

SPECIAL SEMA SHOW REPORT

AMOS MUSTANG ENTHUSIAST

Mustang

ENTHUSIAST

HOT Parts, **HOT** Tech,
HOT Ponies!
New Tricks For '06!

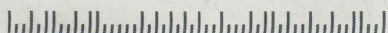


Mustang 69's
Retro Boss

MARCH 2006

VOLUME 4, ISSUE 3

#BXMRNV*****AUTO** 5-DIGIT 28025
#28025HRR850LW019# JUL 06 S0034
041042600000392 .R.A MNGE 031
MR KELBY HARRIS
8500 LOWER ROCKY RIVER RD
CONCORD NC 28025-8298



HUFFIN' STUFF: Blower Basics

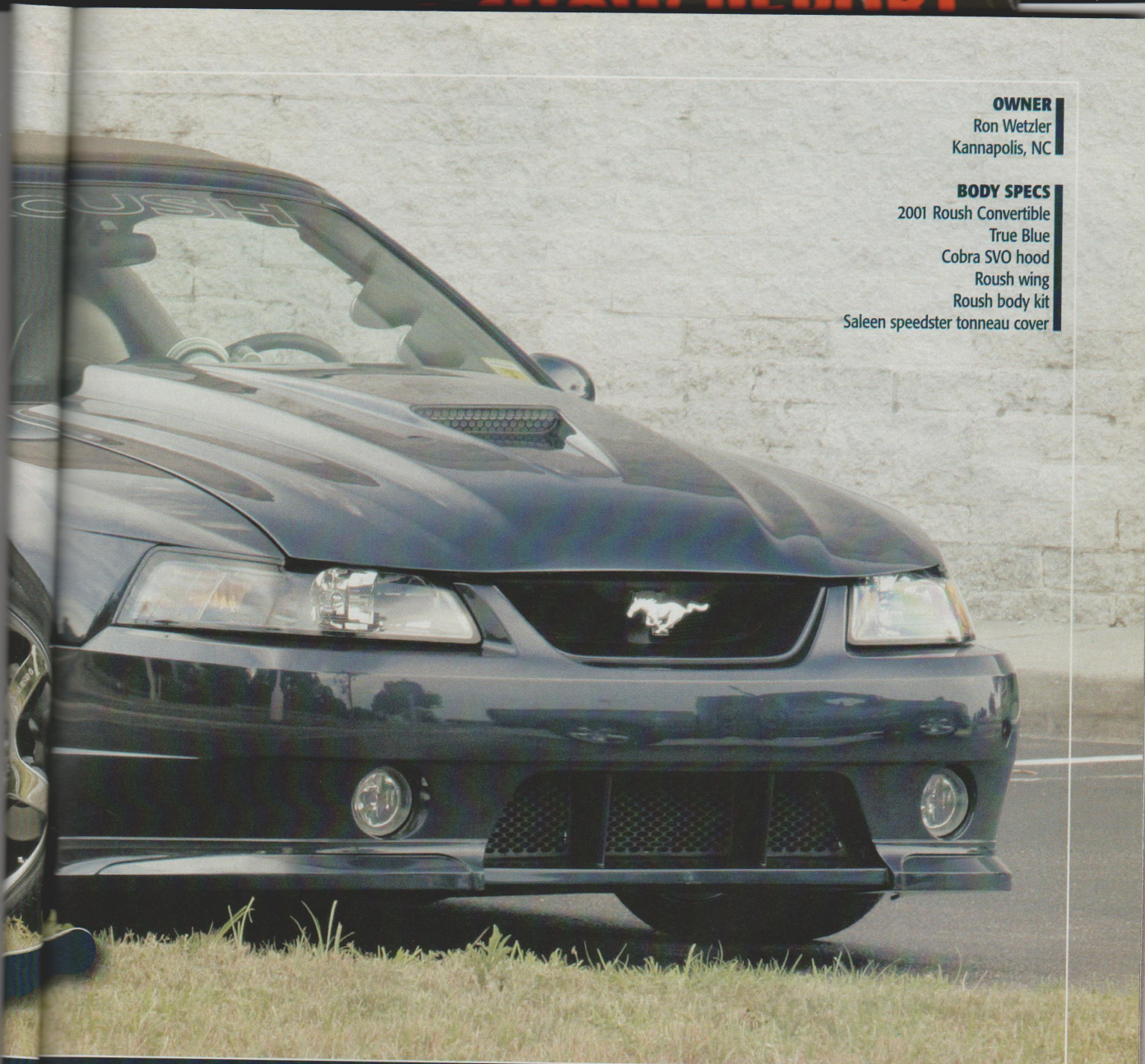
SERIOUS RUBBER: Toyo's T1R

GET THE GRIP: RG Powertrax Install

HANDS OFF: Mustang Security System



Play To



OWNER
Ron Wetzler
Kannapolis, NC

BODY SPECS
2001 Roush Convertible
True Blue
Cobra SVO hood
Roush wing
Roush body kit
Saleen speedster tonneau cover

RON WETZLER'S 2001 ROUSH IS IN A CONSTANT STATE OF CUSTOMIZATION

photography by Tom Rounds

"I'm an ex-late-model racer. I bought the car to have a toy to play with...I bought this Mustang (my first) new in 2001 for \$36,000. Now I have over \$105,000 in it. Sick, isn't it? But it's the only one like it. I have come to the point now where it's hard to do anything to it. I've named it "The Blue Intimidator" after our hometown hero, Dale Earnhardt."

