

STREET RAGE

**GEAR SWAP FOR
THE 8.8 REAR**



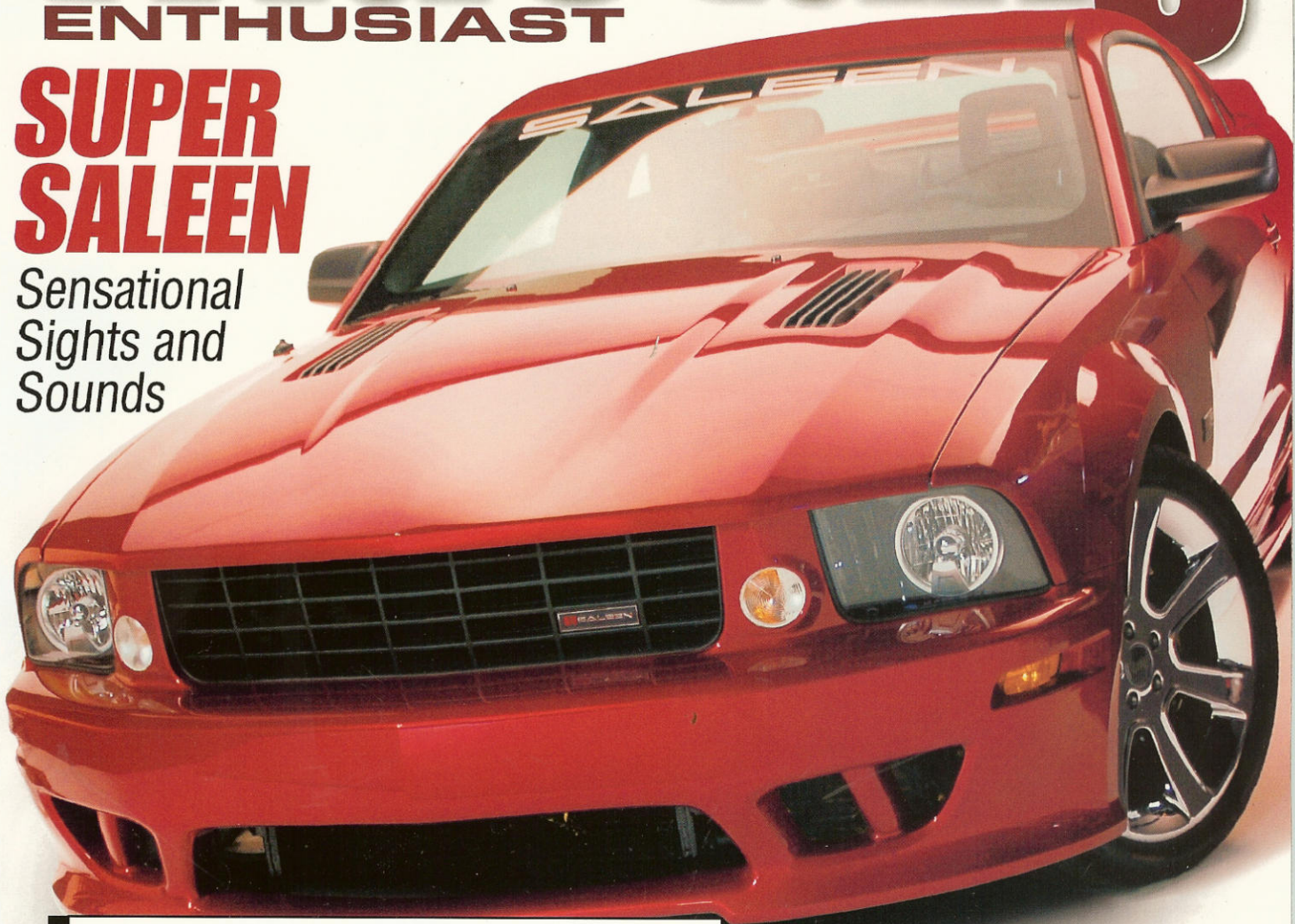
AMOS MUSTANG ENTHUSIAST

Mustang

ENTHUSIAST

**SUPER
SALEEN**

Sensational
Sights and
Sounds



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- › **Steeda Front Suspension**
- › **CDC Light Bar**
- › **V-6 Vortech Supercharger**
- › **'05 Legend is Born**
- › **'93 Low Miles Cobra**
- › **'70 Gets New Life**

