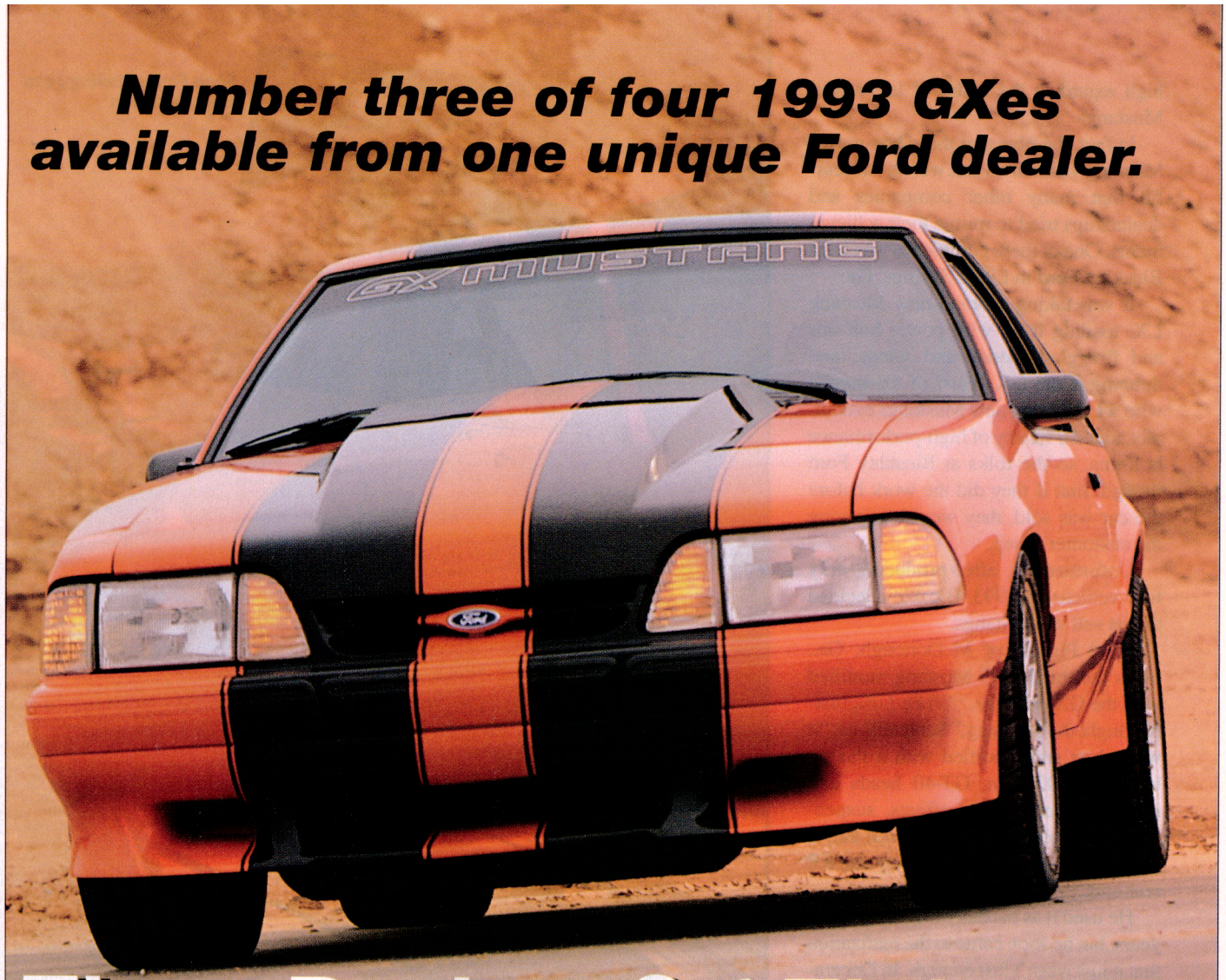
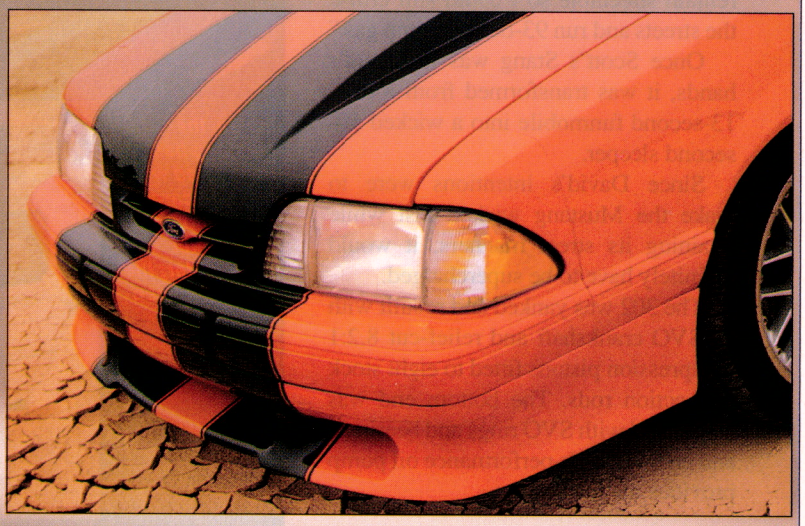
## Number three of four 1993 GXes available from one unique Ford dealer.




