

Music City Mustang Club, Inc.  
Wes Duenkel, Newsletter Editor  
702 Crief Drive  
Goodlettsville, TN 37072

SEPTEMBER 2003

# The Legend

[www.MusicCityMustangClub.org](http://www.MusicCityMustangClub.org)



## NEXT CLUB MEETING

Thurs., September 18, 7pm

## NEXT BOARD MEETING

TBD

Club meetings are held at the Piccadilly Cafeteria (615-367-4640),  
874 Murfreesboro Road, Nashville, on the third Thursday of the month (except December).

## PRESIDENT'S MESSAGE

Fall is about to be upon us and another year is rapidly coming to a close. Once again another fall ritual is approaching - Its election time in Tennessee. The Music City Mustang Club elections will take place soon and it is time to put together a list of candidates...

I have asked Joe Spivey to act as our official election coordinator and conduct the election at our November club meeting. This is your club and it is not at the sole direction of any one individual or group of individuals. I urge each and every one of you to get involved. If you feel that you can contribute to the club in a leadership role, then toss your name into the hat and run for one of the Board seats and/or one of the officer positions. Experience is not a prerequisite, enthusiasm and a willingness to work hard is.

If you are interested, please contact Joe at 615-790-7817. It does not make any difference if you have been a member of the club for ten years, ten months or ten minutes, you have a voice and a place in this club and are urged to help lead the club into the future.

In a related note, I will not be seeking the Presidency for another term. I feel that I have a rather full plate with the Mustang 40th Anniversary Celebration and can not commit to the time that is required to lead the club next year. I have enjoyed my second tour of duty, but it is time for someone else to step forward and take their turn at bat.

Batter Up?

—Jim

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## The Newsletter of the Music City Mustang Club

The Legend is published monthly by the Music City Mustang Club, Inc. (MCMC), Nashville, Tennessee. MCMC was organized in 1980 by, and for, the owners and lovers of Ford Mustang automobiles. All Mustang owners and enthusiasts are welcome to join. MCMC is a sanctioned regional group of the **MUSTANG CLUB OF AMERICA.**



## FORD GT: FROM HISTORY TO CONCEPT TO REALITY

Text: by Josh Bolger

Images: Courtesy of Ford Motor Company  
(Courtesy of MustangWeekly.com)

"Designing a modern interpretation of a classic is more difficult than designing from a clean sheet of paper," says J Mays, Ford Motor Company vice president of Design. "Much like designing a reissue of a TAG HeuerTM Monaco watch, we've had to strike a delicate balance in creating a slightly updated Ford GT that features new technology."

In the 80-years of history of the 24-hour Grand Prix d'Endurance at Le Mans, the Ford GT40 in 1966 was the first and only American car to win the famed race. Not only did the GT40 win the race, it dominated Le Mans finishing 1-2-3 and then won three more times, 1967, 1968, 1969. Born out of the desire of Henry Ford II, to defeat Ferrari and to further "Total Performance", a decade long goal of domination in the world of motorsports. The Ford GT was



ABOVE: Ford GTs finishing 1-2-3 at Le Mans 1966, the first of four consecutive victories for the GT at Le Mans.



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the last road car to win Le Man, since 1970 prototypes have been the dominate force in Le Mans racing.



Fast forward thirty three years to 2002 and the greatest car in the Ford Racing legend was reborn as the Ford GT Concept Car at the North American International Auto Show. One may ask why Ford decided to recreate a forty-year old car as the companies new premiere vehicle, J Mays, Ford vice president of design explained the car this way, "The Ford GT is the ultimate Living Legend. It's a true supercar with appeal equal to that of the greatest sports cars in the world but with the addition of a heritage no one can match.

Early on the idea was to develop a new car based on the heritage of the Ford GT, however this idea was rejected as Mays explained, "The priorities were all inverted with that design. We had to start over from scratch to bring out the essence of the Ford GT race car. The key was to accept that a Ford GT should be a Ford GT and reject the idea of modernity for modernity's sake." Or, as Doug Gaffka, director of Ford's Living Legends Studio says, "The bottom line is, if you're doing a Ford GT, it had better look like a Ford GT."

