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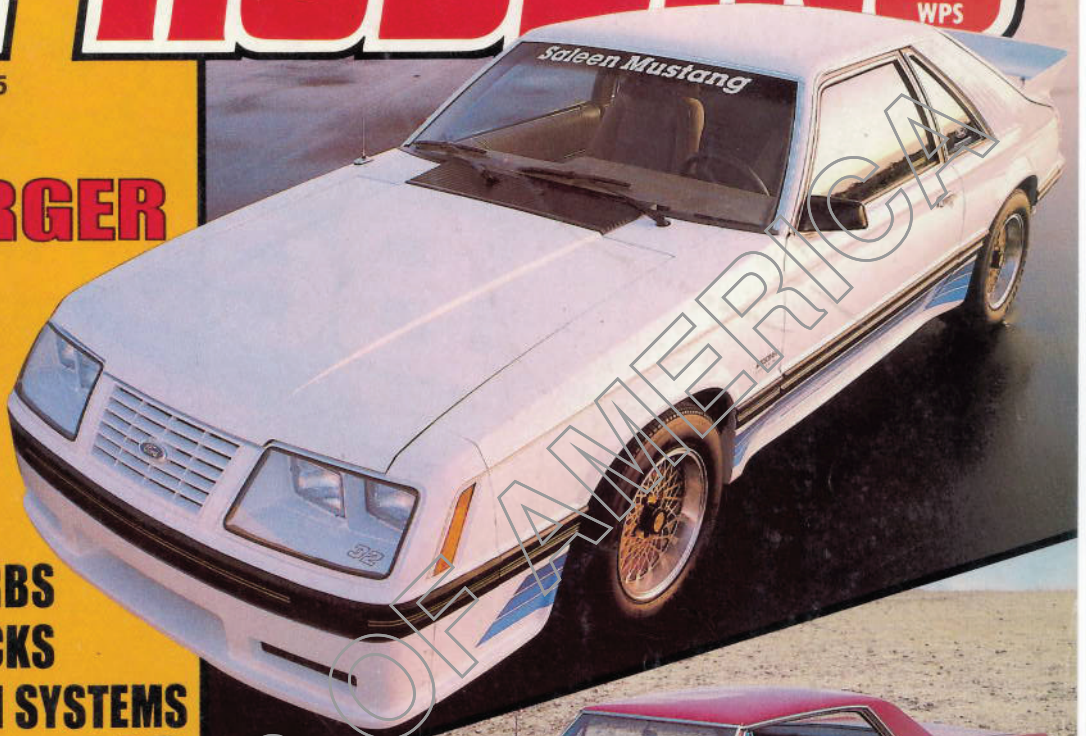
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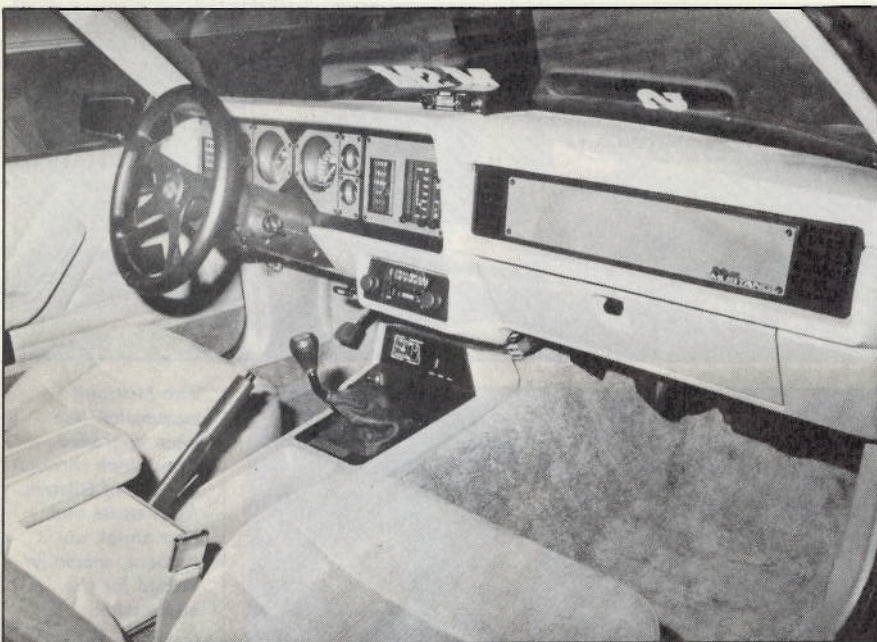
# Saleen Away