# The Rule Of Thirds

*By Robert Gross*
**Photography by D. Randy Riggs**

Steve Saleen came up with a great idea: "Let's take some brand-new Mustangs, load them up with performance equipment, restyle their bodies and sell them as our own." And it worked. Saleen is still the only small-vehicle manufacturer in the Ford world, but now companies like Kenny Brown Performance and Steeda have joined the fray as Mustang tuners selling turnkey hyperactive ponies. These names are directly associated with performance and held in



high regard in the realm of late-model Mustangs.

In fact, the plan that these late-model Mustang visionaries had was so successful that many other companies and dealerships tried to mimic their achievements. One of these companies was John Bleakley Ford in Lithia Springs, Ga.

It was taking a brand-new Mustang LX, loading it up with power bolt-ons and fiberglass hoods and wings, and dubbing it the GX. Most of the people who were buying new Mustangs eventually added a variety of high-performance bolt-ons, so the folks at Bleakley Ford thought that if they did the work before the car was sold, they would be saving the customer a step.

Unfortunately, after producing only four vehicles in 1993, Bleakley decided to just sell stock Stangs.

Scott Pigford of McDonough, Ga., owns the third 1993 Mustang modified with the GX package. "When I originally bought the Mustang," Scott tells us, "it was white and modified with a Paxton blower, B303 cam, GT-40 heads and intake, Saleen ground effects, suspension and wheels, and 2-point roll bar. It still had the stock 5-speed tranny and 8.8 rear end."