The second design, penned by Ford GT Chief Designer Camilo Pardo, drew inspiration from the Ford GT Mark II race car. "Freeing ourselves of the fear of creating a car that looked too much like the original was a liberating experience for the team," says Pardo. "But staying true to the original themes in a clean, modern design made it the most difficult project I've ever been involved with."

Less than forty-fives days after the Ford GT's re-debut as a concept car Ford Motor Company stunned the automotive world with the announcement that the Ford GT was to become a real production car, and would be available at Ford's 100th Anniversary in June 2003, leaving less than 18 months for Concept to turn to Reality. In the normal operational time frame, a concept generally takes four to five years to reach production. Then the designers turned from designers to protectors, Gaffka updated the mission saying, "If we're building the Ford GT, it had better look like the Ford GT40 concept car."

"It's amazing that we'll show the first cars just a little more than a year after we started the program," says John Coletti, director of SVT programs. "That's a real tribute to the people, processes and technology behind the cars." Coletti wasted no time in assembling a team of Ford's best engineers and designers to tackle the Ford GT. The team developed a unique



ABOVE: Chassis #1 arrives at the Ford GT shop, operated by Roush Industries, for the start of the major components installation. The suspension, powertrain, instrument panel, and seats all will be installed before final assembly takes place, including attachment of the body panels. Regular production of the Ford GT will take place at the Wixom Assembly Plant in Wixom, MI.

(Continued on page 3)



**1995 Mustang GT \$10,000**

Aqua, black interior; 97K; 2nd owner; new tires; cobra wheels; tinted windows; headers, H-pipe, Flowmasters, chip; everything works; Alpine CD stereo; will sell for \$9000 w/o stereo.  
Contact: Ken Peters, 615-867-4126 (Sep)

**1995 Mustang Cobra \$10,000**

black, black leather interior, side exhaust, offroad x-pipe, 3:73 gear, Eibach lowering springs, K & N air filter, immaculate interior, 3rd owner, female driven, 95,000 miles, excellent condition, never wrecked or smoked in, Flowmaster exhaust, stock motor, tinted windows, garage kept. Asking \$10,000.  
Call Danny 706-764-1540 (Aug)

**2000 Roush Mustang \$10,000**

Roush Stage 2 Mustang GT; Warranty, Excellent exterior and interior as well as 4 excellent Z rated tires, red/ black top and charcoal interior, 5 speed, always garaged, 28,000 miles, adult owned and pampered, \$43,000 + tax new, all Stage 2 options, VIN # 1FAFP45X3YF , NON SMOKER driver.  
Contact Rick at 800 533 5969 after 11 am; Wk; 678 467 7224 Cell; 678 455 6026 Home.

**PARTS FOR SALE**

Edelbrock Torker 289 intake manifold, \$150. Mallory dual point distributor and coil, \$50. 13" aluminum wheels (4 lug, fit Mustang II/Pinto), \$100. 15" aluminum wheels off Bronco II, \$100.  
Contact Ron at 615-231-6813 (days) or 615-771-2771 (eve). (Nov)

71-73 f'back doors w/glass, extra good \$300 pair  
67-68 f'back door glass "tinted" \$200 pair  
4-V intake for 2.3L Ford \$175  
87-93 LX taillights \$40 each  
83-93 truck decks \$100 each  
83-93 doors \$100 and up  
83-93 hatch \$90 and up  
83-93 electric window motors \$30 each  
Call Jerry or Rita Shaw at 931-845-4088 (Aug)

1968 289 block (crank/pistons installed), with '68 289 heads, no cam, lifters. 1986 5.0 (roller motor), upper/lower intake, bare. 1986 5.0 truck upper/lower intake with throttle body and injectors. '86 truck 5.0 oil pan. Moving soon, make offer (Sep)  
Call Rob Royster at 615-285-0119.

