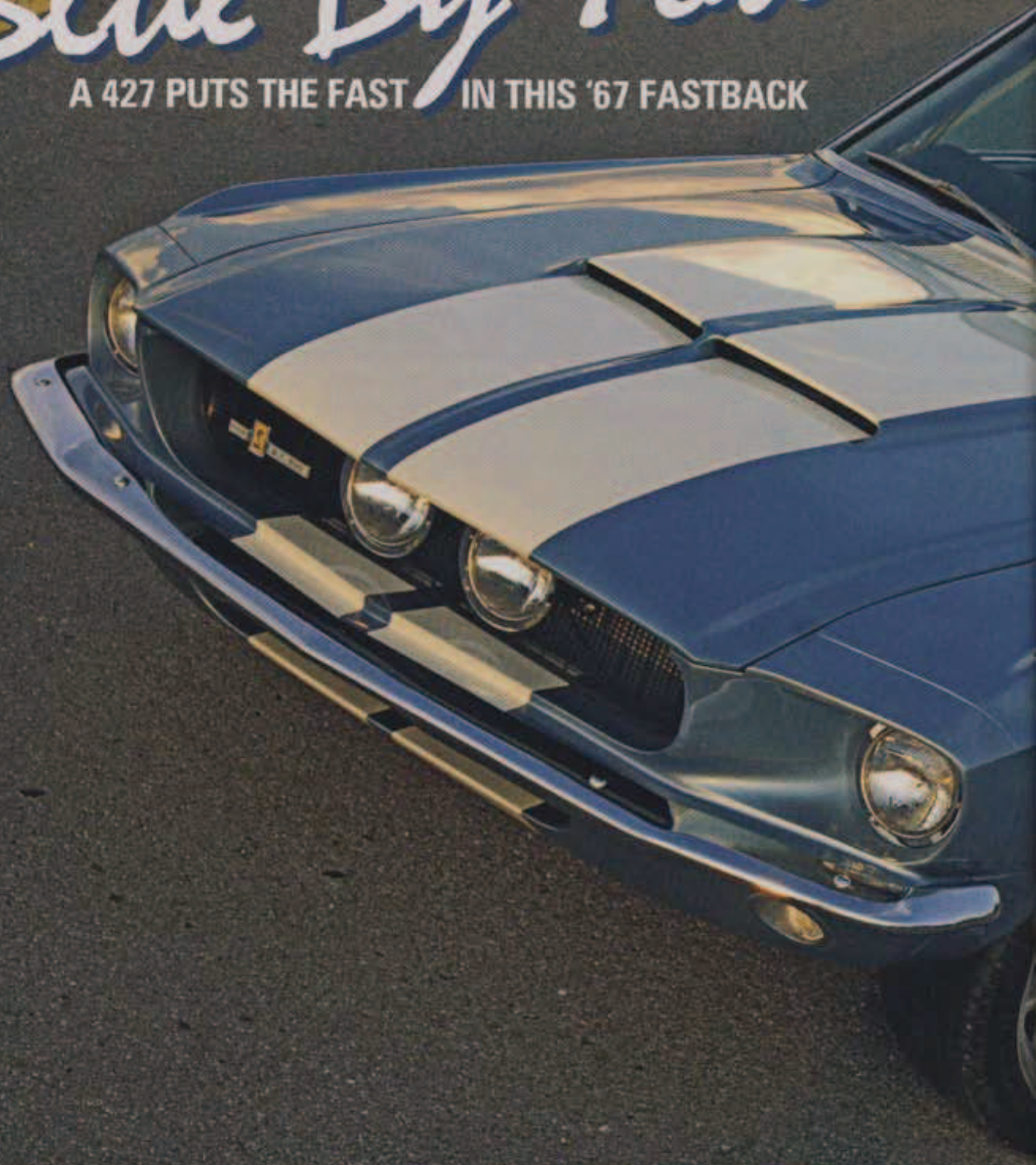