SUPER

BILL BASORE TOOK A CIRCUITOUS ROUTE TO GET THE SALEEN OF HIS DREAMS AND ALONG THE WAY DEVELOPED A COUPLE OF AUDIO INNOVATIONS THAT BENEFIT THE OWNERS OF ANY CURRENT GENERATION MUSTANG

Text and photography by Richard Truesdell

Bill Basore of Fountain Hills, Arizona, has led what can charitably be called an "automotively" charmed life. He has three automotive passions: Mustangs, Cougars and BMWs (and we'll forgive him for that last indiscretion as there's a certain mechanical purity to Munich's best as well). He's been able to weave those passions into a professional career spanning some 30 years, but also involving two other passions (music and high-end audio), all with the support of a wife named Debbie who herself believes gears are to be shifted manually and that racing fuel is a suitable cologne for the man in her life. Bill bought her a '67 Cougar XR7 as an engagement gift that they later had to sell as starving college students. It was her first car, so he thinks that she does have a fondness for Cougars too.

As far as his lifelong love affair with Mustangs, it started in the '60s when Bill's dad found out that Hertz had a Mustang convertible available for a weekend rental. It was red with the pony interior, console and automatic. Unfortunately, back in Oklahoma, Bill's mom thought that another Falcon station wagon would be more practical. In the Basore household, cars for kids were considered a luxury. "If me or my brother wanted a car," relates Bill, "we had to pay for it and the insurance as well as the gas. If it broke, we had to either fix it, or find the money to pay to get it fixed. My older brother bought the first Mustang he

could afford when I was 11. It was a 'fixer-upper'. Together we learned a lot about what makes a Mustang tick, smoke, overheat and a dozen other things. It was just the first of many Mustangs to cross my path."

Bill's first Mustang was as far as possible removed from his current one, an "after the fact" aftermarket S281. The first one was a '72 notchback with the 250 cubic inch six and a three-speed, eminently practical for a college-bound high school senior. Bill remembers it as being Dark Green





SALEEN

SALEEN



with a white vinyl top and it had A/C that really worked. After getting a full time job selling stereo equipment in the summer of '77, Bill acquired his second pony, a '74 Mustang II Mach I (he can be forgiven for the Mustang II as it was purchased between oil crunches of the '70s). Bill remembers it as having the most amazing interior of any car he's ever owned, silver with red piping.

In the summer of '78, he married his wife Debbie and together, for almost 30 years, they've shared a passion for all things Blue Oval. "We drove the little Mach I on our honeymoon and I think the car was jealous. We were married in Oklahoma in the middle of July and Pike's Peak was our destination. Unfortunately, our Mach I was shod with Firestone 500s and we ended up spending our second day as a married couple at a tire store in Guymon, Oklahoma. Pike's Peak is a great attraction, a 14,000-foot mountain, and you can drive right to the top. The upper part of the road was not paved and at 14,000 feet the little Mustang was wheezing like a geezer."

The next Mustang was a new for 1979 Mustang Cobra. Bill's was the first to arrive at the dealership with a black leather interior and just about every option available. Debbie thought it was the most beautiful car she had ever seen and was the first



of a series of Fox-bodied Mustangs that included a turbo Pace Car, an '81 Cobra with T-tops, and finally an '82 GT which was whacked in the rear and totaled by a drunk driver. That began a long period of BMW infatuation, and a long pause in the Mustang experience which lasted until the first spy shots of the '05 Mustang appeared. Bill was hooked.