Race Bred Mustangs From Your  
Local Dealership



SALEEN

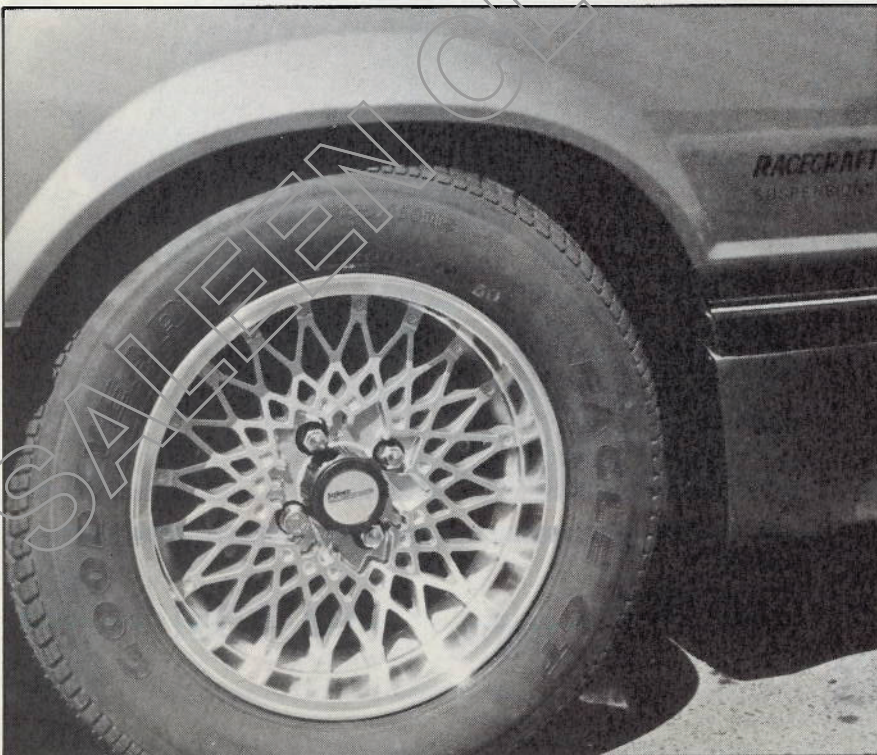
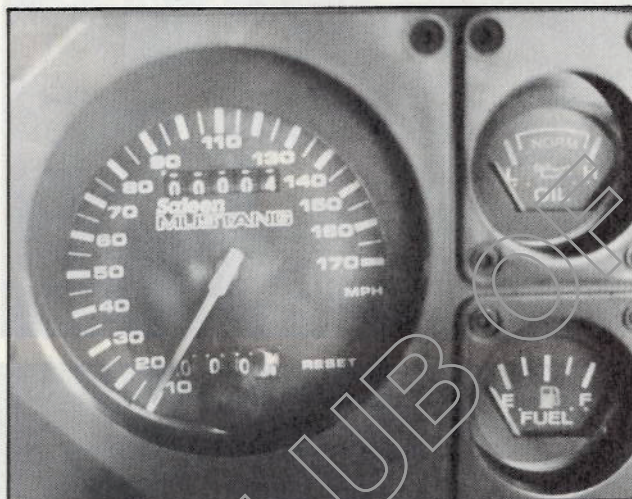
**BY PETE PESTERRE**



Interior modifications are few except for the Saleen Mustang nameplate on the passenger dashboard and the custom steering wheel.

Saleen Mustang also benefits from a 170-mph speedometer, replacing the 85-mph stock unit.

Saleen Mustangs use Hayashi aluminum wheels wrapped by Goodyear Eagle GT P215/60R15 tires.



