Those who wish to drive the cars after restoration, I feel, are privileged to do so, much as I feel it is my privilege to trailer mine.

The Mustang population is dwindling every day, with those seeking to make a profit at any cost. *continued on page 50*

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I sincerely believe that it is up to us with a true fondness for this vehicle to do whatever we can to preserve them in the best way possible.

Lastly, I would like to remind our friend in Pennsylvania that judges have basically created some of the headaches he mentions in his letter. Judges have gotten so picky that they have forced many individuals into the very things he quotes in his letter. If the judges are going to be so demanding, where does it leave the Mustang aficionado?

Rather than chastising those who conform to the judges' demands, why not campaign about those who make the rules?

George H. Morello
San Mateo, CA

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