1966 Mustang Coupe parts car: 6-cyl auto, drivetrain complete; running when parked; pony interior option; good glass and other parts: \$600  
1970 NOS driver's side coupe quarter panel: \$250  
1971-73 NOS gas cap; in Ford box; perfect: \$75  
1965-66 NOS taillight bezel: \$100 pair  
Call Sam Hunt at 615-269-4868

**PARTS WANTED**

4 or 5-speed standard transmission for 1966 Mustang 8-cylinder; working condition.  
Call Henry at 615-371-4731 or e-mail at henry\_johs@qhr or hejohs46@aol.com (Jun)

Driveshaft, tranny yoke, tranny dipstick tube and dipstick for a C4 w/V8 and a strut rod for a 66 Mustang Coupe.  
Call George at 615-907-1171 (Jul)

1966 Coupe for her first car. 1966 200 ci 6 cylinder motor and C-4 transmission for a 1966 Coupe.  
Call Dale at: home 373-9734 or work 251-8411 (Jul)

For '65-'66 Mustang - stock height coil springs (new or used), export brace, Monte Carlo bar, upper control arms, subframe connector, 1" front sway bar  
Call Ron 615-937-6813 (wkdays), 771-2771 eve, webberron@bfusa.com

**HAVE SOMETHING TO SELL? LOOKING FOR A SPECIAL PART?**

If you have a car or parts to sell, or need some special parts to finish your project, contact the Newsletter Editor, Wes Duenkel at wes@duenkel.com



**CARS FOR SALE**

**1965 Mustang Coupe \$10,000 OBO**  
289 with automatic; mint condition with 32,000 original miles; aqua color; pony interior; garage kept; not been run for the past 10 years; car located in Traverse City, Michigan; pictures are available. Contact: Pamela Stefan at fenby@tds.net. (Oct, Dec)

**1966 Mustang Coupe \$5,000**  
new tires, rims, upholstery, carpet, dash board cover, instrument panel, starter, heater core, and newly built carburetor; runs good; car in Henning, TN. Call Paula Hickman 731-693-4535 (Aug)

**1966 Mustang Convertible \$4,000**  
White, tan top; blown engine; new tires; sharp wheels; body in excellent condition. Nothing wrong except engine. Contact Connie Campbell campbell@auburnleather.com (Aug)

**1967 Mustang Coupe \$CALL**  
289 2V, automatic; light blue exterior with blue interior (original colors); factory A/C, PS, PB, console, vinyl roof; complete restoration with new paint, interior, suspension, engine, trans, chrome, tires, etc; totally new with approximately 5,000 miles since completion; car was completed and sitting in a garage in Huntsville Alabama; everything works, cold A/C, etc; Contact: Steve Denney, 256-882-7788 ext 316 (days), 256-508-1697 cell, 256-536-1922 evenings (Oct, Dec)

**1968 Mustang Hardtop parts car \$800 OBO**  
6 cylinder (250) with 5 lug front end and 4 lug rear end. C4 auto transmission, power steering; good glass (missing windshield); lots of good parts; no title; possibly will trade for '66 Mustang parts; car in Silver Point, TN; Call 931-858-4456 (Dec)

**1968 Mustang GT Fastback \$19,000 OBO**  
Gulfstream aqua with a deluxe interior; 302; four speed transmission; could easily be converted into a daily driver or would be a good candidate for a ground-up restoration. Price range is approximately 6k. Located in Raleigh, North Carolina. Call William at 919-786-7449. (Jan)

**1968 Mustang GT Fastback \$10,000**  
4-Speed, power steering, deluxe interior, upper console, build sheet and buck tag on car. Factory 4-barrel heads, factory dual exhaust, factory tint on windows, turn signals in the hood. Full instrumentation including: 8000 RPM tach, clock center dash indicator lights (including belts, door, fuel, etc). Call Dale Cathey at 931-432-5028 (Apr)

**1986 Mustang SVO \$7,000**  
black, with standard gray cloth interior; 45,9XX miles, in excellent condition; Steeda springs, aftermarket chip, turbo timer; complete paper history, Koni adjustment tool, car cover, original Ford springs, wires, hoses and belts; ice cold air, and runs and drives great; 30 MPG; Call Andy Corum at (home) 615-740-8206, (work) 615-889-9215

