

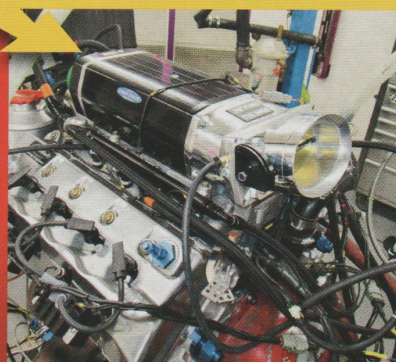
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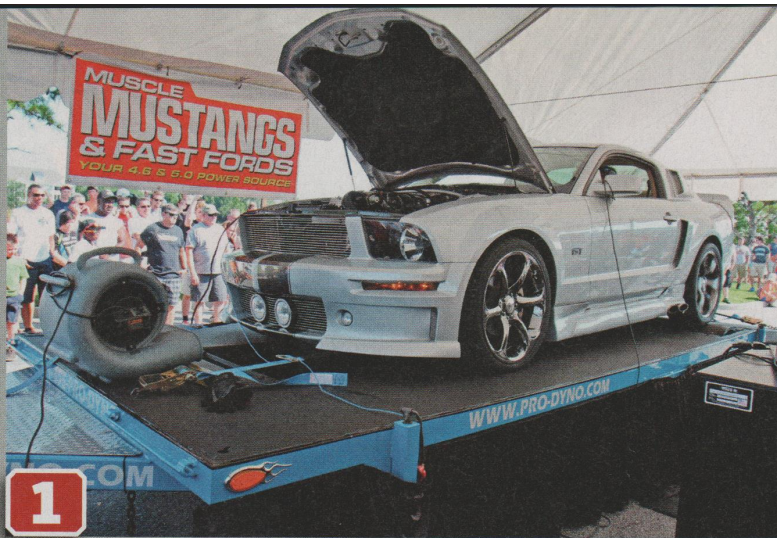
BATTLE AT THE BEACH

2014 MUSTANG WEEK WOULDN'T BE COMPLETE WITHOUT A FRIENDLY DYNO COMPETITION.

BY STEPHANIE DAVIES • PHOTOS BY EVAN J. SMITH

Last month you read all about our incredible trip to Mustang Week in Myrtle Beach, South Carolina ("Wild Week at the Beach"). The event takes place during the third week of July every year and features an insane number of Ford performance vehicles—from mild daily drivers to intense track cars. For the second year, *Muscle Mustangs & Fast Fords* partnered with Pro-Dyno of Fort Mills, South Carolina, to pit 10 unique Mustangs against each other for Mustang Week dyno supremacy. The competition was fierce, ranging from a fiery V-6 to nearly 1,000-rwhp twin-turbo Mustangs. So without further ado, here are the competitors of the 2014 Battle at the Beach!

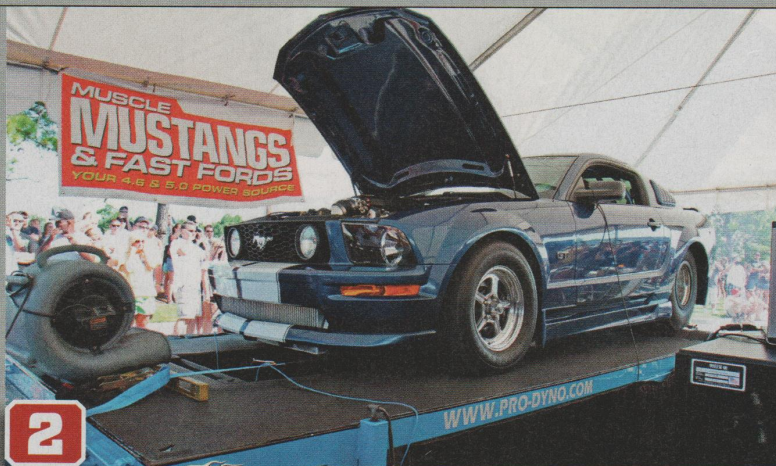
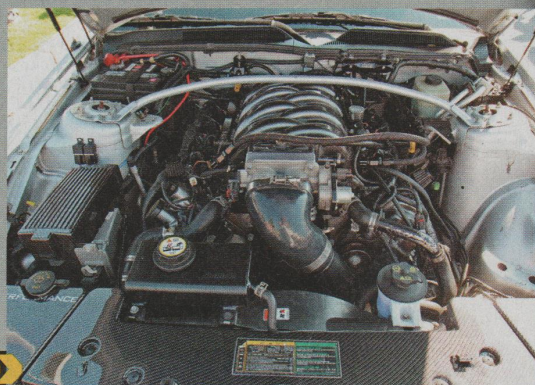