Photos by Jerry Garns & Stuart Spoto

Some of our readers might recall a special edition Trans-Am that was offered to the public by Pontiac dealerships all over the western United States back in the Spring of 1982. In-




spired by the Mechem Racing Trans-Am cars, the MSE (Mecham Special Edition) T/A's were introduced just about the same time that the racing world was convinced that Pontiac executives were out to make a serious bid for the coveted Trans-Am series title. Sound coincidental? Hardly. The key word there was *homologation*. Aside from the fact that the MSE cars were an obvious sell-out on the showroom floor, many of those high tech body pieces would have never been legal for racing if it had not been for the availability of the same pieces on the street versions.

Now, two years later, we're heading towards the end of the 1984 Trans-Am series and it's now the Ford backed Mustangs and Capris which are headed for the crown. And guess what? A flood of special edition Mustangs are now finding their way into dealer showrooms all across the country. But like the Mechem T/A's, the Saleen Mustang is no ordinary Pony car. They may have an obvious resemblance to a typical Mustang GT with a few add-ons, but we can assure you that this special edition is more than a re-bopped, be-bopped plastic fantastic that only looks good resting in a parking lot. The fact of the matter is that the Saleen Mustangs happen to look pretty downright nasty when blitzing around city street corners or through winding canyon roads that no ordinary Mustang would ever consider.

Naturally, the basic idea behind the Saleen Mustang was to homologate a few parts for the racing program, but you'd never know it after a close look . . . then a test drive. Based on some ten years of Trans-Am and Formula Atlantic road racing, Saleen Auto-sport's founder, Steve Saleen, has utilized all of his racing know-how and expertise in developing a suspension and aerodynamic package for the late model street model Mustangs that works entirely as one unit — just like a race car is designed to do. From the revised specific rate front and rear coil springs and high durometer sway bar pivot bushings to the sway bars and special front cross-member — even

## SAVAGE SPYDER


Topped with a polished Edelbrock Victor intake manifold and polished Holley 700-cfm double-pumper carb, the engine is finished off with a modified HEI distributor (MSD-6A conversion kit), MSD coil, Competition Engineering headers and the usual assortment of chrome and polish. Backed by a B&M shifted Turbo 350 transmission equipped with a 10-inch, 3500 stall speed converter and manual valve body, Rick tells us the completed powertrain and chassis combo should get his Monza Spyder 10-second ETs with a squirt of the "juice."

To keep weight down, Rick replaced the steel hood and rear quarter panels with fiberglass before roommate Jeff Bishop took care of the paint chores which consisted of Dupont red lacquer—and lots of it. Of course the interior is fitted with a complete roll cage, along with a complement of Auto Meter instruments, JVC stereo and the factory velour buckets. As you can see, the results of 12-grand-plus have paid off. But Rick says he couldn't have done it without the help of the good folks at Johnson's Speed Shop back in Lansing who helped out with the parts, etc. 

## PACE CAR FIERO

fascia, side skirting, rear valance, and rear deck spoiler are all available as replacement panels from the local Pontiac dealership as well as a special Formula scoop which fits over the engine bay to draw fresh air from above the roof of the car. All of the part numbers are noted in the side panel.


Additional news, although not incorporated in the Fiero Pace Car, is that the Chevy 60-degree V-6 will be available in the Fiero starting in January (as currently scheduled). This will finally supply the power required to use the high-tech suspension supporting the Fiero. The Pace Car was equipped with the P215/60R14 tires and 14x6-inch aluminum wheels along with the upper level WS6 suspension system. Look for this car to be quite a performer especially with the host of aftermarket and Chevrolet-available components.

The Fiero is a driver's car. The new body components (Pace Car Edition only) gives the car more sports appeal and a way for Fiero customizers to easily update their cars. It is a good car getting even better... and one that is perhaps the future of hot rodding. 

## SALEEN AWAY

new model year, not to mention the fact that these cars are going to be sold directly from the dealer, Saleen and company decided to play it safe and leave well enough alone.

