

Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

1984

Possibly the Most Collectable Year of All

In April of 1964, Ford set into motion all the right ingredients to create a legend. The pioneer pony car was an instant success creating a loyal following among most consumers. After 20 years of creative engineering and refinement, a brand new group of legendary Mustangs emerged.



1984 LX convertible. Ford photo.

LX and SVO along with a limited production 20th Anniversary model. The GLX and GL Mustangs were deleted and replaced with the LX series which featured numerous options.

Also becoming a reality was the project that was started a few years earlier when Michael Kranefuss was put in charge of a newly formed group known as Special Vehicle Operations. Their task was to build a high performance state-of-the-art Mustang which would be dubbed the SVO. Although this Mustang received critical acclaim, it was somewhat overpriced at \$6,000 more than a base GT.

Ford celebrated 20 years of Mustang production with a limited run of a 20th Anniversary Mustang. To date this is the only official anniversary Mustang produced by Ford.

The GT was once again offered in two configurations. The Turbo series was available as either a convertible or hatchback; however, this would prove to be the last year for such production. The 5.0 GT continued as a favorite.

Also new for 1984 was a four-speed automatic overdrive transmission known as AOD. In the manual shift category, a new Borg-Warner T5 five-speed transmission was introduced. The SVOs, however, received a Hurst shifter and leather shifter handle.

This was also the year that Steve Saleen and Saleen Autosport arrived on the scene with the debut of the Saleen Mustang at Sears Point Raceway on June 1-3, 1984.

A facelift which included fog lamps, stripes, and hood scoops gave the 1984 models a fresh look, which, when combined with the huge selection, made choosing a favorite a very difficult task.

The 20th Anniversary Mustangs were built from February 22 until April 25 (on June 12, however, Ford built the final Anniversary model). Production figures break down as follows: 104 turbo convertibles and 350 turbo hatchbacks while in the 5.0 department there were 3,333 hatchbacks and 1,213 convertibles for a combined total of 5,260. A low production figure such as this earmarks the model as a collector.

All Anniversary models came in Oxford White with a Canyon Red interior. They also had a distinctive red rocker panel stripe that read GT 350. Some say that a Ford designer on the 20th Anniversary team saw a Shelby with the GT 350 designation and incorporated it into the 20th package. The 1965 front fender tri-bar running horse emblem is used on this car. The SVO's red body side molding was also incorporated and runs from the back of the front fender to the front of the rear quarter panel. All of these white and red beauties received a dash plaque in the form of a horseshoe with a second one received from Ford after purchase of the car. This second medallion read "Limited Edition" with a sequential number essentially elevating this model to collector status from the time of purchase.

Changes to the GT were minimal but did include the addition of fog lamps and the deletion of the rear-facing hood scoop from the 5.0 versions. This hood scoop was used, however, on the GT Turbo. According to documentation currently available to us, no 1983 GT Turbos were built, hence there were no scheduled changes for the 1984 models.

The SVO was the most sophisticated Mustang built by Ford at the time. The all new EFI 2.3L turbo with an intercooler was pumping out 175 ponies. This was also the first time a Mustang received four-wheel disc brakes and a five lug bolt pattern for new 16 x 7 aluminum rims. The front fascia was completely different from any other Mustang and now seems to hint as to the changes on hand for 1987.

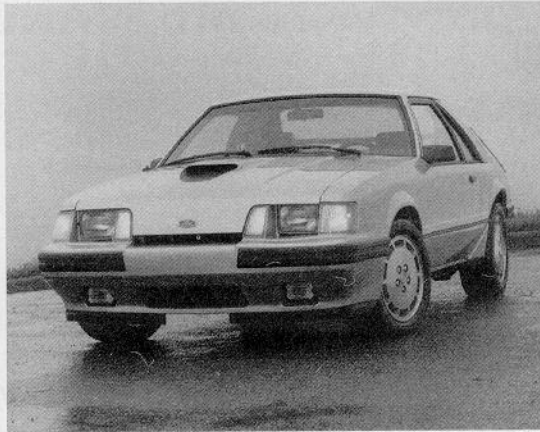
1984 GT convertible owned by Russ Weiss.



