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I had an idea of one day building a modernized, classic Mustang. I am a Mustang enthusiast and own an original '65 GT K-code fastback. My vision was to custom build a classic-looking 1969 Mach 1, enhancing it with features from late model performance, keeping a nostalgic look but enhancing drivability. In other words, RESTOMOD it. First I would need to find someone with enough talent and experience to handle such a task. Second, a classic Mach 1 would need to be located and third, find a '03-'04 Cobra (also known as the Terminator).

At a local car show, I noticed a unique looking '69 Mach 1. It caught my eye for a few reasons. The exterior had some unusual features: shaved door handles, custom ghost striping, large wheels, and 4-wheel disc brakes. When I looked under the hood, I realized this was no ordinary Mustang. The Mach was fitted with a late model EFI 5.0L and 5-speed transmission. When I talked with the owner, Eric Kauffmann, I learned that he built this Mustang from the ground up—solo. A Mustang hobbyist of 20 years, Eric says he enjoys a challenge. I began to wonder if Eric would be interested in making my dream car a reality?

Throughout that summer, Eric and I kept in touch seeing one another at local car shows. I proposed my 'Dream car' idea to Eric. After negotiations, Eric accepted the challenge and the hunt for two cars were under way. An original '69 Mach 1 was located and purchased. Its sheet metal was rough but there was potential for the task at hand.

A wrecked '04 Mustang Cobra was located in Georgia on eBay®. Once purchased, it was transported back to Ohio. It had low mileage but had been hit hard just above the rear axle. Usable items included a running 32 valve S/C 4.6L, TKO 6-speed, rear IRS, and front Cobra seats. Getting the IRS to fit correctly under the '69 was difficult. We wanted the leading control arms to mount into the factory spring bracket locations. This entailed cutting, widening, and rotating the IRS cradle, which allowed lowering, and optimizing the pinion angle. The removal of the '69's front shock towers was necessary to graft in a Heidt's 'Superide II' suspension kit. The floor was removed and replaced with a Total Control frame tie and X-support kit. The torque box was replaced. Transmission frame mount stiffening was needed for the TKO 6-speed. Quarter panels were replaced, and

custom side scoops and shaved door handles were installed. The trunk was reworked with frame mount brackets to accept the IRS rear suspension. Custom engine and transmission mounts were crafted. Endless miles of wiring was installed to manage the electronics.

Long tube headers with a full custom exhaust were fabricated by Rocky Belino. He also built and installed a 4-point roll bar. The interior was equipped with 5-point seat belts, JME gauge cluster, fold-down rear seat, power windows, and A/C. Exterior paint is PPG Ultra Blue and Concept 2021 clear coat. A Mach 1 stripe template was utilized in painting on the original-style stripes. The car was also clear coated, wet sanded, then polished to a show-quality luster.

I wanted an active role in the modification, and helped as much as possible. Over two years, with stop and go progress, the Mustang was completed in the summer of 2010. The last step was a 4-wheel alignment and balance the modern suspension with help from Xtreme Performance. I enjoy getting out and driving. I look forward to cruising, attending car shows, talking with people, getting noticed and drawing plenty of attention—especially at 74 years of age!

ENGINE / TRANS

- 2004 Cobra Super Charged 4.6L 32 Valve
- Billet Under drive Pulleys
- Long Tube Headers
- Cold Air Intake
- Griffin radiator 2 row-1 1/4" tubes
- T-56 6-speed / Transmission

CHASSIS

- 2004 Cobra I.R.S. - 31 spline, 3.55 Trac-Loc
- QA1 Adjustable Coilovers
- 3" Aluminum Drive Shaft
- Heidt's Superide II with 2" Drop Spindles
- Power Rack-N-Pinion
- Tubular A-Arms
- Flaming River Adjustable Column

INTERIOR

- Deluxe Mach 1, 2004 Cobra Power Seats
- 4-Point Shelby Style Roll Bar
- 5-Point PCI Safety Belts
- Power Windows
- Fold Down Rear Seat
- JME Custom Gauge Cluster with Autometers

EXTERIOR

- Custom Paint - PPG Ultra Blue Pearl with PPG Titanium Striping
- Shaved Door Handles
- Custom Billet Grille
- Frenched Side Scoops

BRAKES / WHEELS

- 13" Wilwood 6-Piston (Front)
- 12" 2004 Cobra Stock (Rear)
- 2004 Cobra Hydro-Boost
- Shelby Torq Thrust-Special Edition

BUILT BY

- Eric Kauffmann - Cleveland, Ohio design, fabrication, assembly, interior, EFI-wiring, drive train, custom paint & body
- Rocky Belino - Medina, Ohio 2 1/2-inch, 304 S.S. custom exhaust

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