

# Phil Snyder's Black Beauty

My love affair with the Mustang started in 1965 when a friend of the family visited in a new convertible. Being only 10 years old at the time the reality of that car was nothing more than a dream. Instead I settled for two 1966 orange GT coupe models which were available thru Ford as a promotion. Yes, I still have the models, one of which has the optional gas engine. Still, hardly a match for the real thing.

In 1967 my parents bought me a 1967 blue fastback model (which I still have), available through Ford as a promotion. A good way to pacify a 12-year-old kid.

By the time 1969 rolled around, I was really primed for the newly unharnessed Mach I which I immediately fell in love with. My father, who at the time was a parts manager for a prominent Ford dealer in Philadelphia, brought home a brochure of the new Mustang (I still have that, too). It seems as though the closer I got to actually being able to own my dream Mustang, the less exuberant my parents became. I remember down to the last option, the Mustang that I would have chosen from that brochure.

The next few years my desires gave way to dirt track motorcycle racing and girls. It was worth the trade.

During 1974 a friend of mine purchased a Mustang, and you guessed it, it was my dream car! I have never in my life been more jealous of anything. It just did not seem right for someone else to own "my car."

After a year of lusting, the car went up for sale, and needless to say was purchased that very same day by me. After waiting 10 years I had finally gotten my dream car.

Since acquiring the Mach I, it has been exclusively garage-kept and

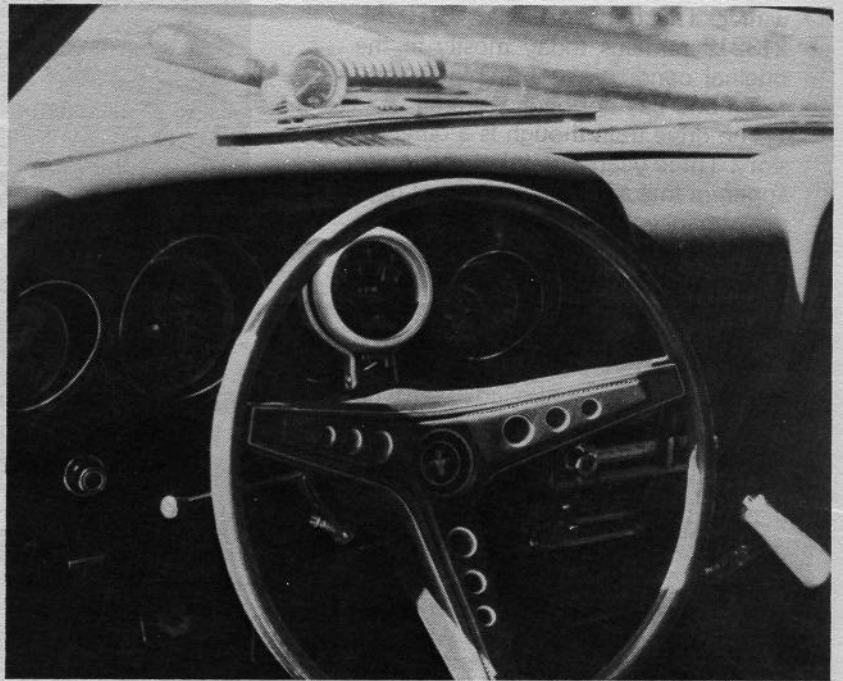


never rolls out in rainy weather or winter. The body of serial #9T02M-213212 remains today mostly in the original condition as from the showroom and has not been restored.

The drive train though is a different story. Three years ago it became quite apparent that a certain amount of high performance had taken a toll and a complete rebuild was in order. The car sat for over two years while acquiring sufficient funds for the costly high performance goodies. It was the longest two years of my life. Thanks to my good friend Clive Whyte of Philadelphia who persuaded me to "do it right the first time" and who helped greatly with the building of the drive train, the wait was well worth it. The car still has the 351W 4V, but the guts of the engine are slightly more potent than the factory version. The 2.32 4-speed transmission was replaced by a 2.78 box, the rearend ratio changed to a 4.57 (still not enough) and 31 spline axles were installed. The battery was relocated to the trunk and a very unique fuel pickup in the tank added along with an electric fuel pump and 1/2 fuel line completed the rebuild. The leaf springs were customized and in the front Stam-Bar support rod assemblies hold down the sway bar.







My wife is scared to death to drive the car (never has), but my 2½-year-old son loves it (he hasn't driven it yet either!). I am presently in the middle of restoring a 1970 Mach I. It will be 100% pure stock.

I have made no real alterations to the appearance of the car because I believe it is really difficult to improve on this particular year-styling. The car is no longer stock original, body or drive train, which might disappoint some purists, but it is just the way I want my dream car to be. Hey, after all, it is still a FORD MUSTANG.

Here is some additional information on Phil's Mach I:

Engine Modifications:

Bored .030

Crankshaft — balanced

Camshaft — Ford C7FE model solid lifter type originally for 289 HiPo

Pistons — Arias 12½ to 1 compression with sealed power rings

Rods — completely reconditioned with Pioneer bolts installed

Push Rods — special ⅜ dia. hardened

Crankshaft Gear — Pro Stock Engineering (ProDex)