**1990 Mustang GT Convertible \$5,900**  
Burgundy exterior with white leather interior and white top. 138,000 miles. 5.0 engine with 5-speed transmission. Excellent condition. Taken care of very well. Contact: Judith Kinnamon, 615-412-5730 (M-F 7PM-10PM or weekends). (Nov)

**1992 Mustang LX Convertible \$7,250 OBO**  
SPECIAL SUMMER EDITION. 5.0 engine with automatic transmission and air conditioning. Red exterior with white leather interior. White top. White wheels. 85,000 miles. Good condition. VIN: 1FACP44EINF173087. Contact: Jason or Laurie Marks, 615-778-0028 (home) or 615-943-2779 (cell). (Sep, Nov)

**1993 Thunderbird Super Coupe \$2,600 OBO**  
Semi-rough; new heads put on \$1,500; not a wreck—just hasn't been maintained; drives. Contact: Jerry or Rita Shaw, 615-845-4088 (Aug)

**1994 Mustang GT \$7,500**  
5.0 engine. 82,000 miles. New K&N induction system. New Flowmaster exhaust system. Car is located in Apalachicola, Florida (southwest of Tallahassee). Call 850-653-8680. (Nov)



**Upcoming Events**

(Continued from page 2)  
plan of attack to meet the delivery date for the monumental project.

Drawing on proven technology from the aerospace industry, the Team used computers, not prototypes. This allowed them to shorten the typical prototype phase from nine months to three, and reduce the number of actual prototypes by ninety percent. The first prototypes were built in less than 100 days after program approval. "Engineers generally want to prove out computer models with physical prototypes," says Coletti. "Instead, we relied on advanced engineering and computer tools to cut prototype builds and save time and money. The advanced technology that is driving the Ford GT program today could very well be the industry standard for future vehicle programs." To further reduce time in the development of the GT, a "Skunk Works" type facility was developed. All of the Team members including suppliers to the project were put under the same roof to promote an air of instant collaboration.

One of the unique aspects to the GT project was the seemingly opposite way the car was engineered. Generally cars are design inside out, meaning that the chassis and suspension is designed first, and then the body is fitted to the chassis. The Ford GT the process was reversed and the chassis and suspension designed to fit "under the skin".

The advanced technique of super plastic forming (SPF) was used to manufacture the aluminum body panels. "Super plastic forming is fairly new for the industry," says Bill

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**FALL ALL FORD SHOW HELP WANTED**

Submitted by Scott Lickteig

We are fast approaching our Fall All Ford Show on September 20th. I hope to see everyone that can make it on Saturday. We are planning to start setting up around 5:30 AM. If all goes well, we should be cleaned up by 4:30PM.

We need as many of the members as possible to help with set up and registration along with parking the vehicles. We had a great turn-out last year and would hope for nothing less. Please take a few moments and gather any door prizes from your employers or other sources. Any and all items will go a long way to ensure that all the participants will have a great time at the event. If you have any items please call me or e-mail with the item (s) you have.

This is our opportunity to demonstrate how great this club is and what we can do as a group.

This club is only as strong as its members. I enjoy hearing how other clubs are unable to perform at our level and how everyone loves to come to Nashville. It says a lot for this club.

In closing, I would like to thank everyone for the honor of representing this club as its Vice President and National Director.



**NATIONAL EVENTS**

**September 27**  
Motorized Mayhem Show and Swap Meet  
Tennessee Expo Center  
10 am to 5 pm  
Contact: Scooter, 615-896-2708

**April 15-18, 2004**  
Mustang 40th Anniversary Celebration  
Nashville, TN

**LOCAL AND REGIONAL EVENTS**

**September 20**  
Music City Mustang Club Show  
Cool Springs Galleria Mall  
Contact: Scott Lickteig  
615-867-1058

**CRUISE-INS**

**Bellevue Mall Cruise-In**  
Saturday Nights, 5-9 pm  
March 29th to October 11th, 2003  
I-40, Exit 196 (Highway 70 South)

Contact Tom or Tim at  
615-646-0848 or  
bellevuecruisers@hotmail.com

**"Backyard Burger" Cruise-In**  
Saturday Nights, 5-9 pm  
I-65, Hwy 96 west, turn south to Publix/Atlanta Bread Co. parking lot

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Clarke, Ford GT body structure supervisor. "It was a critical factor in producing the large sections, complex shapes and delicate accent lines of the concept vehicle. Large, intricate



ABOVE: Carroll Shelby with the 1967, 24 Hours of LeMans, winning Ford Mark IV.

panels like the cantilevered doors simply would not have been feasible with traditional stampings."

