

By John Lee

PHOTOGRAPHY
BY THE AUTHOR

GRAB THE STEERING WHEEL

George Barber's Grabber Blue '91 Mustang screams out for your attention.



How do you define trust? There's an old joke that goes something like this: What's another way of saying "You're screwed"? The answer is, "Trust me."
Well, George Barber of Miami must have never heard that old joke. In fact, he has redefined the word "trust," if you ask us. While his '67 Mustang coupe was a regular best-of-show award recipient, a lot of the younger guys would tease him, wondering when he was going to get "a real Mustang—a 5-liter Mustang." When he finally had enough, George called Auto Kraft in Lincoln, Neb., to inquire about a car the company had for sale. That particular vehicle was already sold, but during the conversation he decided he wanted the company to build him a very special, one-of-a-kind 5-liter Mustang.
Keep in mind that George had never met any of the staff at Auto Kraft, so he didn't really know much about them. Regardless, he sent a sizable deposit in

August 1992, told them what he wanted, and waited.

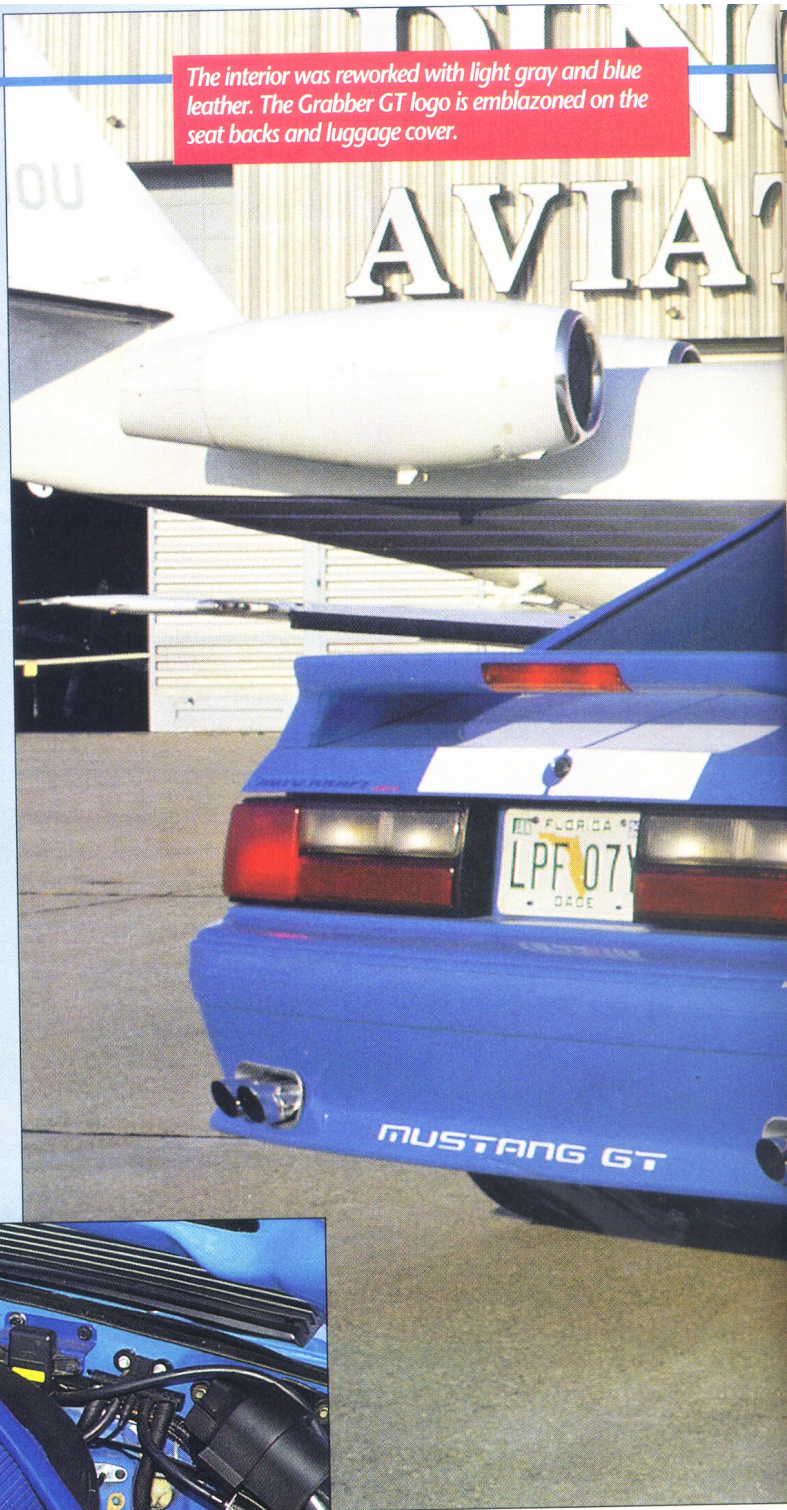
Auto Kraft (402/474-2344), a company that specializes in restoring and modifying Mustangs of any age, had a perfect base to start with. Believe it or not, George's '91 GT started life as a 27-mile theft recovery that just happened to be painted green over silver. Doug Killian of Auto Kraft had designed a modification package for the late-model Mustang that balances performance, handling, looks and comfort. Our feature car is number 10 in an ongoing series of ultra-Stangs.

For openers, a Paxton centrifugal supercharger was installed along with 77mm mass airflow system, a 77mm throttle body, and GT-40 upper and lower intake manifolds. To take full advantage of the boost, the heads were port-matched, polished and fitted with 1.72 Motorsport rocker arms. The exhaust system was upgraded with Motorsport 1⁵/₈-inch headers and Borla stainless-steel mufflers. A heavy-duty 4-core radiator aids cooling, and high-pressure Goodyear hoses were added for insurance.

A Hurst adjustable shifter tops the 5-speed, and the rear end now sports Motorsport 3.55 gears. Koni struts and shocks provide a firm ride, and handling is improved by variable-rate springs. The four corners are supported by Goodyear ZR 245-40 (front) and 285-35 (rear) rubber on 17x8.5 ROH wheels. Safety and structural integrity weren't overlooked, with a lower chassis brace and subframe connectors, a 3-point strut tower brace and a powder-coated 6-point roll cage installed.

Auto Kraft has a unique way of widening the fenders and quarter panels 2 inches per side to cover the wide

The interior was reworked with light gray and blue leather. The Grabber GT logo is emblazoned on the seat backs and luggage cover.



Auto Kraft added port-matched polished heads, GT-40 upper and lower intakes, a 77mm mass airflow system and a Paxton supercharger, among other items, to the already stout 5-liter engine. It also detailed the engine and engine compartment and painted it to complement the exterior.



rubber. It is so subtle that it looks like it could have come from the factory that way. But the more you look, the more effective it appears; it is a big improvement. To strengthen the performance appearance, the company also added a Cervini ram-air hood, modified the ground effects, and substituted Mustang LX taillight lenses. A SAAC-style stripe package completes the performance look. Undercarriage detailing isn't noticed on the street, especially with the Mustang sitting as low as it does, but it helps George win show trophies—and he likes that.

The interior is completely customized in light gray and blue leather with “Grabber GT” emblazoned on the seatbacks and luggage cover. Even the brake handle, arm rests and shifter boot are leather.

Driving a late-model Mustang GT has never been dull. This treatment just makes it a little more exciting.

By January 1993, George was able to make the 2,400-mile drive from the wilds of South Florida to America's heartland to pick up a Mustang that now had a sticker price of just over \$35,000. We'd have to say that judging by the end result, Auto Kraft definitely justified his faith.