Now that the description business is out of the way, let's get real serious for a moment and talk dollar figures. How much would you think a car like this might go for? Twenty grand? Maybe a little less? We thought the same. But here's the kicker. The total price of the Saleen package, plus the car totals less than that of a typical Z-28 Camaro or Trans-Am equipped with the H.O. packages. That's sweet. What's even sweeter is that all you have to do to get one of your own Saleen equipped Mustangs is simply stroll down to the Ford local dealership and order any base three-door Mustang equipped with the five-litre H.O. engine and five speed transmission. Your dealer will take care of the rest.

Where the serious street enthusiast is concerned, homologation requirements for racing are the next best thing to illegally modifying a brand new car — and getting away with it. Only in this case, the enthusiast will always get away with it — legally. 

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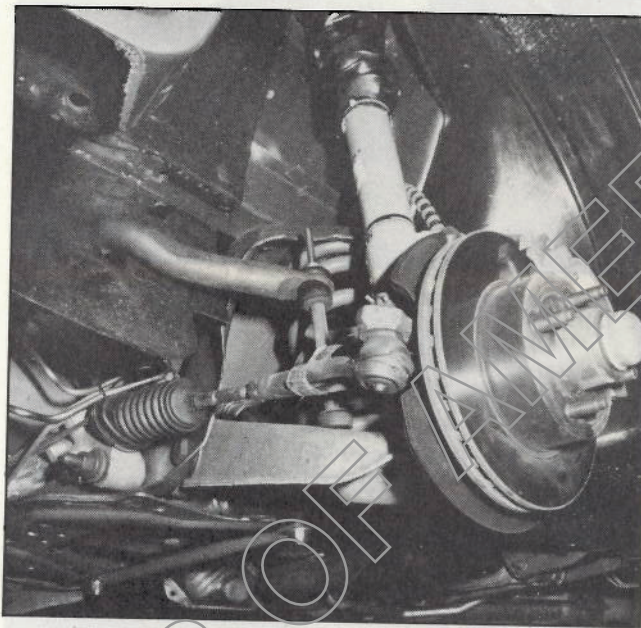
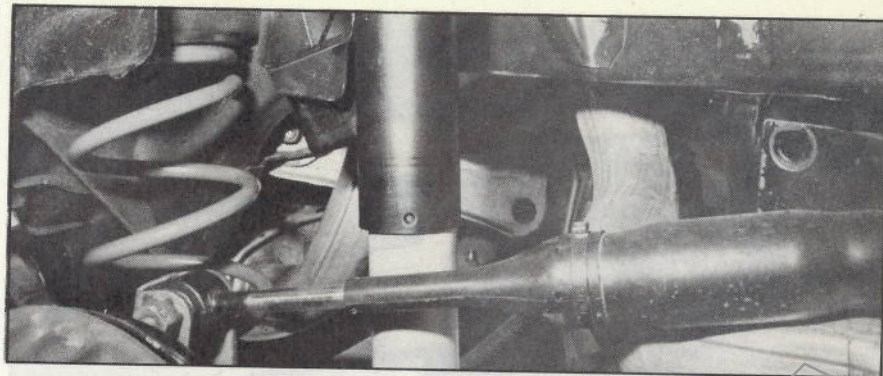
# SALEEN AWAY

right down to the camber and caster of the tire and wheel alignment, nothing is left untouched. And what you'll find in terms of modified hardware under any of the Saleen Mustangs is guaranteed to have been either designed or manufactured by Saleen Autosport (the only exception here is a set of pressurized nitrogen gas-filled Bilstein shocks in the rear and struts up front).

Of course great handling isn't everything (although we'd never admit to it); looks count for a great deal also. The stylish front air dam and rear deck spoiler (not a wing) are naturally, identical to those pieces found on the Saleen racer. Ditto for the side and rear skirt panels. But get this — wind tunnel tests have proven that all these magical body parts are actually functional for the street! Topped off with a decorative striping package, side window louvers (painted to match exterior color) windshield and rear window graphics, the exterior packages are completed with Good-year P215/60HR-15 Eagle GT radials mated to a full set of Hayashi 15x7 gold center alloy wheels. And yes, the headlamp covers are a Saleen item.

