



rode hard and put away wet, I liked it.

3. 1971 Mach 1. A very good year for the Mach I. The restyled Mustang body, accented with spoilers, Tu-Tone paint, hockey stick side stripes, and Magnum 500s was the best ever. The longer, lower, and wider stance created room for the race-bred 429, making the large but sporty Mach 1 a mean machine. Power coupled with the Mach 1 sports interior and other goodies such as air conditioning, AM/FM tape player, and power windows created a very personalized automobile.

2. 1971 Boss 351. The Mustang I would most like to add to my small collection of one. The last and very respectable Boss engine housed in my favorite body style is an almost unbeatable combination in my book.

1. 1972 Mach 1. At the very top of my list, it is equipped with a 351 Cobra Jet engine, standard interior, and contrary to my preceding choices, an exterior devoid of spoilers and stripes. My reason? I'm the original owner of one and no other car in the world can replace it.

I've been told by more than one person that there are only two things that interest me when it comes to a car: how good it looks and how fast it goes. Seems they may be right.

The 10 Best Mustangs by Donald Farr

1. 1966 Mustang GT Convertible - It's tough to leap-frog over the original 1965 Mustang, but the '66 offered improvements over the original like standard back-up lights, five-dial instrument cluster, and, I think, a more attractive grille. To me, the '66 model was one year better than the '65. The GT, with its four-barrel 289, front disc brakes, and handling suspension, was one notch above the standard '66.

2. 1987 Mustang GT - Surprise, surprise, surprise, as Gomer would say. Ten years ago—make that five years ago—I never thought I'd see the day when a new Mustang would compare to first generation Mustangs. When the '87 GT debuted, late-model Mustangs not only compared, they outshined the vintage cars in many categories. I still don't care for the plastic dash or lowered taillights, but the '87 GT (and its 1988-90 brethren) enlightens the soul with the wonderful 5.0-liter HO engine, good handling without a harsh ride, attention-getting aero styling, and a lot of amenities not available in '65-'73, such as power windows and premium sound stereo cassette. The new GT successfully captures the spirit of the vintage Mustangs in '80s' form.

3. 1969 Mach 1 - I'm a performance nut at heart, which probably explains why I've picked the '69 Mach 1 near the top of my list. In Cobra Jet form, the '69 Mach 1 epitomized the musclecar. The 428 CJ engine, preferably with Ram Air and its neat shaker hood scoop, could run with the best of the musclecar big blocks, yet the big FE idled like a perfect gentleman and possessed the low-speed torque of a Cummings diesel. Although its nose-heavy handling left something to be desired, the Mach 1 was the first factory Mustang equipped as a total performance package.

4. 1965 Mustang - If only for image, styling, and the begin-

nings of an automotive trend, the '65 Mustang deserves a place in anyone's Top Ten list. It makes my Top Five. To me, the '65 model (which includes the '64-1/2 cars) is the quintessential Mustang. When you think "Mustang," your mind conjures up visions of the '65's running horse emblem set in its gunmetal grey grille, or of a white '65 convertible stampeding with wild horses. It doesn't have to be a GT with the Pony interior, or a Hi-Po, or even a V-8 car. The '65 embodies everything Mustang, and that's enough for me.

5. 1989 Saleen - What's this? A second late-model Mustang in a list of the best Mustangs ever? You bet. Steve Saleen's has done a wonderful job of taking a good thing and making it better. Starting with 5.0-liter LXs, Saleen completely changes the car's character with high performance suspension components, upgraded interior appointments, and aero parts like spoilers and skirts. It's almost what Shelby did with his GT-350s in '65-'66, only the Saleen is much more refined. The '87-'89 Saleens are almost identical; I picked the '89 because I like its side stripes.

6. 1970 Boss 302 - People who know me knew this Mustang would find its way into my personal Top Ten. After all, I spent 12 happy years with a Grabber Blue one before selling it to make room for a '66 GT, which tops my list as the best Mustang ever. The Boss 302 served up a heaping helping of performance; at last, a hot factory Mustang with everything: looks, acceleration, handling, and braking. Well, everything but air conditioning. We all make sacrifices.

7. 1971 Mach 1 - Many people, especially those who consider themselves purists toward the '65-'66 model, dislike the larger and bolder looking '71-'73 Mustangs. Not me. In Mach 1 form, I consider them among the best looking Mustangs ever produced. With its long nose, "flat-back" roof, and NASA hood scoops, the '71 Mach 1 reeked of performance. And they could back up the look when equipped with the 429 Cobra Jet engine.

8. 1970 Grande - The '70 Mustang Grande possessed a different kind of performance than the muscle Mustangs. Forget for a moment, if you can, the scoops, stripes, spoilers and big engines. The Grande came with Houndstooth cloth seats, woodgrain interior trim, deluxe steering wheel, and extra sound deadener and insulation. Grande performance meant luxurious grand touring, Mustang-style.

9. 1968 GT-500KR - I can see it in my driveway now. A red convertible with the top down and the roll bar standing guard above the interior. The fiberglass hood has two big slots up on the nose, the trunk lid ends in a upturned spoiler, and the rear end sports sequential taillights and huge, chrome exhaust pipes. On the rocker panel, the white stripes say GT-500 with a GT-500KR tacked to the end, indicating "King of the Road" for 428 Cobra Jet power.

10. 1966 GT-350 - Although the '65 GT-350 was a better car in terms of all-out performance, the '66 was more refined in a subtle kind of way. It was still powered by the 306-horsepower Cobra 289, and the handling modifications were nearly the same as 1965. I also prefer the '66's rear quarter windows, less obtrusive exhausts, and color choices. Preferably red with white LeMans stripes.

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