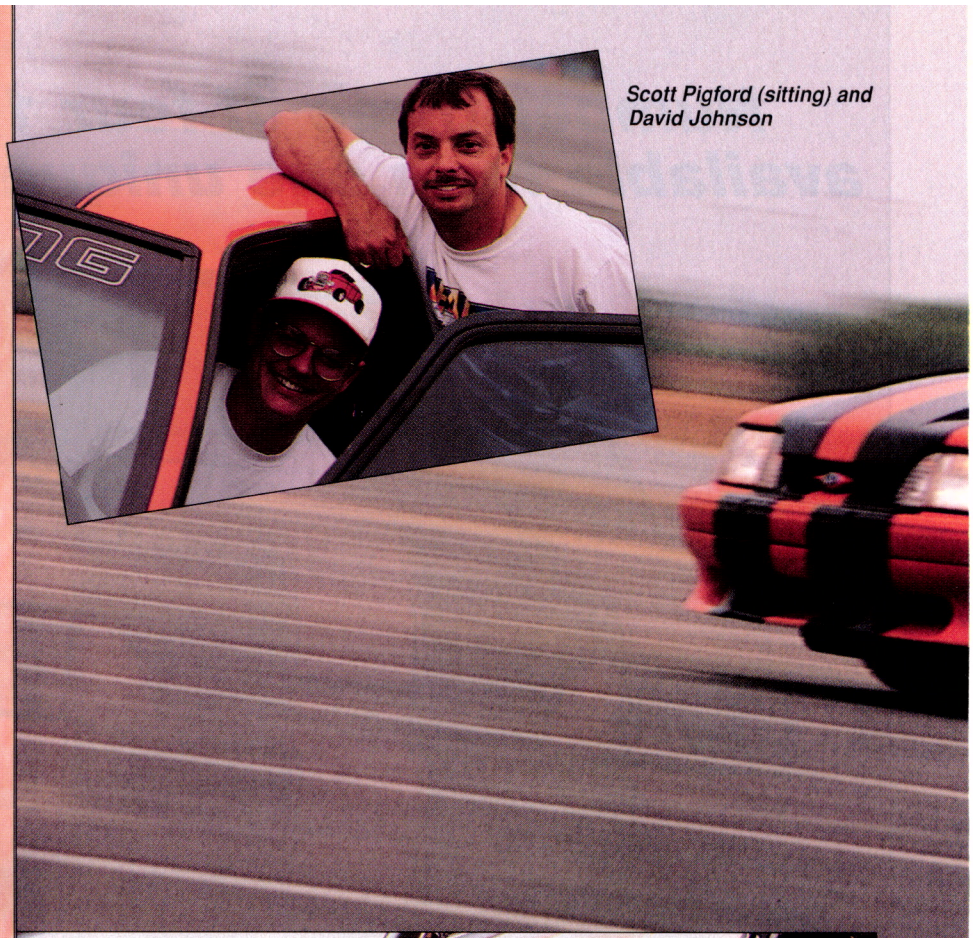
He used it as his daily driver for a few years, but he soon came to the realization that it just wasn't fast enough. In December 1995 he was approached by his good friend David Johnson, who made him an offer he couldn't refuse.

"David owns Johnson Engineering in Stockbridge, Ga., and loves working on late-model Mustangs, so I gave him mine, along with an open checkbook, to tweak as much as he wanted," explains Scott. "My only request was that it remain streetable so I could still cruise the streets and run 93-octane pump gas."

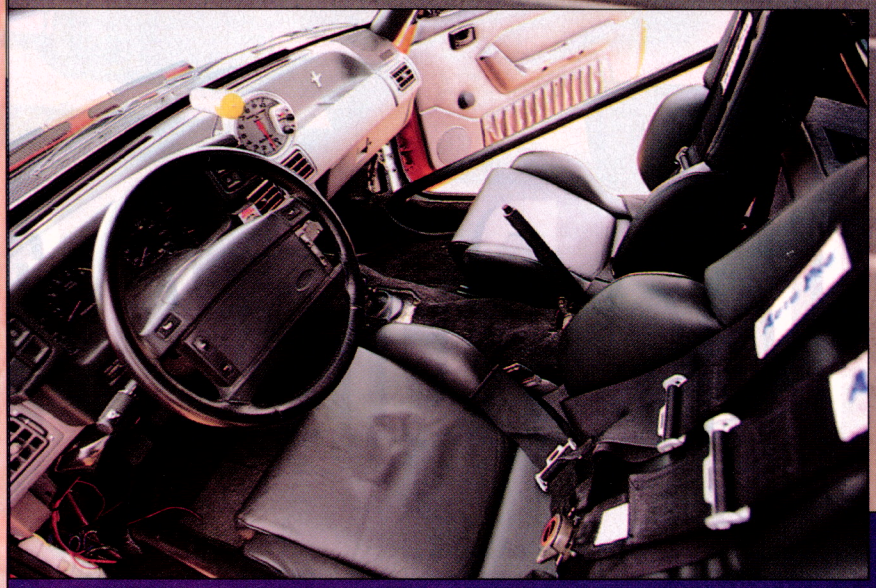
Once Scott's Stang was in David's hands, it was transformed from a low-13-second funmobile into a wicked 10-second sleeper.

