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APPRAISALS
Steve Snyder, President**

1164 E. Elm Ave, Fullerton, CA 92831

CELLPHONE: 714-401-1047

Dedicated FAX: 714-449-0299

Email: Steve@VaultCars.com

Website: www.vaultcars.com

1992 Ford Mustang SAAC Convertible VIN # 1FACP45E6NF160270

Miles showing : 1,495

This car was purchased new by Mr. Fuller, and has only logged 1,495 miles since then. It appears to be all original, including paint, top, and interior. Although it looks like it has been sitting and could use an extensive professional detailing and a mechanical inspection of brakes and fuel system, it is a remarkable find of an extremely rare car. Research estimates only between 62 and 65 total SAAC Mk II Mustangs total and between 12 and 17 Convertibles produced.

It has all of the equipment noted in the Hemmings article quoted below, including 5 speed transmission, 302 engine with special cylinder heads and intake, special body cladding, stripes, logo leather seats, dash serial number "007", air conditioning, 4 wheel disc brakes, special SAAC wheels, and more. This was a legitimate high performance car in every way, not just a stripe kit, or "pace car edition".

This car is painted red with white stripes, and appears to be the original paint. I could not find any evidence of overspray or repaint. The factory doorjamb stickers are intact, and have no tape marks. The black leather interior with SAAC logo is original and in good shape. The rare original wheels will need to be professionally polished.

The SAAC nomenclature stands for the Shelby American Automobile Club. Since Carroll Shelby was under contract to Chrysler in the early 1990's, the Ford In-house "Shelby" had to use the SAAC club as cover to get their high performance Mustang introduced. The actual "Shelby" name couldn't be used on the car. SAAC registered themselves as a manufacturer and used Ford's smog and safety certifications for the special component package on the cars. ONLY Shelby American Automobile Club members could buy this car. Mr. Fuller, as an SAAC member, got that opportunity and took it.

The best description of the special equipment of the SAAC Mustang was in the November 2013 Hemmings Muscle Machines article "SAACrificial Lamb – 1992 SAAC Mk 1, by Jeff Koch, from which I quote at length below:

"SAAC started with a standard five-liter, five-speed Mustang hatchback. They pulled off the stock two-piece intake, replacing it with an upper-and-lower aluminum GT40 intake from the Ford Motorsport catalog; a 65mm throttle body allowed the intake's larger 1.65-inch-diameter runners to better fill with air and feed the fire in the GT40 cast-iron cylinder heads' combustion chambers. Those heads also bumped compression slightly, to 9.2:1 (up from a stock 9.0:1). Previously available only through the catalog, their debut on the Mk I saw the first use of the iron GT40 heads on a production vehicle. The intake and heads together, which were granted federal emissions approval as a package on the SAAC Mk I, were what allowed the GT40 package's wider acceptance into the growing, power-hungry five-liter community. Ford saved time and money getting everything approved as a package, and the SAAC cars benefitted. There were some other substantive engine tweaks as well. A set of underdrive pulleys for the crankshaft, water pump and alternator (another popular five-liter speed trick) reduced revs by 14 percent. A high-flow EGR spacer, ceramic-coated 1.5-inch primary headers, and a 2.5-inch mandrel-bent dual-exhaust system made for a more efficient escape

for spent gases. The result was a dyno-tested 295 horsepower--a full 70 horses north of where Ford had rated its 1992 Mustang GT. (Whether the stock GT was under-rated in those days is a question for another day.)

No automatics were available on the Mk I SAACs, and even the World-Class T5 five-speeds needed some reinforcement from a Centerforce Dual-Friction clutch and pressure plate (as well as the seemingly obligatory Hurst shifter). Ford's optional performance-axle ratio for automatic-equipped 5.0 Mustangs, a 3.27:1 in those days (with de rigueur Traction-Lok) that was not otherwise available on manual transmission models, was standard-issue on the SAAC.

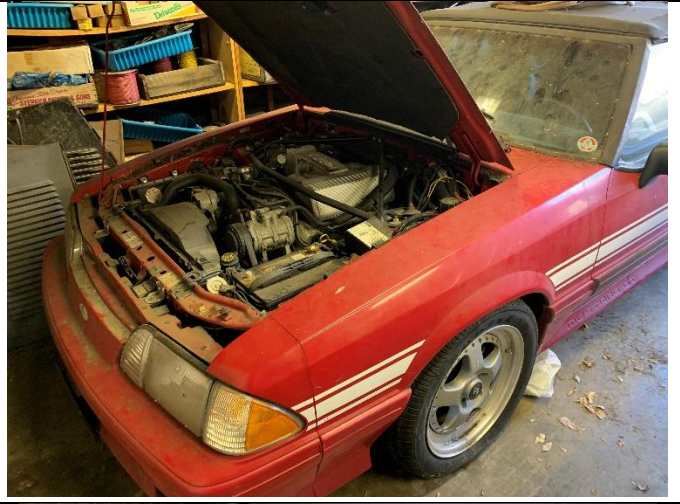
But Shelby's cars were traditionally built to handle as well. The SAAC program didn't disappoint here, either: stock coils were yanked in favor of Eibach variable-rate lowering springs (11⁄4-inch in front, one whole inch in back), adjustable Koni gas shocks, a strut-tower brace that lived within the confines of the engine bay, and a four-point roll bar that was meant to stiffen the flexy unit-body chassis in the turns. The Fox Mustang's dodgiest mechanical aspect was always the brakes. The stock disc-and-drum setup was wisely chucked out in favor of five-lug, 11-inch discs all around. Seventeen-inch Simmons five-spoke hoops, and 245/45-section directional Goodyear Gatorback tires, filled out the wheel wells.

Despite the blue stripes that ran up the hood (and over the roof and down the hatch) and down the sides, the body changes were remarkably subtle: New fiberglass side skirts eliminated the faux-vent work (and the recessed "Mustang GT" lettering) in the rockers of the standard GT; the LX Mustang tail lamps stood in for the stock louvered GT units. The front fascia eliminated the standard GT fog lamps in favor of cold-air ducting for the front rotors. And the wing bolted onto the hatch was the subtler LX piece.

There were also the bits that told you to forget you were driving a Mustang: The blue oval in the nose and on the hatch lid were both replaced with an SAAC cloisonne, and as many Ford logos and iconic prancing ponies as possible were ditched. Even the rocker covers, intake manifold cover plate, and oil filler cap were SAAC-specific. Inside wasn't the hardcore, bare-bones approach you might expect of a car with a four-point roll bar: The standard-issue Mustang interior was detailed with leather trim on the seats and door panels. Owners also received a custom-embroidered car cover and leather duffel bag, serialized to match the car".

A car that is as rare as this has few comparable sales, but we can use both SAAC cars and unusual (low mileage / high performance / Low production) Fox Bodied Mustang results as a guide. Especially comparable are the 1993 Ford Mustang Cobra R, produced in similarly low quantities (107 built) and equipped with essentially the same high performance kit that the SAAC car had the year before. The comparable 1993 Cobra R sales are for cars that are described as in better condition than our subject car and would trade somewhat higher. I also believe that the fact that the 1993's are "Ford badged" rather than SAAC make them somewhat more valuable. It is obvious from the auction comparables that there is a significant market for legitimate high performance Fox Bodied Mustangs with low mileage.

If this car were subjected to a significant, high quality detailing effort, as well as a mechanical inspection and correction (Brakes, fuel system, smog check, and possibly more), I estimate its value at just a bit less than the 1993 Cobra R Mustangs, at \$100,000





1992 SAAC Mustang Mk II