

**V-6 TREASURE CHEST:** PARTS THAT MAKE A GOOD THING BETTER

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MUSTANG ENTHUSIAST

# Mustang

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# ASPHALT ASSASSIN

WITH POWER APLENTY, IT'S A SHOW FAVORITE

Text by Kevin Harper / photography by Aaron Woodward

It was one of those "aha" moments when Bill Snowdon of Farmington, New Hampshire, was walking down the aisle of a supermarket with his parents. He passed the magazine section, stopped and pointed to a 2003 Cobra. There, that's the one he would pick if he could have any car as his first car. Among the fruits and vegetables, frozen pizzas and other staples of life, Bill's quest began. The 2003 SVT Cobra convertible

you see here didn't end up being his first car, but it was close. There is a 2002 Mustang GT (Crazy Horse) that prevailed in becoming the first in the garage. It's the one that gave Bill a chance to test his skill with modest modification done to the ride. The true test came when Bill saved up his hard-earned cash and was able to pull the trigger to catch the Cobra of his dreams.

Bill keeps busy as a real estate broker and owner of his company, Snowdon Realty, while also keeping his hands in a small customizing shop known as AfterShock Customs. Pretty heavy stuff for a guy who is only approaching his 24th birthday.

Bill laid claim to his car in October 2005, finding it at a dealership in New York. Even before the car was in his possession, he had the light bar on

its way from CDC and Lonnau covers ordered from Cervini's. Work started with the exterior. The car retains its original black color but the presence of the custom chameleon flames adds integrity. Bill did the graphics work and decided to jazz it up with a set of vertical doors. Custom-mounted Mach 1-style air dams provide the coup de grace.

It was only a matter of time before Bill put his hands on the powerful engine to give it a little more than normal. Modifications include an Accufab Big Oval throttle body, Accufab plenum, C&L inlet pipe, ported blower, K&N filter, Molobius idler pulley and quick-

change blower pulley with Goodyear gatorback belt. Design Engineering Inc. (DEI) played a big role with their Radiator Relief and Chili Charger coolant additives. The engine received an SCT custom tune by Performance Dyno in Concord, New Hampshire. Looks are as good as performance. Thanks to an array of parts that add sparkle—all from UPR Products.

When the vertical doors are lifted, showstoppers are going gaps over the tastefully presented interior that draws from stock components with the right mix of aftermarket additions in the right places. Theater-quality sound is

orchestrated through the Mach 480 system utilizing MA Audio HK 150 x 15-inch 1,200 watt subwoofers, MA Audio HK1968 1,200 watt RMS amp, BOSS 3 Farad capacitor and an Optima Yellow Top for power. The Plasmaglow 2.1 million color lighting appeals to the visual sense. Bill did the custom upholstery in the back seat and trunk, adding AutoMeter Lunar A/V and boost gauges in a pillar pod for the control room.

Speaking of sound, Flowmaster mufflers and tailpipes ensure those on the outside get to hear something they would like as well.





that counts."

In the same respect, adults may not be as kind. At one show, a point had to be proven.

"I was at a car show with a good amount of classic cars and I received an award for the best musclecar. Upon hearing this, a few classic Chevy owners voiced their disapproval and even went as far to say my car lacked the power to even be considered a musclecar. The event staff told me to shut them up. Well into a set of rubber, they must have gotten the point. Well, the Gold's Gym that owned the parking lot sent the event staff a bill for \$85,000 to pay for repairs to the month-old asphalt and striping of the parking lot where the show was held. That's how the car became the 'Asphalt Assassin'."

When the going gets tough, Bill has a solution. "No matter how stressful life gets, it's just a turn of the key and a step on the gas away from a carefree cruise to the beach topless." He acknowledges the folks who made it possible – his parents for support and garage time, his sponsor DEI for the quality products that keep his car strong, and his friends who share and enjoy the experience. There's a very special person through it all. It's his grandmother, locked in a continuing fight with cancer. "It gives me a greater appreciation for life and to enjoy it whenever we can."

There's no doubt he's doing exactly that, getting everything he can from the Cobra that started his dreams. ■

While the car is not designed for racing, there's something to be said for performance. It's a Cobra, so that alone is reason enough to launch into added value in the ability to shred tires. Bill got in touch with Mike Zerone at DEI about the Ny-Trex system. His choice was a 150 wet system and the 600 horsepower club became reality. Mike was also able to help with the cryogenic system as this ride features DEI's Cryo2 intercooler sprayer and dual purge.

Since it's a convertible, steps were taken to prevent flex under power with boxed steel subframe connectors. The car rides on chrome Ford Racing FRS00 18 x 9 wheels with BF-Goodrich T/A KDW as the rubber choice.

We always ask if the car is done and, not surprisingly, it amounts to about a stupid question. Bill's response to the question was classic – "I'll let you know if that day ever comes."

Just what could be in store for this

ride? How about a twin turbo setup, specifically one of Hellion's units? Bill wants to be the owner of the first Cobra with TT, s/c, N<sub>2</sub>O and CO<sub>2</sub> rolled up into the same package. By letting us print that, he runs the risk of someone beating him to the punch, but I won't bet against him.

It's primarily a show car, but there's something to be said for using it as a cruiser. Bill finds enjoyment in both respects. "I tried to make my car look fairly stock on the outside like it could be a factory-optioned car until the doors, trunk and hood are opened. Then, it transforms into a show car," he said.

During the shows, there's always opportunity for gratifying experiences. "Anytime a little kid gives me a thumbs-up or asks to have a picture taken in the car. Kids don't care about horsepower or how expensive parts were. They just know what's cool to them and that's all