Since David's intentions were to make the Mustang wicked fast while retaining its street manners, it would definitely have to be supercharged.

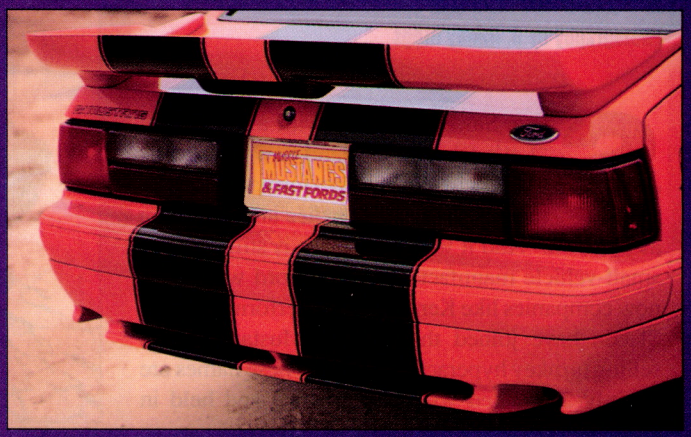
The 302 was yanked and rebuilt with an SVO crankshaft and relief-cut 8.2:1 compression pistons fitted to eight stock connection rods. The bottom end was assembled with SVO rings and bearings, and an SVO high-performance oil pump provides the lubrication.