Bobby Smith (Mt. Holley, NC): '06 Mustang GT

Smith took the competition by storm with his '06 GT. We don't have room to give you the complete rundown of his Mustang, but just so you have an idea, the stock 4.6 has been bored and stroked out to 323 ci with hardly a stock component in sight. Pro-Dyno built the car, complete with Kellogg 4340 crankshaft, custom pistons, and Oliver billet I-beam connecting rods. Lunati camshafts, Manley intake and exhaust valves, and Jesel rocker arms have been installed, as have Bosch 95-lb/hr injectors and an S&H Performance 3V Stealth twin-turbo kit (62mm Comp Turbo oilless turbochargers).

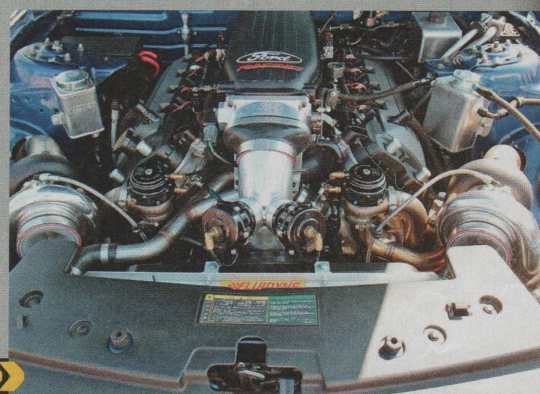
HORSEPOWER: 927.81 TORQUE: 850.19



Megan Roberson (Bath, NC): '06 Mustang GT

Roberson gave Bobby Smith a run for his money with her own '06 GT. Equipped with a Coyote 5.0 engine built by Fastlane Motorsports of Benson, North Carolina, the Mustang features custom Comp Cams sticks, Diamond pistons, and Oliver connecting rods. A Cobra Jet intake manifold, a FAST XFI ECM (tuned by Caleb of Fastlane Motorsports), and Bosch 105-lb/hr injectors are just a few more of the modifications Roberson listed for us. And of course, twin 67mm Garrett turbochargers with billet compressor wheels are high on that list. Shifting happens via Lentech 4R70W transmission with overdrive.

HORSEPOWER: 927.12 TORQUE: 665.40

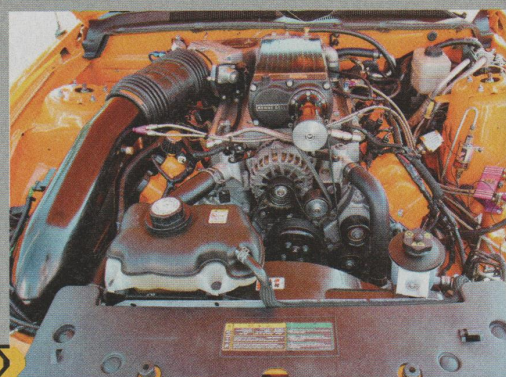


DYNO SHOOTOUT



Dallas Butner Sr. (Tobaccoville, NC): 2007 Mustang GT

Butner's '07 has seen quite the transformation. As it sits, the 4.6 features an Eagle Stroker Kit, a Kenne Bell 2.8 Mammoth supercharger, 80-lb/hr injectors, twin 405 Walbro fuel pumps, and Kooks long-tube headers, along with a plethora of go-fast goodies. A single-stage Zex wet nitrous kit provides an extra kick. Unfortunately, Butner had some technical difficulties and the GT didn't run as well as it should have during the shootout. A 2012 Magnum XL six-speed transmission is responsible for shifting duties.