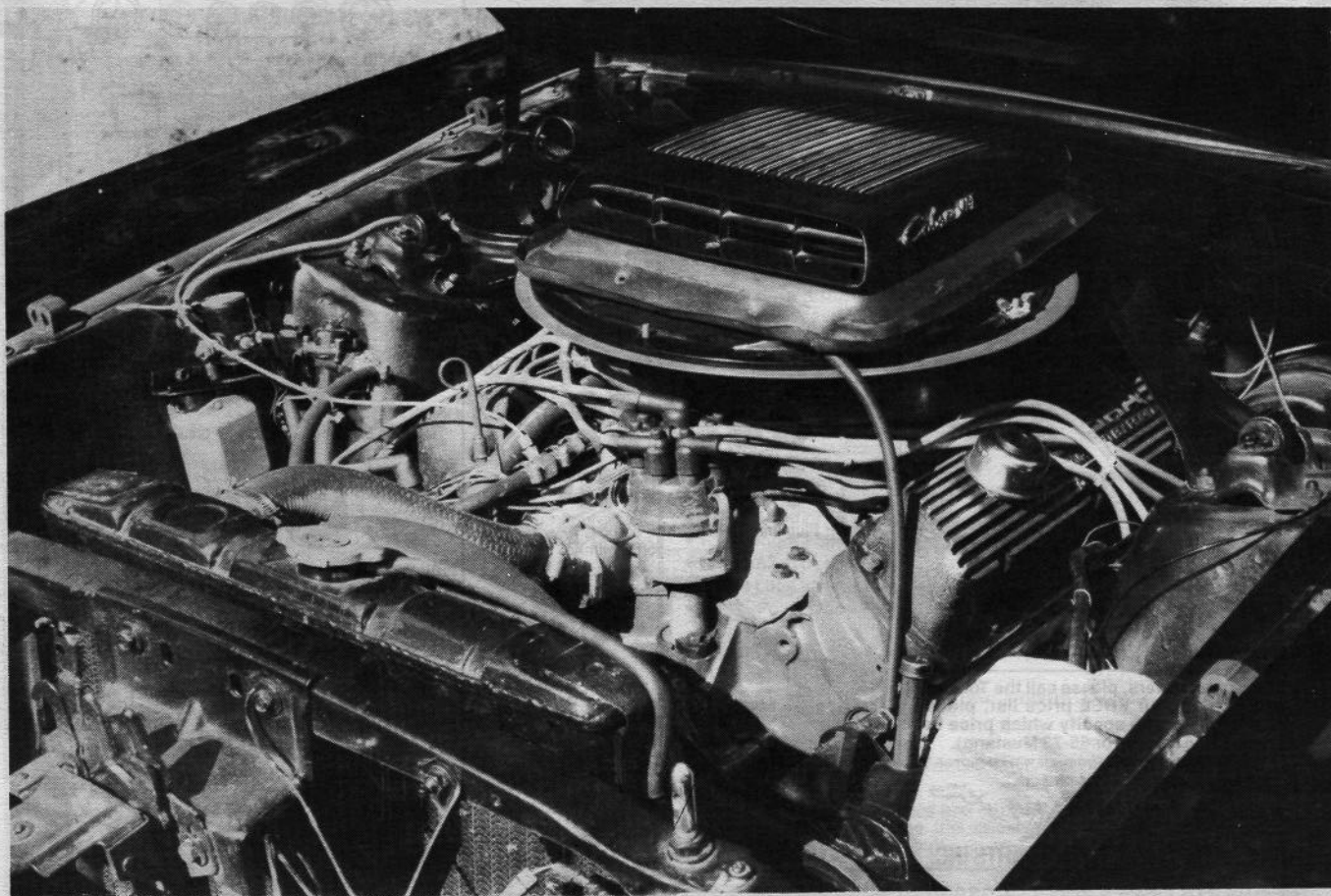
Shelby type valve covers



Oil Pump Drive — Pro Stock Engineering  
 Distributor — Accel Unilite (no points)  
 Heads — stainless steel valves, bronze guides, 3/8 screw-in rocker arm studs, completely ported and polished, roller rockers, stud girdles  
 Exhaust — Hooker headers  
 Intake Manifold — Offenhauser with 750 cfm double pump Holley Carb.  
 Oil Pan — Milodon 8 quart capacity  
 Holley electric fuel pump (mounted near fuel tank) with dual pickups fed through 1/2 inch fuel line. Also has cowl mounted fuel pressure gauge.  
 Battery — trunk mounted (non-factory)  
 Transmission — Ford toloader 4 speed. Stock — 2.32 ratio; now has optional 2.78 ratio

Drive shaft loop installed and rear U joint girdle  
 Bellhousing — Lakewood  
 Shifter — Hurst competition plus 4 speed with roll control in "T" handle  
 Rear — 5.43 ratio with 4 pinion traction loc rear assembly, 31 spline axles  
 Wheels — Front 14 x 6 Cragar SS mags with F70 x 14 ProTrac tires; Rear 15 x 7 Cragar SS mags with L60 x 15 ProTrac tires  
 Miscellaneous — Tachomer - Auto meter with automatic shutoff (shuts engine down momentarily at pre-programmed RPM for missed shifts, etc.).  
 Ram Air (installed myself)  
 Front Spoiler (installed myself)  
 Rear Spoiler (installed myself)  
 Cobra emblems on both fenders and

decklid and on ram air. (If you owned a Chevy would you, in your right mind, race a car with a Cobra emblem on it?)  
 Tow Tabs on front below front bumper  
 AM/FM stereo 8-track installed with four-way rear speakers  
 Interior — stock and original  
 Front Suspension — Stam-Bar front sway bar link kits installed  
 Rear Suspension — extra leaf added to leaf springs  
 Dash mounted mechanical oil pressure gauge in right-hand pod where stock Ford gauge originally located (electrical oil pressure)  
 Exterior Color — Raven Black  
 Interior Color — Red, Mach I knitted vinyl



Mr. Mustang, 508C 1st Cleek Pike, Dayton Ohio 45426 (513) 275-7500