

Well, I just read about this contest for the 1st time about 1-1/2 hrs ago, thought it was a cool idea. I should be working, but I figured I'd try & get my 2 cents in. You're using 2 of my favorite subjects-old Fords & six cylinder motors. Got a project Bronco, need more time & \$\$\$ to finish.

I don't have Adobe software, so I can't draw out what I'm visualizing, or fill out your forms to email. I guess I'm a functionally computer illiterate dinosaur-oh well. The deadline's in less than 2 hrs, so this will have to suffice. Too far out in the sticks (Deliverance Country) for a postmark. No time to research, so it's off the top of my balding head.

-1st off, the motor- 300 6 cylinder baby!!!! 302's are neat, but EVERYBODY HAS 'EM! A good 300 will make you think you've got a 400 under the hood! A 300's just a more intelligently laid out 400, with 2 less cylinders-then again who made an inline 8 in the 30's? Deussenberg?

-.040-.060 over, mediocre cam-.230-.240 lift?

-high volume oil pump- dual filters-keep my motor clean! If not a synthetic oil (I'm not real up on them) a good Castrol or Valvoline 10-30 will work.

-MSD 6AL or equivalent ignition,(might be a good idea to have a rev limiter, eh?) HEI distributor if you want to get carried away

-since you're looking for acceleration-top end, go with a Clifford Performance intake- best carb match, believe it or not, is a 600 cfm, Holley or Edelbrock, tho I'm sure you guys can figure out an EFFECTIVE fuel injection system- a bit over my head these days. Offenhauser for torque, if you just want to make my tire dealer rich!

- a good, solid 300's gonna be pretty bulletproof- I hear that Classic Inlines (didn't they used to be Ford 300 6 Cylinder Performance, or something like that? scumsuckin' lawyers....) has a KILLER aluminum head either in the works, or just recently out. If the check book could handle it, I'd have 1 for the Bronco! What the wife don't know don't hurt her, right? or me.... I mean hey, you could throw thousands at this motor, but it doesn't really need it to be a kick ass dependable, daily driver-with TORQUE! Should get pretty good mileage too-I'd bet on around 20+ if you let her breathe!

-either a header, or a set of late 80's exhaust manifolds- a nice open set of 'stainless' 2-1/4" or 2-1/2" DUALS!!!! all the way out the back. 2-1/4" is probably enough, but don't forget to let it BREATHE! Might be a good thing to put a crossover in, tho I'm not too sure about that.

- I'm SURE that you guys make a great cold air intake set up for a 300, right??-put it on! Small reversed hood scoop with a built in tach like the old Mach1s had would be the cat's ass on top of it. Especially with a manual trans!(hint) Ah, mebbe that's a bit much- I'll let you decide on that 1.

-1st choice for a trans would be an old top loader, but seeing as you've already got an automatic, find an FMX and freshen it up-that'll do a better job than a C-4. Put as big of a clutch in it as you can fit on the flywheel-12"? I'll need it...a top loader is definitely 1st choice here!

-no other choice for the rear but a 9" Ford- 3:23, 3:55,3:08? NO FREAKIN' SPOOLS! Just a little, old fashioned limited slip, or a locker if you wanna go nuts on me here.

-I don't think 4 wheel disc brakes are too much to ask for- you're getting over so easy on the motor, come on go for it! Little line-lock action here???

-I'm not an expert on suspensions, but you need a stiffer,sportier set of springs, with maybe 1"-2" of lift-level, not all jacked up! Sway bar up front, out back if you can manage it.

-70's series sport tires, not too big, not too small-just right Goldilocks!

-Interior nothing too fancy- decent set of bucket seats- I like a lumbar support,as I'm getting up there a bit,old & cranky, you know how it goes! a/c if you can manage it-one of those under the dash units would look slick in there! I'd prefer a dark grey,or lighter blue grey interior on my Maverick. (I like the sound of that!) We're not looking for a model A black here, and blue velour would really kind of suck. It ain't the 60's anymore, Dorothy. Basic cd sound system-no 8 tracks, no !#@@#!@#@# \$@!!! sub woofers & all that other crap- a Pioneer Supertuner & 4 decent speakers would work just fine!

-Tach, oil pressure, temp gauges, if they're not there now. Probably not. I guess the speedo should work too? Ammeter should cover it.

-the body is cool just the way it is-the ONLY mods might be the aforementioned SMALL hood scoop, and a small, TASTEFUL spoiler, or raised air dam on the back. then again, I could almost see an open front valance(?) under the bumper...

-THE PAINT scheme theme is a NO BRAINER! Shelby Cobra BLUE (the Viper's close, but not quite there) with the trademark 2 wide, white racing stripes from front to back- I can see it now....pardon me for drooling-at least I'm not getting 'excited'-yet...

-right behind the front wheel well would be a small, tasteful badge, or painted rendition thereof- get this- "GT 300" - admit it-it's PERFECT! Maybe right over top of a coiled Cobra???

The only other markings, if you insist, & it is a pretty unique name, is "*THE MAVINATOR*" across the back of the rear deck lid/air dam, alternating blue & white lettering to contrast with the paint and stripes as they cross. As an alternate, 2-1/2"-3" wide white side stripe with "*THE MAVINATOR*" in blue, but that's kind of flashy, y'know? I like the back better.

This is a cool project, I like it. I know where there's a '65 Falcon that I would have loved to buy as a project car for us, but with my own vehicle problems, college coming up, & the bank not too happy with our P&L statements, it ain't happening this year! I started my own business 6+ yrs ago, a small industrial machine/job shop. We're in the middle of nowhere, got screwed royally a few times, been a tough couple of years. Struggling to say the least. As a result, I don't get much time with my son, who turns 16 this Nov. He's a good kid-all but straight A's, JV soccer team, hopefully varsity next year. not into all the stupid stuff I did in the 70's thankfully. I'm not whining, don't get me wrong, but Power Tour '08 would be an excellent place for us to be. Especially in

*"THE MAVINATOR" !!!!!*

I think this would be a practical project. It's 1 of those where you can get as stupid with your \$\$\$ as you want to, but you don't have to, to get a good running, dependable, everyday car if you wanted to- hell, I'd take it on sales calls if I had it!

Oh, I almost forgot-nothing too flashy on the wheels- the old, gray 5 spoke Spyder? mags would work, or even better, a set of those 5 spoke 'sport' wheels off of a late 60's or early 70's Cougar or Mustang, Mach I. This car is gonna be way too classy for a bunch of tacky old chrome, right?? Right!!!