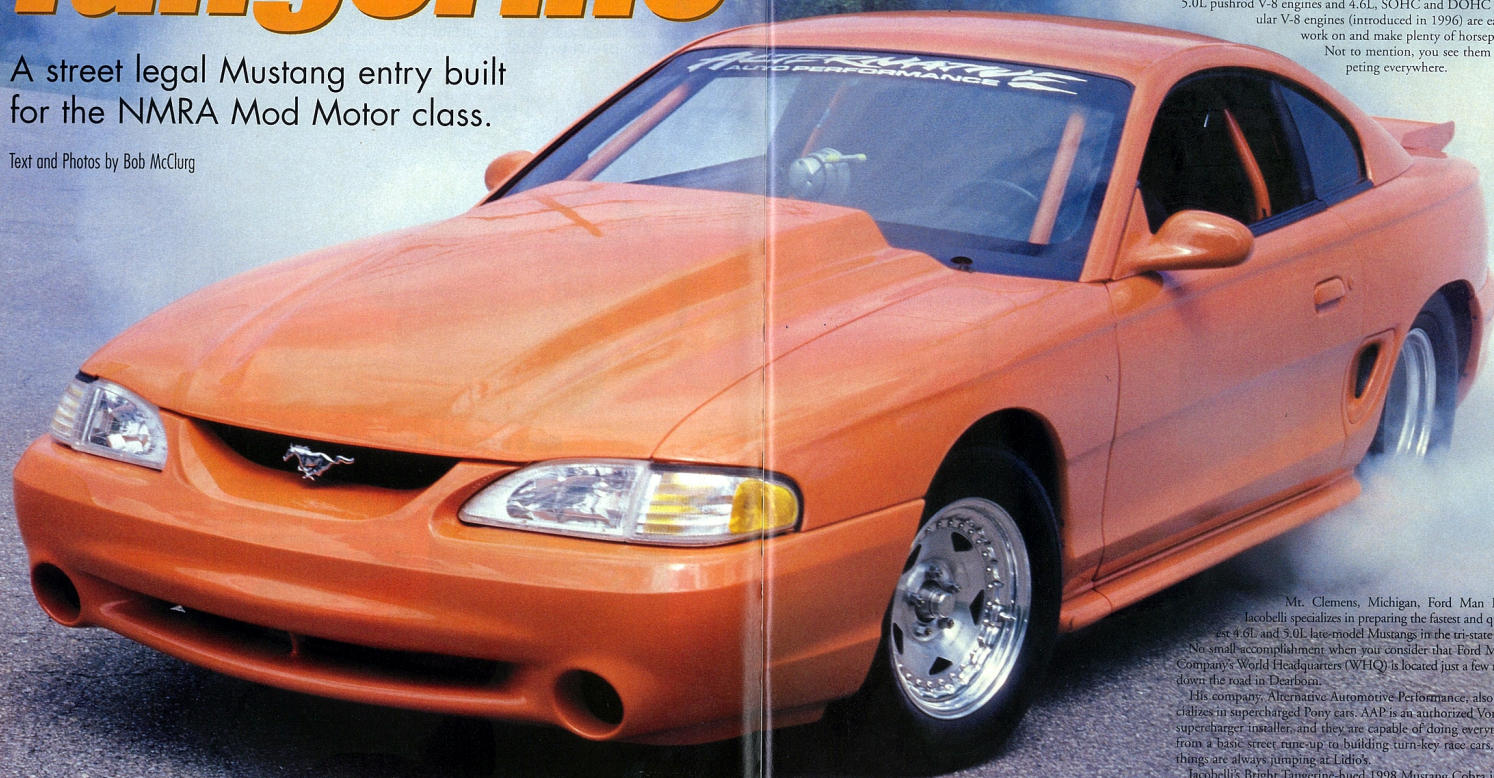


Mod-Motered Tangerine

A street legal Mustang entry built for the NMRA Mod Motor class.

Text and Photos by Bob McClurg



There's absolutely no doubting the fact that the 1979 through 2001 Mustangs are the 1955-57 Chevs of the new millennium. We'll explain.

Back in the 60s, practically all you saw at the drags were 1955-57 Chevrolets. They practically took over the Gas, Modified and Stock classes. They were easy to work on and inexpensive to build. Best of all, they hauled butt!

The same thing could be said for the 1979-93 Fox platform Mustangs and their contemporary counterparts, the 1994-2001 Mustangs. These cars are also fairly inexpensive to build. Their 5.0L pushrod V-8 engines and 4.6L SOHC and DOHC modular V-8 engines (introduced in 1996) are easy to work on and make plenty of horsepower.

Nor to mention, you see them competing everywhere.

Mt. Clemens, Michigan, Ford Man Lidio Jacobelli specializes in preparing the fastest and quickest 4.6L and 5.0L late-model Mustangs in the tri-state area.

No small accomplishment when you consider that Ford Motor Company's World Headquarters (WHQ) is located just a few miles down the road in Dearborn.