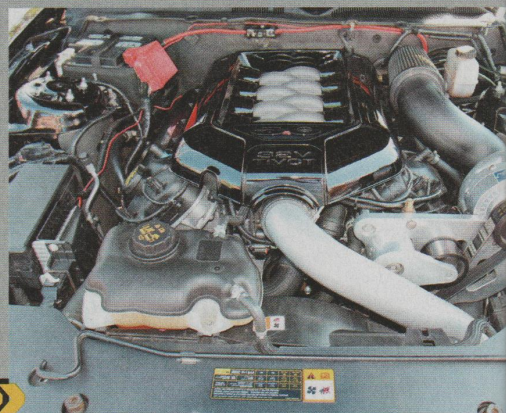


HORSEPOWER: 636 TORQUE: 668

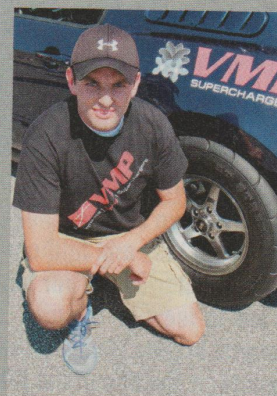


Eric Johnson (Midland, NC): '11 Mustang GT

Johnson's GT is powered by a 2013 Aluminator engine with a stock forged crankshaft, Mahle forged pistons, and Manley connecting rods. Three Walbro GSS342 fuel pumps, 80-pound injectors, and a MagnaFuel ProStar regulator have been installed. Rounding out the performance modification list are a ProCharger D-1 supercharger that produces 18 pounds of boost, an exhaust made up of Kooks headers, a custom X-style midpipe, and GT500 mufflers. Dan at Pro-Dyno tuned the GT. A Performance Automatic transmission has replaced the stock manual one, and a T-2 Torsen rear with 4.10 gears has also been installed.

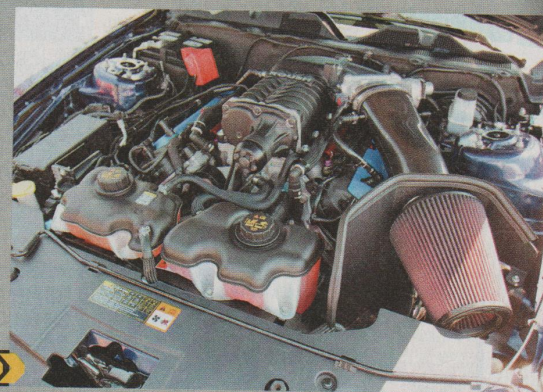


HORSEPOWER: 614 TORQUE: 598



Justin Sutherland (Owingsville, KY): '11 Mustang GT

Sutherland's GT is equipped with an MMR engine featuring Boss 302 components, including a forged crankshaft, camshaft, cylinder heads (CNC-ported), and oil pan. Manley forged pistons and H-beam connecting rods have also been installed. VMP Tuning in central Florida is responsible for the tune as well as the Roush 2.3L TVS supercharger. Aeromotive fuel components ensure that the engine is well fed. A stock manual transmission remains.



HORSEPOWER: 598.77 TORQUE: 590.84 >>



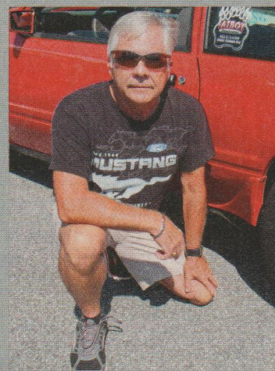
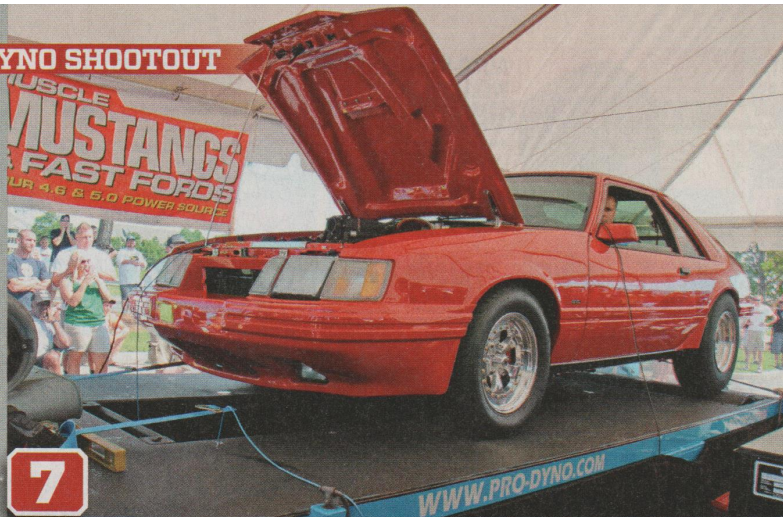
Ian McIntyre (Fort Mill, SC): '03 Mustang Cobra