Super plastic forming works by heating an aluminum panel to temperatures near 950 degrees Fahrenheit, then using high-pressure air to plastically form the aluminum panel over a single-sided die. SPF produces complex shapes not possible with conventional stamping and reduces tooling costs since only a single-sided die is required. SPF also simplified production, as explained by Clarke; "As an example, with super plastic forming we were able to make the exterior of the rear clamshell in one piece. The same panel with traditional manufacturing would require five or six separate stampings joined together on the assembly line."



The rear clamshell engine cover is an aluminum shell hemmed to a carbon-fiber inner panel which helps stabilize the clamshell. The inner panel also

houses an air duct into the engine air box from the exterior intake just below the C-pillar.

Taking a design that was state of the art forty-years ago the team found a unique problem of the original GT, high frontal lift at speed, not good for a 200 MPH car. "The whole team had an even greater respect for the drivers who took the original car down the Mulsanne straight at over 200 mph ... at night ... in the rain," says



Kent Harrison, Ford GT performance development supervisor. "Because the new design shared a similar design, the new aero model exhibited similar lift. We had to do something for more downforce."

To maintain the car's shape the upper surfaces were left mostly as designed by Pardo, the aerodynamic team focused their attention to the underside. They added a front splitter, to create a high-pressure area for front downforce, and to limit the volume of air traveling under the vehicle. Then added side splitters to prevent air from sliding under the rocker panels. To reduce underbody turbulence, a smooth, enclosed belly pan was created. Finally, the exiting air is accelerated by venturi tunnels, that creates a vacuum that literally sucks the car to the pavement. The cumulative result is significant downforce at speed and one of the most efficient lift/drag values on a production car. As a result of this

careful collaboration the product Ford GT and Concept car are very similar. "We were lucky," admits Pardo. "By concentrating on the underbody, the engineering team was able to optimize the aerodynamic stability without altering the classic silhouette of the design."

Pardo was mindful of the presentation of the engine as well, especially since it can be seen through the rear glass. "First, the engine is visible to the driver through the rear-view mirror," he says. "Second, the engine is displayed under glass, on display to



all passers-by. Third, the rear clamshell opens, to expose the beauty of the engine, frame, and suspension components." Ford blue cam covers are visible with machined aluminum coil covers that read "Powered By Ford". Furthermore the Power Train engineers designed the wiring harnesses to be out of sight. "We didn't want the Ford GT to look like a stock car, with off-the-shelf tubes welded together," says Pardo. "Instead, we worked to make sure the shape of every extrusion had a structural and aesthetic purpose, like the exposed frame of a motorcycle."

For the GT to be a world class sports car, a solid platform would be needed. "The first step in creating a world-class supercar is creating a stiff structure," says Huibert Mees, chassis supervisor on the Ford GT program. The team developed an all aluminum space frame comprised of stampings, extrusions and castings. Thirty-five extrusions, seven complex castings, two semi-solid formed castings and various stamped panels make up the space frame. The chassis had two defining features; a large center tunnel that houses the mid-mount fuel cell and the cut-outs in the roof for the cantilevered doors.

"Using CAD/CAM and finite-element analysis, we were able to design and test several iterations of the fuel tunnel and roof structure," says Mees. "That process enabled us to add significant stiffness to the overall structure." That goal of world-class chassis translates into a car that not only has race car like handling, but also great street manners, something the modern supercar buyer demands. "The results are astounding," Mees says. "In our tests, the Ford GT chassis is stiffer and more rigid than the current competitive set. Indeed, we predict it will be better than upcoming competitors as well."

