

Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

After
20 Years
of Mustang

The 1985 Mustang Put Ford on Top Forever!

The first Mustangs had the motoring world in an uproar. In those early years Mustang had the hottest styling on the street. The name stood for real American performance which was proven every Saturday night on some of America's hottest boulevards.

Throughout the mid-1970s auto manufacturers were concentrating on producing basic, fuel efficient transportation for the motoring public. After all, economy was in, which meant true performance was rapidly becoming only a fond memory. However, a glimmer of hope was found in 1979 as Ford opened new performance avenues. Then in 1982 a very bold statement of 5.0 performance was made with the reintroduction of the GT Mustang. During the next three years, horsepower for the 5.0 H.O. would increase from 175 to a tire blistering 210. Plus the list of high performance standards for 1985 would make any performance-minded American head to the local Ford dealership to test drive the exciting new roller cam Mustang.

Imagine examining a brand new top-down 1985 GT convertible. One of the first things noticed is the new aggressive front fascia with a wide opening leading to the fog lamps. The hood now wears a bold stripe with GT letters cut out at the front edge. The body moldings are done in gray as is all the trim. GT letters are also embedded in the front portion of the rear quarter moldings. The chrome

Mustang emblem previously used on the deck lid is replaced with one large decal that reads "GT Mustang".

With the top down, the Recaro seats outlined with a special red piping really stand out. There is also a new Electronic-tune stereo with Premium Sound built right in. Tilt steering is now standard on the GTs and we discover that the five-speed shifter now has a much shorter throw.



A large 17" chrome air cleaner which covers a Holley four-barrel carburetor adorns the new 5.0 H.O. engine. This would, however, be the last year for the Holley. Free flowing tubular headers combined with a new exhaust system ending in chrome tips which exit beneath the rear bumper

provide an exhaust note which accentuates the performance image of the GT. Technical data provided indicates that the engine block is modified to accept the new roller cam and lifter valve train.

Rounding out this impressive package are new Goodyear P225/60VR15 tires mounted on 15" x 7" ten-hole cast aluminum wheels.

If all of this was not enough to bring out the check book, then the actual test drive would seal the deal.

No doubt potential buyers thought they were in heaven with the awesome tubular sound as they ripped through the gears with the wind blowing through their hair. It was at this point in time that America knew that this was the one that would put Ford on top again forever.



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“I Think I Own the First 1985 GT Convertible”

Jeff Jelderks of Tinley Park, Illinois, knew that his GT was a bit different. The first clue came in March 1986 when he discovered that the title transfer and insurance papers in the glove box were registered to a Ford executive. But one of the most noticeable differences of the GT convertible shown at the bottom of page 14 was the seats. Usually the red piping which outlines the seats is to the inside where as his is on the outside. Plus half of the spark plug wires are date coded 1984 and the power steering pump is black rather than the yellowish color used for 1985. These few things always stood out in Jeff's mind, but it was not until 1990 when he read an article on early vehicle identification numbers and the 1985 GT Convertible Registry that Jeff was able to research his suspicions.

Jeff contacted Terry McCoy, founder of the registry for his assistance. This particular GT convertible has a low number of 100016, but a low number doesn't always mean much. In this case, everyone was pleasantly surprised.

According to Terry's findings, the first 1985 GT convertible was built on 8/21/84, was an automatic, and was the only one built that day. On 8/23/84 #100016 was built and was the only GT convertible built that day. All the automatics built in 1985 had an EFI motor which does not include the roller camshaft or roller lifters. With that in mind, this makes Jeff's five-speed 1985 GT convertible the first roller cam Mustang built. Since that day every 5.0 H.O. has this roller cam in it.

Jeff's Mustang now shows 61,000 miles on the odometer but it has never been displayed at a show. Plans are currently in the works to show the ragtop at the MCA National to be held in Michigan in 1998.

Did You Know? Topic: 1985 Mustang

1. The 1985 Mustang received a newly styled steering wheel. This was also the first year that tilt steering was standard on the GT.
2. This would be the last year for the Holley carburetor on the standard-shift V8s and the throttle body in the automatic overdrive transmission.
3. The last year that all convertibles had a bare deck lid (no luggage rack).
4. With the deletion of the chrome Mustang letters on the GT deck lid, the GTs received a new sticker that read "Mustang GT".
5. The GT insignia on the exterior was moved from the front of the fender above the 5.0 emblem to the front portion of the rear quarter body molding.
6. Last year that the battery was on the right side (passenger) of the engine bay. This space will be used for an air cleaner next year.

Would you like to see your third generation pony featured in this column? If so, send photos, along with your name, address, MCA number, VIN, and build date to Stewart Jones, 923 Raleigh Rd., Palm Bay, FL 32909.

1985 GT Convertible Registry

TEST YOUR KNOWLEDGE

Answers in next month's issue.

1. Last year that the T-roof (T-top) was an option on the Mustang?
2. Last year for the Marchal fog lamps?
3. First year that the big Blue Oval first appeared in the grill?
4. First year that the 80-watt CD stereo appeared in the Mustang?
5. First year that the running horse appeared in the grill opening?

The 1985 GT Mustang Convertible Registry is overseen by Third Generation Gold Card Judge Terry McCoy who has a basement full of Ford documentation and artifacts. A fraction of this documentation consists of all the 1985 GT convertible vehicle identification numbers. Terry can fully authenticate a 1985 GT convertible with information such as how many were built in one day, when a particular number was built, what number it was that day being built, how many automatics to manuals were built, how many came in exterior color code versus interior color code, and color codes for the number of convertible top colors Ford made.

To contact this registry or Terry McCoy write to 4311 John Goff Road, Watervliet, MI 49098 or call (616) 463-8325.