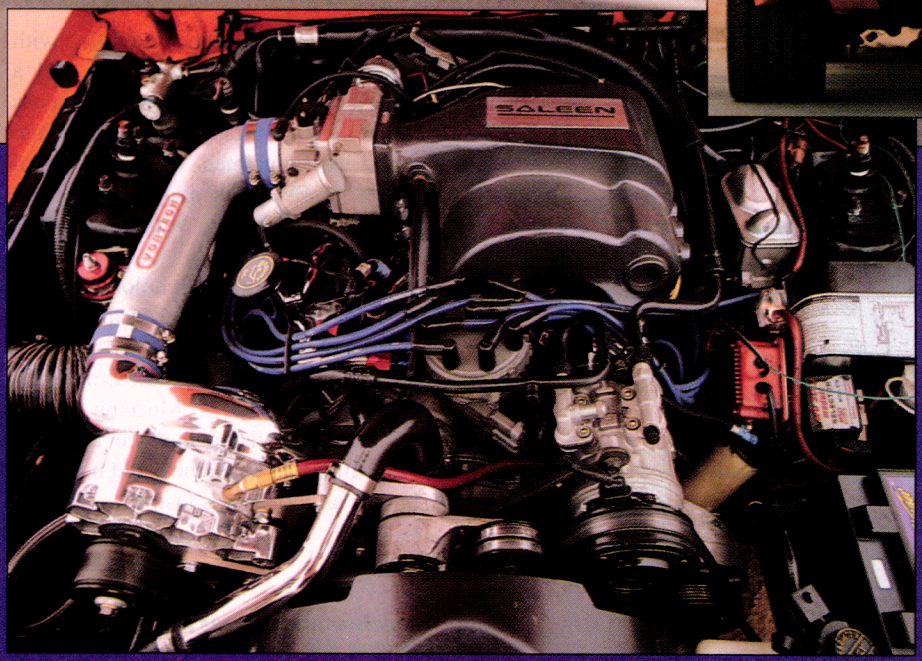


*Scott Pigford (sitting) and David Johnson*



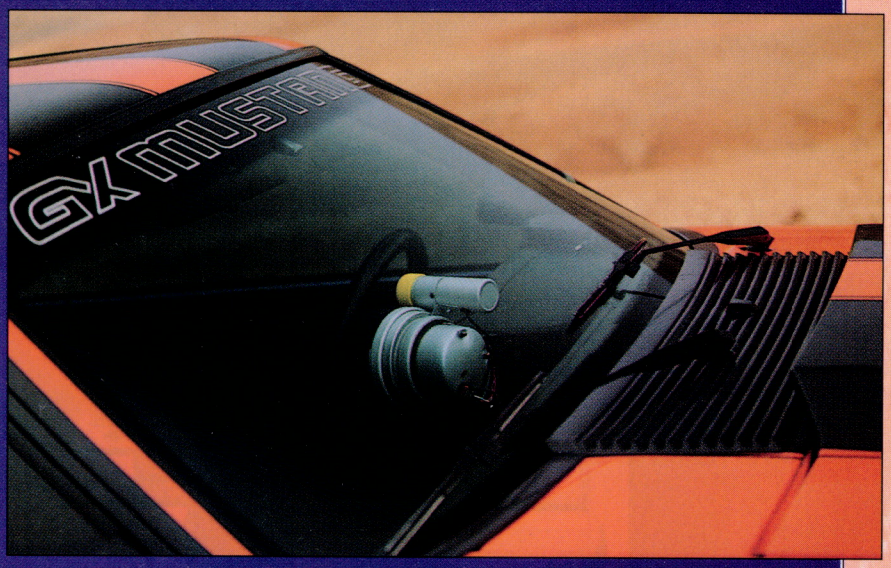
*Inside, the Mustang has been fitted with black Recaro seats and an Auto Meter tachometer; the radio has been deleted.*




*Between the rear BBS RS2 wheels is a 9-inch rear fitted with a set of 4.30:1 gears.*

*The engine, fitted with a Vortech R-Trim supercharger, is built with 8.2:1 compression pistons, Lunati blower cam and TFS heads.*




Torqued to the short-block is a pair of race-prepared Trick Flow Specialties aluminum heads. Actuating the valves is a Lunati roller camshaft sporting .560 inch intake and .544 inch exhaust duration, and 234° intake and 244° exhaust lift.

Bolted to the mighty mill is a ported and polished Saleen intake manifold that gets pumped with 9 psi of boost by a Vortech R-Trim supercharger. An MSD 6BTM ignition box with boost control fires the stock distributor, SVO wires and Motorcraft plugs igniting the air/fuel mixture. Expelling the used mixture into the atmosphere are MAC long-tube, equal-length headers, 2-chamber Flowmaster mufflers and a 3-inch custom-made exhaust.

The factory 5-speed was shelved in favor of a beefy Tremec tranny with an SVO flywheel, Cobra clutch and Hurst shifter. Because the engine and tranny were heavy-duty pieces, the 8.8 rear was taken out in favor of a 4.30:1-geared 9-inch.

Up front, the mighty Mustang has 4-cylinder springs and 90/10 Lakewood shocks, and the spindles have been converted to the 5-lug pattern. Out back it uses 50/50 Lakewoods, Southside bars and reinforced upper control arm braces. Scott installed a set of BBS RS2 wheels and wrapped them with Michelin 245/40/18 tires up front and 285/35/18s in the rear.

The cockpit is mostly stock with the exception of the Recaro leather seats, monster Auto Meter tachometer and 8-point roll cage.

The exterior has been modified with a Cervini cowl-induction hood and a Saleen ground effects and fiberglass wing. The Mustang's original white color was repainted with 1996 Ford Tangerine PPG paint and wrapped from bumper to bumper with two black ribbons.

Don't let the custom color trick you into believing that this Mustang is all show and no go. On the track it runs a whopping 10.30 ET at 132.82 mph.

Scott Pigford's '93 Mustang is a far cry from the vision that the Bleakley Ford folks had when they sold it to him, but it's as cool as it is fast.

***The sinister black stripes and tangerine color give this '93 Mustang a real evil look.***