ENGINE

- › Romeo block
- › 3.581 x 3.542 bore & stroke
- › 286 displacement
- › 8.75:11 compression (blower motor)
- › Manley rods
- › Competition Cams
- › JE Pistons 22cc reverse dome pistons
- › JE rings
- › Windsor heads polished and ported by KT Engine Development
- › Chrome alternator
- › Steeda aluminum radiator
- › Pro M air meter custom mounted in the fenderwell
- › Custom made performance chip
- › Steel braided hoses

INDUCTION

- › 75mm chrome throttlebody
- › SCT Big Air 2400 mass air meter
- › Forced induction

FUEL DELIVERY

- › 300 gpm fuel pump
- › Braided stainless steel line
- › 42 lb fuel injectors

POWER ADDERS

- › NOS nitrous oxide
- › 35 shot
- › Purge blue light and kit
- › Vortech T-Trim supercharger
- › 2.75 pulleys
- › Maximum output boost 15psi
- › Custom water and intercooler tanks

EXHAUST

- › MAC long-tube headers
- › Spin Tech side exhaust
- › Chromed Roush side exhaust tips

DRIVETRAIN

- › C-4 by Perry Transmissions
- › TCI torque converter
- › PA manual valve body shift kit
- › 3300 stall convertor
- › Ford Racing aluminum driveshaft
- › Eaton Posi-Trac rear
- › 8.8-inch differential
- › 3.73:1 gears
- › Moser 31-spline axle
- › Hurst Quarter Stick shifter

CHASSIS (front)

- › Tokico drag adjustable shocks
- › QA1 springs
- › QA1 bushings
- › QA1 K-member
- › Steeda upper and lower double adjustable controls arms
- › Roush 18-inch wheels
- › BFGoodrich tires

CHASSIS (rear)

- › Eibach springs
- › Steeda bushings
- › Steeda control arms
- › Steeda traction devices
- › Custom Performance jacking rails
- › Custom Performance subframe connectors
- › Roush 18-inch wheels
- › BFGoodrich GForce Drag Radial T/A
- › Welded torque boxes

IN-CAR ENTERTAINMENT

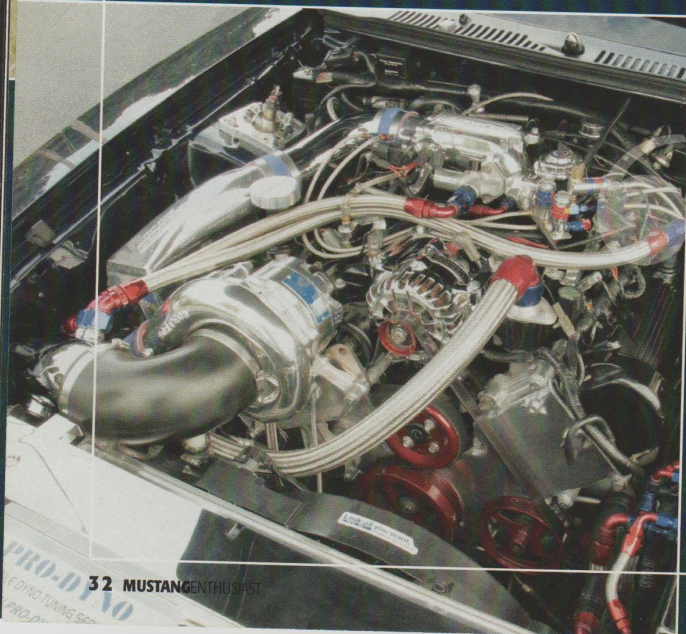
- › Kenwood Excelon system by Freemans Car Stereo
- › JL Audio 500/5 amp
- › JL Audio subwoofers
- › Kenwood DMS
- › Custom front kick boxes by Tuna SuB
- › Sirius Radio
- › Kenwood Music Keg

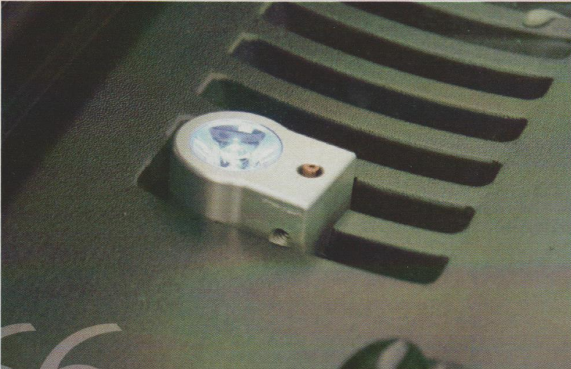
INTERIOR

- › Corbeau custom made seats
- › Simpson 5-point racing harnesses
- › Auto Meter Lunar gauges and cluster
- › All billet knobs
- › Jack Roush autographed dash



"I go to shows, cruises...I beat all the rods...so far my most memorable win was when the car recently won Best In Show at the 'Remembering Dale Earnhardt' car show in Kannapolis. It was very rare for a car like mine...I was up against all the street rods, etc."





"I couldn't have done this without the support of my wife Vickie, and kids, Shannon and Ryan. I also owe a great deal of thanks to Brad and Ashley Adams, Tuna Su8, Freeman's Car Stereo, Mike Perry Jr. Transmissions, KT Engine Development, Pro-Dyno, Custom Performance, and SBR Graphics."