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Available exterior colors were black, silver, red, and gray coupled with a one-choice-only interior color of charcoal gray. Unfortunately many of the high performance upgrades on the SVO were not available on any other models. A total of 4,508 of these special vehicles were produced. Due to the highly sophisticated nature of the car and resultant price tag, Ford had a difficult time selling these race rockets.



Early 1984 SVO Mustang. Ford photo.

Only three Saleen Mustangs were produced by Saleen Autosport in 1984 (numbers 84-0032, 84-0051, and 84-0052) although the goal was to meet Sports Car Club of America (SCCA) homologation requirements (that means at least 50 street versions of this car had to be produced). However, by mid-1985 all requirements had been met, including the sale of Saleen Mustangs through Ford dealerships, so that Saleen Autosport could

be officially recognized as an automobile manufacturer by SCCA. The sales slogan used was "Experience the Adventure" and even though the slogan has changed through the years, the adventure still continues. This insight was provided by MCA Saleen Gold Card Judge Stuart Akers who is also associated with Team Saleen Research.

The SVO was not produced with the same collectible status intent as the 20th Anniversary models. Although we can now look back over all the years of production (1979-93) and say that the SVO has also earned that special status in the Mustang archives.

So, out of all the different Mustangs built in 1984, including the Saleens, which collector car would you have

Did You Know? Topic: 1984 Mustang

1. Last year for the pull-out amplifier on the Premium Sound.
2. Last year for the front fascia style, to be changed in 1985.
3. Last year for the GT Turbo series.
4. Last time a chrome Mustang emblem was used on the deck lid.
5. Last time that the GT stickers were used on the fenders.
6. The one and only time that Ford produced an Anniversary model.
7. The hatchbacks got a restyled rear spoiler, optional on the LXs and standard on the GTs and LX with a 5.0 option.
8. First year for the SVO. The early ones (10/83) had the 1982 traction bar setup, (1/84) saw the introduction of the quad-shock rear suspension.



20th Anniversary Registry

20th Anniversary GT350 owned by Scott Moen.

TEST YOUR KNOWLEDGE

Answers from last month's issue.

1. Up until 1988 the 5.0 H.O. was an option for any other model Mustang, other than a GT. In 1989, the new model line had deleted the 5.0 H.O. as an option. Only the GT and LX 5.0 series came standard with the 5.0 H.O.
2. The GT Mustangs came standard with tilt steering from 1985 until 1989. 1990 brought the air bag steering wheel.
3. The 1989 had the first upgraded speedometer, reading 140 mph.
4. The SVO used four-wheel disc brakes from 1984 - 86. They appeared again in 1993 on the Cobra along with SVO taillights.
5. 1983 was the last year.
6. 1983 was the last year for a four-speed manual transmission. 1984 introduced the new Borg-Warner T5 overdrive five-speed transmission.
7. 1983 was the last year for the eight-track tape player.

The 20th Anniversary Registry was founded by MCA Third Generation National Head Judge Randy Church. Randy founded the registry in 1991 and has about 400 members. One of the members, Scott Moen, is also very involved with the Registry.

Randy has all the VINs for the 1984 GT 350. He can fully authenticate ones Anniversary Mustang.

He can tell you when the car was built, how many were made that day, and much more. To get in contact with Randy, call (770) 776-7379 between 7:30 - 9:00 p.m. or write to P.O. Box 318, Mt. Airy, GA 30563.

He can also be reached via E-mail at RCHURCH@CYBERHIGHWAY.NET. The Registry has a Web page at

MEMBERS.AOL.COM/GT350STANG/EVENTS.HTM.