

HOT TECH! '05 HANDLING: WHAT YOU NEED TO KNOW



MODIFIED Mustangs

THE PERFORMANCE MAGAZINE FOR MUSTANG ENTHUSIASTS

Yellow Fever

STUNNING
'99 GT

INSIDE
POSSESSED
'88 NOTCH



COOL
FOUR-EYED
FLYER
IS HOT TO TROT

STEEDA
ONE ON ONE

RIGHT-DRIVER RAGTOP
DRAG LEGEND'S
DAILY WHEELS

METHANOL MYSTERIES
→ REVEALED

TECH
COP CAR
CAPER PART 2

JULY 2006 \$4.99 U.S., \$5.99 CAN

\$4.99US \$5.99CAN



WWW.MODIFIEDMUSTANGS.COM



Yellow

Not Mellow!



YELLOW, NOT MELLOW!
STORY AND PHOTOS BY BRAD BOWLING

**STEVE SHRADER HAS BEEN 'BZ' WITH
THE PROJECT BRIGHTMARE!**



YELLOW, NOT MELLOW!

STEVE SHRADER'S YELLOW 1999 MUSTANG GT



You have to understand right away that Steve Shrader knows everything there is to know about yellow 1965 to present Mustangs. He can spout the hue's history and Ford paint codes, and he is especially fond of the modern Chrome Yellow.

"Ford introduced it as Canary Yellow in 1993 on the Limited Edition convertibles," the information security analyst is quick to share, "then dropped it during '96 and '97. It came back in '98 as Chrome Yellow but both have the 'BZ' paint code."

Shrader is what linguists call a "xanthophile," which is just a fancy way to say he's nuts about the color yellow. Good thing his wife Jennifer is not a xanthophobe!

He purchased the '99 GT coupe that started this obsession in June 2000 from Young Ford in Charlotte, North Carolina. For about five minutes he believed the Mustang was perfect and would remain stock forever; sometime during the sixth minute he remembered there were hundreds of modifications he could make to the Chrome Yellow coupe and the catalogs started to fly.

Shrader quickly learned that a person's car color choice makes a statement about who they are. For instance, black cars put off an intimidating vibe, like a pair of mirrored sunglasses on a state trooper. Red cars say, "I'm fast, give me a ticket!" People who drive green cars tend to like the outdoors and are concerned about the environment. Chocolate addiction probably explains why brown keeps

Shrader quickly learned that a person's car color choice makes a statement about who they are.

showing up as a popular color.

Nothing looks more like a smile on wheels, though, than a bright yellow car. Yellow is the color of sunshine, spring and new life (think egg yolk), yet until recent years it was considered just a little too flashy to be associated with good, decent folks. The color has a "look at me" quality that appeals to outgoing personalities and turns off people who like to keep to themselves – it's the automotive equivalent of a Hawaiian print shirt. Shrader discovered that yellow cars brought out the friendly side of people – even complete strangers in parking lots, gas stations and his neighborhood.

"The only disadvantage," he admits, "is that it attracts swarms of insects in the spring."

Just as the Internet was becoming the great communication tool Al Gore always knew it could be, Shrader created a Web site called Pony Island to share photos, stories and information about the cool ride he would eventually name "Project Brightmare." With little effort he attracted fellow yellow owners to his server space to chat about engine mods, wheel/tire upgrades and other such technical daydreaming. Swift guy that he is, Shrader recognized the opportunity to share his peculiar enthusiasm with dozens of like-minded individuals through

INTERIOR / EXTERIOR

Steve Shrader's Yellow 1999 Mustang GT

EXTERIOR

1999 Cobra front bumper cover; Steeda Cobra 'R' Hood, Sidewinder graphics; Redline Tuning hood struts; Ford Mach 1 grille delete; SS Inserts stainless rear bumper letters, antenna delete

INTERIOR

Shrader Performance rear seat delete, radio delete; MGW chrome accessories, including shift knob, turn signal stalk, headlight knob, A/C knobs, park brake handle, cig lighter, tilt lever; Ford 35th anniversary dash bezel; brushed aluminum dash trim; Grand Design custom trunk mat; Autometer boost pressure gauge and fuel pressure gauge; Raptor shift light

CHASSIS

Steeda Strut Tower Brace

SUSPENSION

Steeda Superlite springs, upper & lower rear control arms; Tokico Illumina shock absorbers and struts; Maximum Motorsports' caster/camber plates; Quad shocks removed

WHEELS AND TIRES

Wheel Replicas' chrome Bullitt wheels (17x8 front, 17x10.5 rear); 245/45R17 BFG Sport in front, with 315/35R17 BFG Drag Radials at rear

the Web so in February of 2001 he re-launched the site as the Yellow Mustang Registry.