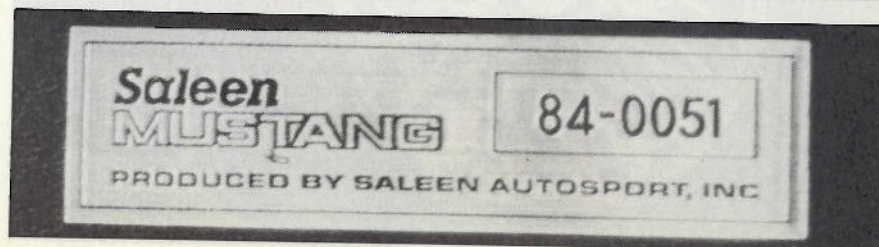
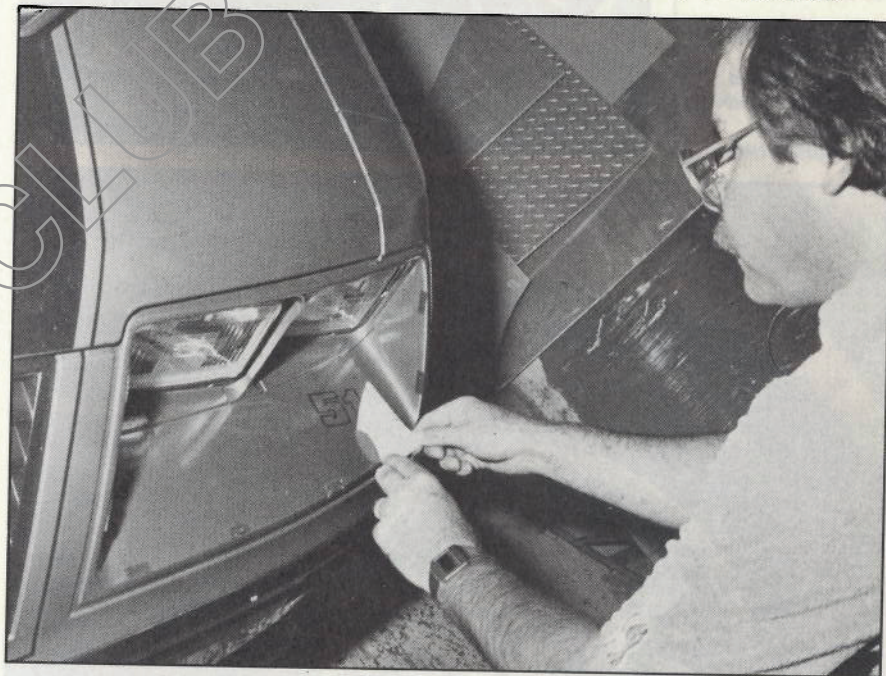
As for the interior, the appointments are many, but most quite discrete. Take the Escort radar warning detector for example that protects the driver from the *law*, or the Cal Custom "hawk" security system to protect the car from the *unlawful*. There's also a special tachometer and re-calibrated 170-MPH speedometer implanted in the dash which is easily seen through a Wolf four-spoke racing wheel. And let's not also forget the optional "blow your ears out" Sanyo sound system complete with programmable AM/FM Cassette Stereo and five, count 'em five, dual range speakers. All in all, this interior package has just about everything a person could ask for — well almost. If the PHR staffers had anything to say about it, we'd suggest a roll bar of some sort. A little added protection for a car of this nature certainly couldn't hurt its performance or appearance.

By now, you're probably waiting for the detailed description of the *engine* modifications made to each of the Saleen Mustangs. Sorry to disappoint you, but as you should already know, the air quality groupies would never go for it. With 175 horses available from the '84 five-litre versions and an estimated 210 coming along for the



The Mustang suspension has been upgraded from stock through the use of Bilstein front struts and rear shock absorbers, specially valved for the suspension.

Each Saleen Mustang is numbered by the console identification plate and in the driver's side headlight recess. Note: headlight covers are still to come on this particular car.



Continued on page 94

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