McIntyre's '03 Cobra retains its stock internals but has been tuned by Powercurve Motorsports of Pineville, North Carolina, and is equipped with 60-lb/hr injectors, dual Walbro 255-lph fuel pumps with Fore Innovations fuel hat, and a DiabloSport MAFia. The exhaust is comprised of Mac long-tubes, a Lethal Performance X-pipe, and Borla Stingers mufflers. A 2.3 Whipple supercharger has been installed with an AFCO double-pass heat exchanger. A Tremec T-56 transmission built by Carolina Speedworks of Concord, North Carolina, handles shifting duties, and the Cobra's suspension has been overhauled using Maximum Motorsports and H&R Suspension components.



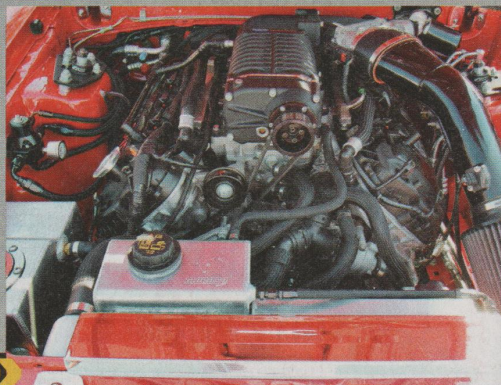
HORSEPOWER: 587.22 TORQUE: 530.36 >>

DYNO SHOOTOUT

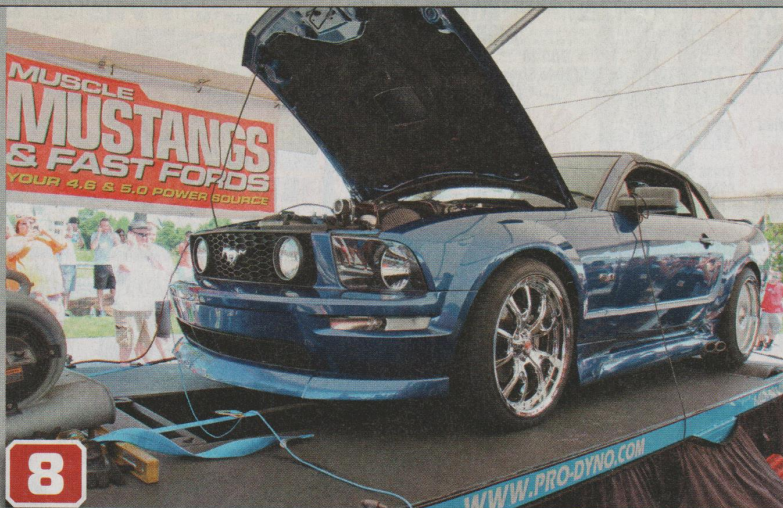


Wayne Vance (Newland, NC): 1986 Mustang SVO

Vance brought us our only Fox-body in the competition. However, it can hardly be referred to as an SVO considering that a 2013 Aluminator crate engine powers it. A Whipple supercharger with 15 pounds of boost and an air-to-water intercooler enhance the 5.0, which also boasts 60-lb/hr injectors, two Aeromotive 340L pumps, a billet pump hat, an Aeromotive tank, BBK headers and X-style midpipe, and Flowmaster mufflers. The Tremec T-56 built by D&D Motorsports handles shifting.



