



DÉJÀ VU GREEN *Grandé*

WE'RE HAVING FUN SAVING THIS MUSTANG

Text by Bob Kohi
Photos by Mary Jean Wesche

My wife, Judy Ann, and I came from the Detroit, Michigan, area where Judy Ann worked for a Japanese auto supplier as an Administrative Assistant. I worked for Ford Motor Company as a Vehicle Development Engineer, with my last program being the 2005 Mustang. In July 2004, I retired from Ford and we moved to Punta Gorda, Florida.

In September of 2000, we attended the Frankenmuth Autofest, in Frankenmuth, Michigan, which is an all-weekend car show usually recording an average of 1,500 to 1,600 cars. We spotted this green Mustang, which was the same color inside and out as a 1973 Maverick that I previously owned and had driven back and forth to Ford for eight years. I called it "déjà vu green," however it was better known as Bright Green Gold Metallic, and it had an Avocado interior. The Mustang was all original with a repaint and a new vinyl top. It only had 52,000 miles on the odometer and had never been driven in the winter. This

was evident by its condition. It was a Pennsylvania car (not as much road salt). I am its third owner.

The engine compartment was all original, as in the "hood had never been opened." I wanted to clean up the engine compartment and was trying to decide just how to do it. I told my friend and work mate, Earl Davis, about the Mustang I purchased. Earl and I had worked together for many years going on test trips for Ford. So, I knew he was a good mechanic and fabricator. Earl became quite excited about the Mustang, especially when he found out that it was equipped with a 351 Cleveland motor.

By March of 2001, Earl had a plan to pull the engine out of the Grandé and do some mild modifications to the engine. Earl knew a lot about drag racing these cars because when he was 18 years old, before he started working for Ford as a mechanic, he spent a summer working on Dave Lyall's race team back when Ford gave out the dollar cars so independent racers could race Ford cars without full support from the company. For those that don't know, Ford would hand out cars for one dollar for a promise to campaign the car on the race circuit for



the season. See the article in *Mustang Times* dated January 2001, Vol. 25 No. 1. This article shows the car that they raced after it was restored.

It is amazing that the article about Dave Lyall's dollar car came out at the same time we were starting our project. That article added to our enthusiasm for the project.

So, for the next few months, Earl and I were like two kids in a candy store, buying parts from places like Summit, Jegs, Ramchargers, Holley, Hooker, Jet-Hot, Mustangs Unlimited, Mustangs Plus, and National Parts Depot. Earl pulled the engine out in March and, while he was working on that, I started detailing everything else under the hood.

By May the Mustang was done. The idea was not to make the car hard to drive, but just to wake it up and give it some nice performance, which is exactly what we did.

All of the work had to be done while maintaining a stock look, per Judy Ann, so no fancy wheels or big tires.

We built the car to be a driver, but it has been fun to show it. In just the last few years, this 1973 Mustang as been noticed more than ever before. It is a Grandé with a unique Avocado interior and exterior. Per the invoice, the car was built with an Avocado vinyl top. I will continue to look for the correct Avocado material to preserve its unique color combination.

It is fun being the one that is saving this car. **MT**

Editor's Note:

At a recent show in Punta Gorda's Fisherman's Village, hosted by The Mustang Club of Charlotte County, I met Bob Kohl for the first time. He and his wife, Judy Ann, brought out their 1973 Mustang and also worked the show with their fellow club members.

With the Déjà Vu Green Mustang being in the show, it stood out for many reasons, if not just for the color. I so enjoyed talking with Bob and learning the history of his car and his work at Ford Motor Company.

He and his club members were so welcoming and entertaining. If you have a club close to your home that is having a show, especially if your own club isn't sponsoring it, I encourage you to attend. You will go home with a huge smile and lots of new friends. After all, isn't that what our hobby is all about?



▲ March 2001: We removed the hood.



▲ Bob cleaning & prepping small parts for paint.



▲ Earl removed the intake and heads to make engine easier to remove.



▲ (L-R) Bob and Earl Davis prepare to reinstall the engine.



▲ We removed the engine.



▲ Finished! One happy owner.





BOB & JUDY ANN KOHL
PUNTA GORDA, FL • MCA #48613





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SPECS

- Original Car repainted, new vinyl top
- Color: Bright Green Gold Metallic
- 351C-2V 8 cylinder
- Select-Shift Cruise-0-Matic
- Selectaire Air Conditioner
- Tinted Glass
- Power Steering
- Power Front Disc Brakes
- Deluxe Bumper Group
- AM/FM Stereo Radio
- MSRP: \$4209.24
- Production Volume: 25,274 Grandés vs 134,867 total Mustang
- Fine Tuning & Detailing by Bob Kohl



ENGINE MODS

(made for the fun of it) by Earl Davis

- Hooker Exhaust Headers w/ Jet-Hot Coating
- Aluminum Valve Covers
- Roller Rockers
- Competition Cam - Duration: 267 degs
Lift: 0.45 in.
- Intake Manifold: Edelbrock Performer 2
Aluminum High Rise Powder Coated
- Carburetor: 600 CFM Holley 4V
- Holley Increased Flow Fuel Pump
- Ford Dura Spark Ignition overlay
- Rear Axle: Production Ford 9" 3.25:1 with
Traction-Loc