Within three months Steve and Jennifer were amazed to see the quirky registry with its online forums had grown to 175 people. Like the couple in an urban legend who buy what they think is a salamander – only to have it grow into a 12-foot-long alligator – the Shraders would eventually devote massive amounts of time and attention to a project with 5,000 registrants from more than 24 countries.

With a staff moderating the forums and Webmaster Mark Coley keeping the technology wheels turning full speed, the Website buzzes like a BZ beehive with forum discussions from technical matters (“Has anybody else tried this new manifold?”) to easy socializing (“If yellow had not been available, what color would you have chosen?”).

Although not a true car club (Shrader wants to avoid the political baggage that can come with that label), YMR sponsors shows all over the country. The first regional meet took place in Orlando on the coattails of a larger Mustang event in February 2002 and included

10 yellows. Twenty-three cars showed up for a stand-alone show at Earl Tindol Ford in Gastonia, North Carolina, a couple of months later and drew registry members from as far away as Texas. From there, the yellow snowball (how’s that for a visual?) has continued to roll.

The Shraders don’t mind the time and money they’ve put into YMR, because the payoff has been an expanded circle of friends and the opportunity to provide other enthusiasts with a place to meet online. As YMR grew, so did Shrader’s interaction with aftermarket parts manufacturers, relationships that have had a positive effect on Project Brightmare. With help from his sponsors Shrader has subjected the ’99 coupe to a still-evolving list of changes to the car’s interior, exterior, powerplant and

It's the automotive equivalent of a Hawaiian print shirt. Shrader discovered that yellow cars brought out the friendly side of people.

suspension components – all in the name of evaluating parts for YMR members and other Web site visitors.

The latest performance upgrades include a Vortech SQ-trim centrifugal supercharger with 3.33-inch pulley and Vortech air-to-water inter-cooler, MRT cat-back exhaust system, Anderson Power Pipe, Pro-M 80mm MAF, 42-pound injectors, Accufab 75mm throttle body, C&L intake plenum and trunk-mounted Dyna-Batt battery. Dan DeSio at Pro-Dyno updated the stock ECU for maximum performance. The rest of the powertrain has been beefed up with a SPEC billet steel flywheel, Stage 2 clutch and pressure plate; Moser 31-spline drive axles; Ford Motorsport aluminum driveshaft; and an '05 Mustang GT differential with 3.73:1 rear gears. Shrader shifts Ford’s stock T-45 five-speed manual transmission with great confidence by way of a Pro-5.0 shifter and Steeda Tri-Ax handle.

Chassis response increased when Shrader applied a Steeda strut brace and Maximum Motorsports caster/camber adjustment plates. The suspension was improved through Tokico five-way adjustable Illumina shocks all around



YELLOW, NOT MELLOW!

STEVE SHRADER'S YELLOW 1999 MUSTANG GT



The Shraders don't mind the time and money they've put into YMR, because the payoff has been an expanded circle of friends and the opportunity to provide other enthusiasts with a place to meet online.

and Steeda Superlite springs. Rims are chrome Bullitts from Wheel Replicas – 17x8-inch front and 17x10.5-inch in the rear. BFGoodrich radials sit at the four corners, with massive 315/35R17s in the rear. Upper and lower control arms from Steeda keep the tires in contact with the pavement under hard acceleration.

One of Shrader's cosmetic changes was the result of a NASCAR-style incident on Interstate 85 in Charlotte during a rainstorm.

"I was driving below the speed limit in the left lane and hydroplaned," he recalls. "The car turned into the concrete median wall and bounced off it, which caused me to do a 360 and kiss the wall a second time.

"Neither hit was bad enough to set off my airbags, but the bumper cover, hood and some major front clip sheetmetal parts were destroyed. I decided to replace it all with Cobra parts, plus a Steeda R-model hood."

Other eye-catching upgrades include a Mach 1 delete grille, WebElectric sequential tail-lights, bumper inserts from SSinserts.com and GT fender badges (to replace the stock 35th anniversary jewelry). Shiny pieces under the R-model hood include MAC covers for the radiator, coolant reservoir and fuse box, plus some panels of ABS plastic the owner had custom made. Shrader credits Turn 2 Collision and Dale Sciranko of Custom Performance with making the final product look as good as it runs.

The interior benefits from a Husky Liners brushed aluminum dash kit, MGW chrome interior accents, aluminum pedals, window tinting, Autometer Lunar gauges, Raptor shift light and MAC chrome door sills.

"Everything works great on this car," Shrader says with some understatement, "but I'm proudest of the rear seat delete kit. I designed it and had it built from ABS plastic. It's strong enough to hold luggage, but the bottom panels lift for access to hidden storage compartments."

