

# Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

The 1992 Vibrant Red Feature Car was advertised as "One Hot Feature Car That Can Steam Up Your Showroom Windows" in dealer press releases. With the absence of a specialty Mustang in 1991, the market was ripe for the striking 1992 version. One look and it was obvious that this was no ordinary Mustang convertible.

To enhance the unique appearance of this car, the Vibrant Red paint scheme was carried over to the



1992 Vibrant Red Feature Car owned by Porter Wallace

mirrors and "A" pillars producing a more monochrome look. Approval for this special paint (color code EY) was given on January 17, 1991.

Aside from the unique paint, the limited edition package featured a dovetail-style rear spoiler, white convertible top with a first-ever ebony headliner, white boot, and

white leather seating (code CZ) which was enhanced with black piping. Completing the package was a set of 16" GT aluminum wheels painted an eye-catching shade of opal pearlescent. (These wheels were approved on February 23, 1991, but due to production problems did not make Job 1 until the end.)

This Feature Car series was based on the (code P44) LX 5.0L convertible and received as standard equipment option package PEP 245A. This package included the power equipment group, speed control, and electronic AM/FM cassette with premium sound, but did not include air conditioning.

The option code designating the Vibrant Red package was 451 and cost a mere \$850 over the price of a LX 5.0L convertible.

Excitement such as this brewing within the Mustang ranks was a sure fire way to keep the legend alive.

R  
E  
D  
  
H  
O  
T  
  
F  
E  
A  
T  
U  
R  
E

## Did You Know? Topic: 1992 Feature Car

1. The 1992 Vibrant Red convertible was the first Mustang to have an insulated convertible top.
2. Only the interior of the Vibrant Red Feature Car had black piping around the white leather seats.
3. This Feature Car was the first Mustang to have painted wheels inside and out.
4. The 1992 Feature Car was the first Mustang with a dove tail-style wing.
5. At the time, the 1992 Vibrant Red Feature Car sported the most monochrome appearance of any Mustang.

## TEST YOUR KNOWLEDGE

Answers in next month's issue.

1. What was the first Mustang (1979-93) to use the five-lug set up?
2. What was the first year for P44E?
3. In what year was SVT formed and by whom?
4. What was the last year for the pull-out amplifier?
5. What was the only year that the door handles were mounted on the lower portion of the door panel?

## Registry of the Month

Third Generation News coauthor Terry McCoy heads up the Limited Edition Registry. He can provide you with a color page which indicates when your car was built, how many were built that day, what number order your car was, how many automatic versus five-speeds were built, and can totally authenticate your Feature Car. Contact him at [Featurecar@juno.com](mailto:Featurecar@juno.com) or write to him at 4311 John Goff Rd., Watervliet, MI 49098, or (616) 463-8325 after 9 p.m.

## Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

# Feature Inspection Times 2,000

The 1990 Limited Edition Emerald Green Feature Car proved to be so successful that Ford officials wanted to continue the trend of low production, unique vehicles by way of the 1992 Vibrant Red Feature Car.

As before, it was based on the LX 5.0L convertible series which featured the unbeatable combination of smooth styling lines and 5.0 performance. John Coletti, who was with the design centers department at the time, Joe Laura (who we introduced to you with our coverage of the 1990 Feature Car), and

However, an alternate idea which would add a unique flavor to the white leather seating was to include black piping.

Another vital part of this theme was the opal pearlescent wheels. On the drawing board they really made the car stand out. Superior Wheels would supply the rims, while another vendor was contracted to supply center caps. However, an unforeseen problem arose when the color of the wheels and center caps did not match. For several months, the two vendors sent their products back and forth trying to correct the problem. These wheels were an integral part of the overall look of the car and had to match exactly. Otherwise, factory brushed aluminum five-star wheels would be used. Eventually a match was achieved, but in the end all 2,000-plus sets of wheels and caps had to be individually inspected.

Another major styling cue was the all new dovetail-style rear spoiler (painted body color) which replaced the luggage rack standard on convertibles. Aeroquip was the vendor for this item. Joe Laura stated, "By adding the rear spoiler it would make the car unique with a

sports car appearance."

"Ford's goal was to build a specialty car, and to keep the production low around 2,000. We completed our goal of building 2,196 successful cars," he further stated. The first two Feature Cars were built on February 21, 1992. Main production began on April 24 ending on July 22, 1992 with three cars built that day.

*Third Generation News would like to thank Gold Card Judge Al Krasich for the rare documented dates, MCA member Barry Bower, and Joe Laura of Ford Motor Company for taking much of his time to discuss this project.*



a dedicated team put together a limited edition package that went from prototype to Job 1 in a mere four months.

Choosing the unusual color of Emerald Green for the 1990 limited edition convertibles proved to be right on target. A follow up color for 1992 would have to be even more impressive. Vibrant Red fit the bill beautifully. To add a more distinguished appearance to the ragtop, the body color was extended to the mirrors and "A" pillars.

The team started with Creative Industries (Cars and Concepts) with the idea of having the running horse embroidered into the headrest, but it would take until the following year to get this perfected.

MEMBERSHIP APPLICATION