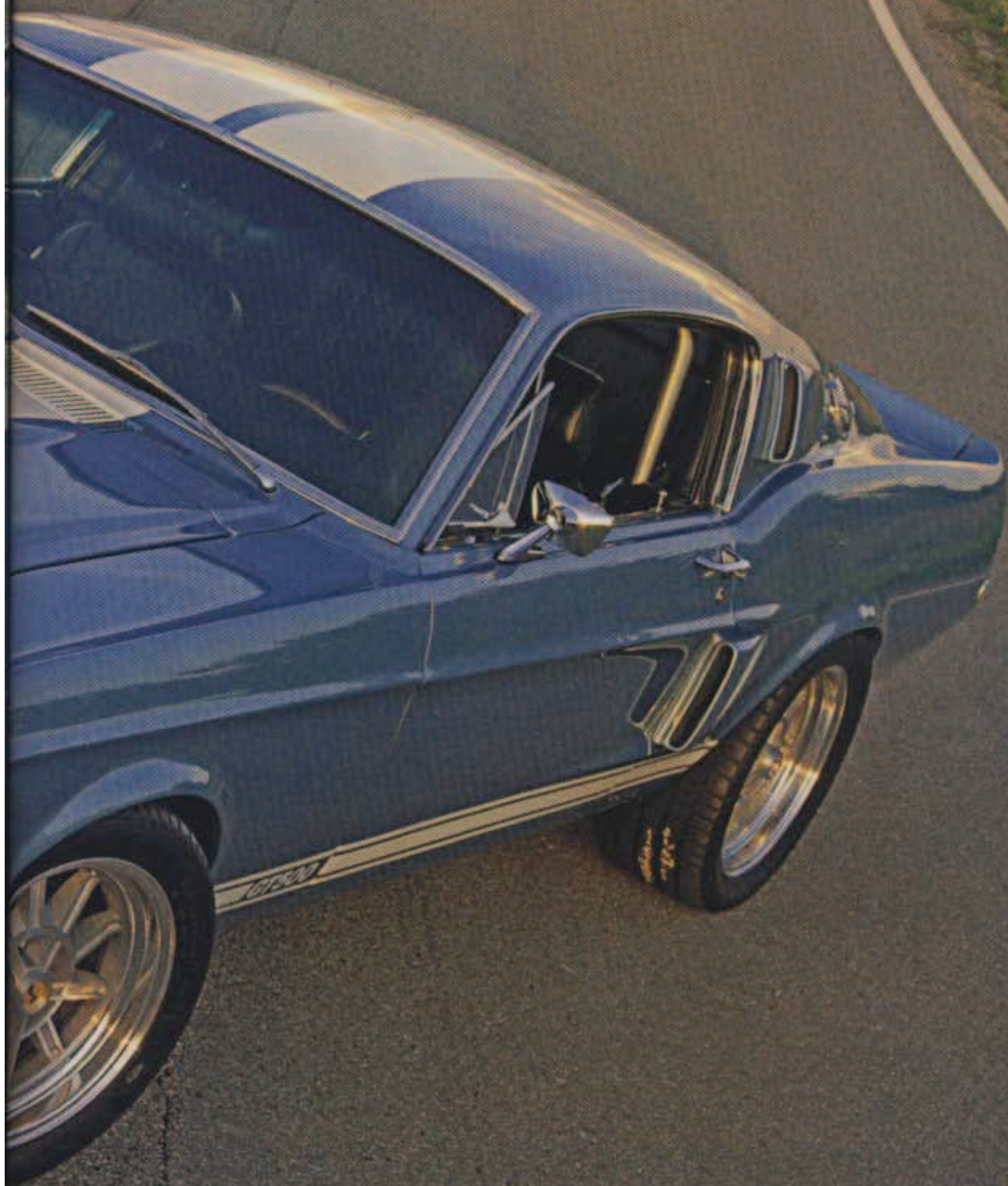