"We knew from the beginning that the new Ford GT was going to be a road car, not a race car, so that helped us quickly design the suspension," says Tom Reichenbach, vehicle engineering manager for Ford GT. "We've managed to build a world-class supercar on a race team schedule," he says. "As they say in motorsports, 'The other teams won't wait for you at the starting line.'" The suspension utilizes a double-wishbone design with unequal-length aluminum control arms, coil over



monotube shocks and stabilizers bars, fore and aft. The upper A-arms are the same for all four corners. Their construction is an advanced rheo-cast process that blends casting and forging into one. The metal, heated to just below its melting point, is the consistency of butter when it is injected into a mold at high pressure. Pressure is maintained as the part cures, preventing porosity in the final product for exceptional strength.

Supercar standard, Brembo one-piece brake calipers with four pistons each grab cross-drilled, vented discs at all four wheels. The front discs are a massive 14 inches while 13.2 inches discs are used in the rear, for

fade-free stopping power. Anti-lock control and electronic brake force distribution help provide consistent, straight braking even from very high speeds. One-piece BBS wheels are wrapped by Goodyear Eagle F1 Supercar tires, size 235/45ZR-18 in front and 315/40ZR-19 in the rear.

A supercar is not very super without a powerful engine, thus the GT is powered by a 500 horsepower and 500 foot-pounds of torque V8. Based on the Modular Engine, the GT's 5.4L is the modern version of the all American V8 that is comparable with the famous 7.0L big-blocks of the Total Performance Era. "We're just starting to tap the performance potential of Ford's modular engine architecture," says Curt Hill, Ford GT powertrain engineering supervisor. "This application really demonstrates its awesome potential. The 5.4-liter engine easily produces 500 horsepower and 500 foot-pounds of torque, while meeting all the current emissions and durability standards. Those numbers are comparable to the race-prepared, blue-printed 427 (7.0-liter) big-blocks in the Ford GT race cars."

The 5.4L engine has a new all aluminum block and unique high flow 4-valve per cylinder heads. To withstand the stresses of 500 horsepower a forged steel crankshaft and shot peened H-beam rods connected to forged aluminum pistons. "In total, 85 percent of the reciprocating parts are unique to the Ford GT," says Hill. The supercharger is a modified twin-screw, with water to air intercooling. Fuel is supplied by two injectors per cylinder. To help lower the engine in the chassis, a dry-sump oiling system was developed along with a twin-plate clutch. A GT specific gear box was developed by the Team along with manufacturer, Ricardo. The box is a six-speed transaxle with GT specific gears and a torque sensing differential.

For the interiors the design team was able to be a bit more liberated from the original as Pardo explained, "As a race car, the original Ford GT didn't have an interior design to speak of. They featured two seats, a steering

wheel, a few toggle switches and lot of bare metal. That's it." The focal point of the interior is a brushed-magnesium tunnel, that houses the fuel cell. Flanking the tunnel are a pair of deep bucket seats made of carbon fiber shells and perforated leather surfaces. The perforations are ringed with aluminum grommets similar to the vintage seats. The tunnel is



accentuated with the polished aluminum shifter and brake handle, along with the climate controls, audio system, starter button, and other switches. The gauges are traditional analog style and features a dominated oversized tachometer set in direct view of the driver, while the speedometer is offset to the right side.

"The passenger cabin of most modern cars is isolated from the engine," says Pardo. "But, in the Ford GT, the supercharger is right there, inches behind your ear. It creates an intimate relationship with the engine, more like a motorcycle than a car."

Again the team used computers to develop the interior, even a virtual driver was created to fine tune the interior for comfort. Using data from this tool, the team maximized the seat travel, increased the rake of the firewall, adjusted the pedal and steering wheel placement and even modified the angle of the shift lever for improved ergonomics.

For Coletti, the technology used in the project is a defining element of the Ford GT. "Any company can take a concept car and turn it into a crude, limited-edition production car," he says. "But the craftsmanship and technology of the Ford GT make it a world-class supercar. It's a testament to the engineering expertise and technological resources that are taking Ford Motor Company into the future." **MustangWeekly.com**