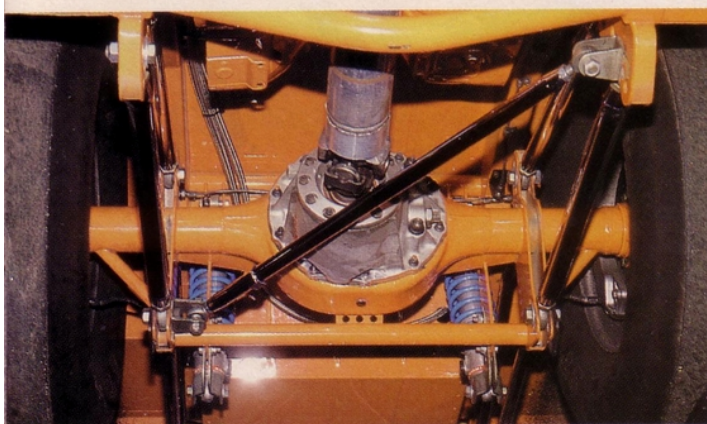
His company, Alternative Automotive Performance, also specializes in supercharged Pony cars. AAP is an authorized Vortech supercharger installer, and they are capable of doing everything from a basic street tune-up to building turn-key race cars. Yes, things are always jumping at Lidio's.

Jacobelli's Bright Tangerine-hued 1998 Mustang Cobra is the latest in a long line of Pony cars which he has campaigned at the drags. Other mounts have included a 351-W-powered, 1979 Mustang LX, a 5.0L-powered 1988 Mustang LX coupe, and a

Mod-Motored, 1991 Mustang LX coupe. Although all of them are considered personal "toys", they were obviously built to promote Iacobelli's business. His latest is by far his best.

"I've always wanted to build a big tire car for the National Musclecar Racing Association (NMRA) and Fun Ford Weekend Series Mod Motor classes," Iacobelli told *Drag Racer*. Of course these cars differ from the Pro 5.0L and Renegade class cars in that they can be street driven, and run anywhere from 15 seconds down to the low sevens on a .04 tree. In fact, Iacobelli's Mustang even has a radio in it.

Credit for the car's outstanding chassis goes to Mike Pustelny at Almount, Michigan's MPR Racing. The 4.6L, Vortech-supercharged, T-Trim (26-psi), DOHC Mod Motor, was prepared by



DRM FAST FACTS

Alternative Automotive Performance

145 Malow, Unit D
Mt. Clemens, MI 48043
(910)463-0010

BODY: 1998 Mustang Cobra

CHASSIS: Back halved, 2 x 3-inch box tubing, fabricated by Mike Pustelny Racing (MPR) Almount, MI
Front strut/tubular sub frame joined at the firewall, MPR, Almount, MI
12-Point MPR chrom-moly roll cage, tying front and back halves together

SUSPENSION (Rear): Narrowed MPR-prepared Ford nine-inch 5.43:1 Strange Engineering spool
40-spline Strange Engineering axles.
Chassis Engineering four-link suspension
Koni coil-over rear shocks
Lamb Engineering brakes

SUSPENSION (Front): MPR tubular front sub frame
Koni coil-over front struts with Mustang spindles
Lamb Engineering front disc brakes
Flaming River rack-and-pinion steering

WHEELS & TIRES: 26 x 7.5-inch and 15 x 33-inch Centerline Convo Aero wheels
15 x 7.00 Pirelli and 15 x3 2-inch Mickey Thompson ET drag slicks

ENGINE: 1998 4.6L, DOHC, Mod Motor (281 c.i.) built by Alternative Automotive Performance, Mt. Clemens, MI
9.8:1 compression, Diamond Automotive forged aluminum pistons
AAP custom grind camshafts
AAP five-angle valve job on DOHC cylinder heads
AAP reworked SVT Cobra DOHC intake
Counter rotation T-Trim, Vortech blower, 26-psi
K&N conical air filter
Ford EDIS-8 ignition
Thermal-coated Performance Fabrications Engineering headers
1 7/8-inch primary, three-inch at the collectors
Flowmaster two-chamber mufflers

TRANSMISSION: 7004R by Performance Automatics
4800 stall-speed Stallion torque converter
Performance Automatics manual valve body
B&M Pro Comp shifter

PAINT & BODYWORK: Joe Cicall, Highland Park, MI
H.O.Fibertrends Cobra-R hood
PPG 1996 Mustang Tangerine

INTERIOR: MPR Aluminum bucket seats
Auto Meter instrumentation
Willie's Workshop (Pt. Huron, MI) orange and black upholstery
RJS Safety Equipment

Iacobelli and company, while the transmission is from the Performance Automatic folks. The Bright Tangerine, factory Mustang PPG paint and bodywork was done by Highland Park, Michigan's Joe Cicall, while the orange and black interior was sewn up by Willie's Workshop located in Port Huron.

Completed earlier this year, Iacobelli's Cobra has turned in a best of 9.43/144, and it was second low qualifier in the Mod Motor class at the recently completed Fun Ford Weekend Series event held at Norwalk, Ohio. As Mod-Motored Mustang drag cars go, this is one of the nicest! ●