Blue By You

A 427 PUTS THE FAST IN THIS '67 FASTBACK





TEXT BY BRUCE CALDWELL, IMAGES BY JERRY HEASLEY



Rick Parker owns Signature Auto of Columbus, Ohio, and has seen a lot of Mustangs come and go through his busy shop. Rick is well aware of the tremendous popularity of 1967 Mustang fastbacks. That's why he didn't hesitate to travel to Michigan for a solid '67 he located. The hesitation came when it was time to decide how to build the car.

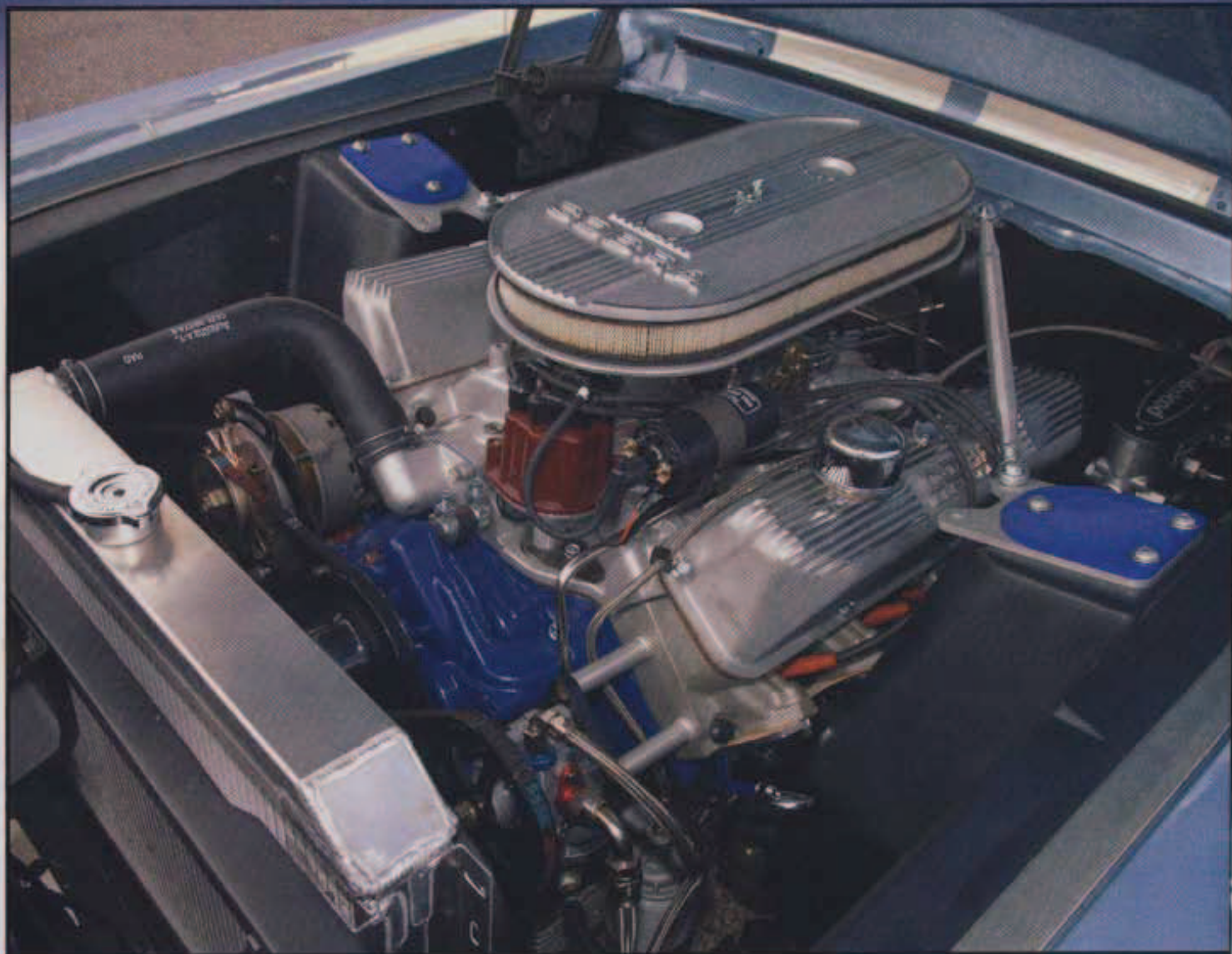
Rick realized that building an Eleanor style fastback would be a safe bet, but he was in the mood for something more traditional. Rick's good friend, Gary Payne, suggested a Boss 302 engine, which was a good idea, but not quite what Rick had in mind.



Rick wanted to make the car more old school with a big engine. Rick's definition of old school is brute power and torque with an absence of luxury items. For Rick the ideal engine was a 427 FE. That's a real, old school side oiler 427, not one of the modern 427 cubic inch small-blocks that are so popular with contemporary Mustang builders.

Finding a real 427 FE wasn't easy or cheap, but Rick found a brand new 427 block in Centerburg, Ohio. Rick commissioned Jack's Automotive in Madison, Indiana, to build the 427. They have lots of experience with 427s. Aluminum cylinder heads were used with roller





rockers. The original aluminum intake uses an 850 cfm Holley four-barrel carburetor. The ignition is from MSD. The engine was balanced and blue-printed. The engine produces 500 horsepower.

Since the fastback was being built as a resto mod certain modern improvements were added. One of those "new school" items was a Tremec 5-speed transmission. The 5-speed enables the car to cruise at reasonable rpms even with 3.70:1 gears in the 9-inch rearend.

Rick didn't want a bunch of modern luxury items such as power windows and air conditioning detracting from the car's raw magnetism, but he was fine with subtle performance upgrades. That's why powerful Wilwood 4-wheel disc brakes were installed and hi-po suspension com-

ponents from Total Control were added. The wheels look like classic Shelby 10-spokes, but they're larger 17x8-inch wheels. The tires are B.F. Goodrich, 245/40 ZR17 in front and 275/40 ZR 17 in back.

Gary Payne and his son, Sean, disassembled and prepped the body while the engine was being built. A Shelby hood, rear spoiler, taillights, and side scoops were added. A race style flip-up gas filler cap was mounted on the left side of the fastback roof right behind the scoop. The shell was transported to D&R Autobody in Columbus, Ohio, where the Brittany Blue paint and Wimbledon White stripes were applied. Brittany Blue is a '67 Shelby color.

After the car was painted and the engine was built, all the parts and pieces were gathered at Signature

Auto for final assembly. It was during the assembly process that longtime customer, Phil Garland from Ashville, North Carolina, saw the car and just had to have it. Phil has a penchant for 427 power and he loved the Brittany Blue color.

After Phil made arrangements to purchase the car the interior was finished and all the little details were attended to. The interior was done in black leather and features bucket seats with high side bolsters and competition lap belts. A stainless steel roll bar was installed. The wood-rimmed steering wheel is a Shelby item.

Phil enjoys cruising in his old school 427 fastback. The Mustang doesn't have an elaborate, modern audio system, but it does have the unmistakable sound of old school power and that suits Phil just fine. **MM2**