The '05 Mustang GT you see here arrived in April 2005. "It was worth the wait," says Bill. "There was a phone number available to dealers to check the status of a vehicle on order. Using some connections, I was able to get it and started calling on a daily

basis. The system uses voice recognition, and inquiries are answered by a female voice recording. She was dubbed the 'Evil Robot Lady' by those of us waiting the delivery of our cars. She could break your heart or make your day. Mostly, it seemed like she took great joy in breaking hearts."

When he ordered the Mustang, Bill did not really need another car and rationalized the purchase as a way to provide a new vehicle for Q-Logic to use as a demo vehicle. Q-Logic was a car audio company Bill had co-founded many years earlier and had been sold to Rockford

Corporation (Rockford Fosgate) in 2001. Bill knew the car was going to be a very hot vehicle for aftermarket sound systems and at the same time he assisted Rockford in purchasing another Mustang GT that is the current Rockford Fosgate demo vehicle. (More on that car, with a drift theme, in an upcoming issue of *Mustang Enthusiast*.)

"Our idea for the Q-Logic car was to deliver more of what makes the Mustang GT such a great car. If the stock Mustang GT was a 10, then ours would go to 11 and in the process, we would develop a couple of application-specific products for all current generation Mustangs, pulling from the traditional strength of Q-Logic, which is perfect-fit kick panels and space-efficient subwoofer enclosures. At the same time as we started work on these products, using the car as a template, we started looking at ways to make the car more distinctive and in that, we kept coming up Saleen. The supercharger is so well integrated that it looks like it was born in the car and gives the car over 430 horsepower, making it one quick Mustang and it feels as strong as either the 427 side-oiler or the 428 Cobra Jet that resides under the hood of my vintage Cougars. The brakes and suspension were exactly the right mix of performance and poise that we wanted. And every time I look at their car, it takes my breath away. Their parts were just very well sorted out, and that is a very important consideration for a vehicle that needs to be perfect wherever it is seen."

Bill notes that Rockford Corporation has a rapidly growing OEM business developing sound systems for installation in vehicles at the factory and Saleen is actually a manufacturer in their own right, so it was

a natural that the two companies should consider how they might work together. As those discussions developed, it became clear that there were some strong ties between the companies. Rockford Fosgate, Q-Logic, Saleen and the Mustang are all very much American products. When most car audio gear is sourced in Asia, Rockford and Q-Logic still build in the good old USA. And when Saleen goes to the track with the S7, there is no doubt that they are kicking butt with a truly American effort.

So the decision was made that the Q-Logic Mustang would also be a Saleen Mustang. "The actual conversion process was not difficult from my perspective," says Bill. "I drove the car to the Saleen factory in Irvine, and they ran the car down the line to perform the complete conversion. This was possible in part because the Mustang was effectively a new car at the time, seeing only a thousand or so miles from new. I dropped the car off, and then flew back a couple of weeks later to pick up the car. From the Saleen facility, the car went straight to the installers for the

sound system installation using the first kick panels and subwoofer enclosure we had developed for the '05 and '06 Mustangs." The system was designed using product recommendations from Tony Candela and Mark Fukuda, both of Rockford Fosgate. The Q-Forms kick panels and the Q-Customs enclosure were the work of the creative team at Q-Logic based on designs sketched on a cocktail napkin provided by Bill of what the products should look like. "This is the easy part," says Bill. "The product development guys then are tasked with making it real. It is very much a team effort."

When it comes time to relate the performance of his Saleen in the wide open spaces of Arizona, Bill is a bit circumspect but says with a smile that hypothetically you could accelerate as fast from 60 to 120 in this car as most cars can run 0 to 60. "Except it's a lot more fun. And the brakes are just about powerful enough to make your ears touch in front of your face." At the end of the day, or the development process, that's all that needs to be said. ■