HORSEPOWER: 581.87 TORQUE: 525.07



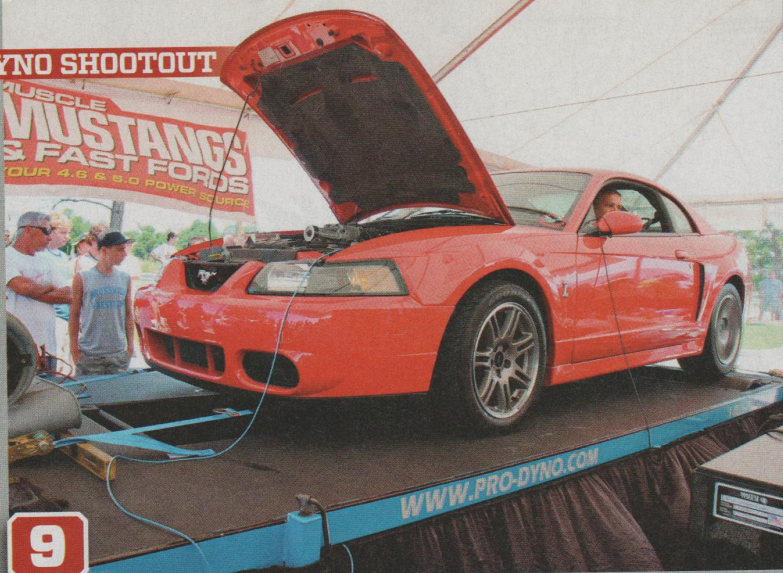
Joey Hart (Westfield, NC): '07 Mustang GT

Hart's GT definitely stood out from the rest. A 2004 Mach 1 block lies under the hood bored and stroked out to a current displacement of 302. A Kellogg crankshaft, Diamond pistons, and Oliver connecting rods (with WSB bolts) make up the rotating assembly. Hart blueprinted and assembled the engine himself. It also sports Comp Stage 2 camshafts, 2013 GT500 oil pan and pump, and a Whipple 2.3 supercharger. Backing the stroker is a five-speed manual.

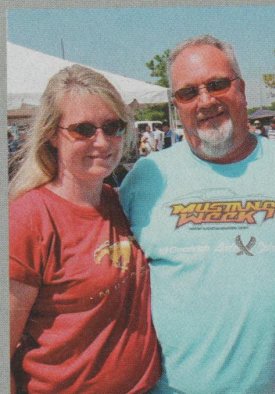


HORSEPOWER: 577 TORQUE: 583.73

DYNO SHOOTOUT

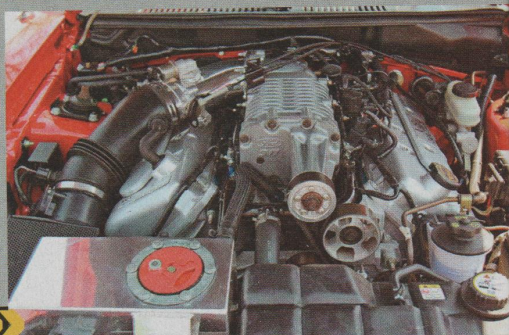


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Ricky Clark (Newland, NC): '03 Mustang Cobra

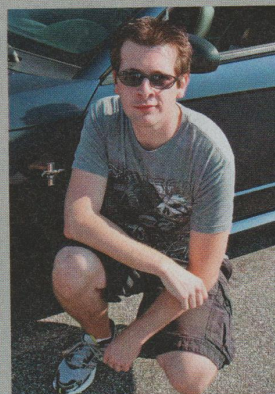
Clark's low-mile (just under 10,000) '03 Cobra brought the heat to the competition with its Eaton supercharger DiabloSport tuner, and Kooks long-tubes flowing through to Dynomax mufflers. The Cobra retains its stock internals and T-56 transmission.



HORSEPOWER: 504.39 TORQUE: 514.19

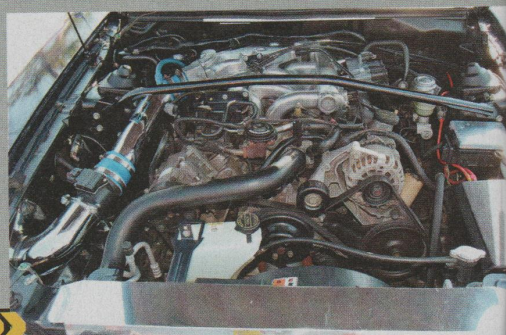


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Caleb Younts (Lexington, NC): '03 Mustang V-6

Younts was our only contender to bring a V-6 to the challenge. An SCT tune (Ortiz Performance of Donna, Texas) allows the Mustang to perform at its best with a BBK 65mm throttle body, a custom-made H-pipe, and Flowmaster Super 44 Series mufflers. The car retains its stock automatic transmission. The suspension has been upgraded with Tokco HP Series shocks and struts, and Eibach Pro-Kit springs all around. ■■■



HORSEPOWER: 176 TORQUE: 194