SPECIFICATIONS

Steve Shrader's Yellow 1999 Mustang GT

ENGINE

Ford 4.6L SOHC 2V Modular V8

ENGINE MODIFICATIONS

Vortech V2-SQ Supercharger with Vortech air-to-water intercooler (both polished), 3.33 supercharger pulley; Anderson Ford Motorsport Power Pipe; Pro-M 80mm MAF meter; Accufab 75mm Throttle Body; C&L intake plenum; Ford Racing 42 lb/hr fuel injectors; Ford 2003 Cobra fuel pump; MRT stainless off-road H-pipe, 2 1/2" stainless catback exhaust; Dyna-Batt dry cell battery

ENGINE MANAGEMENT

Ford ECU, with specialized tune by Dan DeSio at Pro-Dyno

DRIVELINE

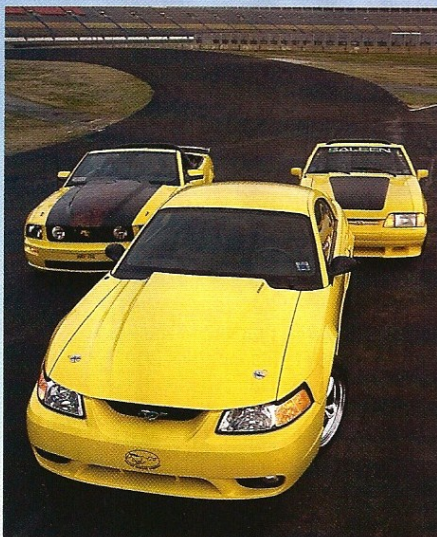
SPEC Stage 2 Clutch and billet steel flywheel; Ford Racing Aluminum Driveshaft, 3.73 gears; Ford 2005 Mustang GT 31-spline differential; Moser 31 spline axles; Pro 5.0 Shifter w/Steeda Triax handle

NUMBERS

460 RWHP SAE (13 psi boost)

421 RWTQ SAE

11.65 @ 119.6 mph



YELLOW, NOT MELLOW!

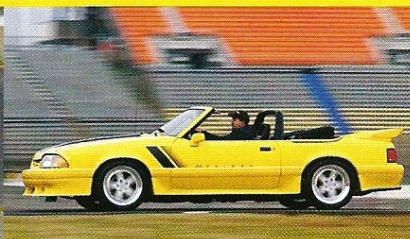
STEVE SHRADER'S YELLOW 1999 MUSTANG GT



Having room to store loose items can be handy in a 460-horsepower (421 foot-pounds of torque) Mustang capable of blasting down Carolina Dragway – aka the House of Hook – at 119.64 miles an hour in 11.67 seconds! Shrader has expanded his idea, and now sells kits for Mustangs and Mini Coopers through www.rearseatdelete.com.

We can't be certain just where or when the modifications will stop with Project Brightmare, but it's a safe bet Shrader and the Yellow Mustang Registry will continue the upgrades as long as UPS keeps finding his house. **AMT**

More Xanthophiles



YMR members Don and Michelle Flis, of Middleburg, Florida, own this 2005 GT convertible. Don couldn't wait to throw the Steeda catalog at it, so the yellow pony is wearing Eibach springs, 17x9-inch black Bullitt wheels, functional race hood, rear wing, underdrive pulleys, cold air induction, cat-back exhaust and off-road pipe. For extra oomph, Don added JBA headers and a nitrous system. The eye-catching hood mural (expertly rendered by Paul Homan of Visual FX) depicting skulls and flames gives the car its name: Skullstang!

Bill Price drove his '93 Saleen to participate in our YMR get together. His Fox-body SC is a vintage mod – one of only three SC convertibles built by Saleen Autosport. It includes a Vortech supercharger, big-valve heads, Saleen-cast upper and lower intake manifolds, aluminum roller rocker arms, 77-mm mass airflow sensor, 65-mm throttle body, ceramic-coated headers, heavy-duty Borg-Warner T-5, four-wheel disc brakes (slotted fronts), 17-inch Stern three-piece alloy wheels, BFGoodrich Comp T/A tires, full Saleen body kit, leather Recaro seats and composite hood.

FOOTNOTE



This might be one of those rare moments we get to use the phrase "Stop the Presses!" Just as we were laying out this feature, Steve Shrader announced he had sold the Yellow Mustang Registry to Gary Kohn, a YMR member from Michigan who has spent many years in Ford's design department. When we

met – 61-year-old Gary at a show this year, he had just taken his first sky-diving lesson the day before and was well-known as one of the registry's most active members. Gary's current ride is this yellow 2003 SVT Cobra convertible that's been treated to scissor doors and a host of other mods.