



Creating A Legend

JOHN TEMPLE'S RIDE SETS A NEW STANDARD

By Larry Jewett / Photography by Michele Jewett

You will have to look long and hard to find anyone who doesn't see the resemblance between the latest generation of Mustang and those who started it all. That was the modus operandi for Ford after the car reached its 40th anniversary. Still, the automaker had to hold back a little bit. It couldn't be an exact replica. Time had changed and, to some degree, so had the tastes of car buyers.

There's still a significant number who find absolutely nothing wrong with the original styling. There was a lot to like, after all. Seeing these 2005-up models on the road, though, allowed the creative visions to flow for those who dreamed up ways to make the product even better.

John Temple of Jonesboro, Georgia, had an idea. He started by purchasing a 2005 Mustang from nearby Gene Evans Ford. From there, this standard coupe was about to face a transition.

Through his own JT Composites, Inc., Temple developed panels to assist the

Mustang project. The hood became a full fiberglass twin scoop model. The rear spoiler was changed out to include one of Temple's own design. A new chin spoiler gave appearance changes from start to finish, but one of the most noticeable aspects proved to be the upper roof scoops. Lower brake scoops were also put into place.

The exterior modifications serve to hold the viewer's attention and the Mustang owner's mind's eye begins to envision what his or her car would look like with the Temple components. You swing open the

door to look at the interior and find Auto Meter gauges added, as well as billet components from MGW. It's the simple things like the radio knobs and air conditioning controls that offset the mostly stock interior.

There's an aluminum 4.6L three-valve engine, but the valve covers are powdercoated black with a textured finish. A RoushCharger with air-to-water intercooler and a Roush fuel pump are concessions to higher power. The car pulls 425 horses at 5 psi boost. It has a five-speed manual transmission with an 8.8-inch Ford rear and 3.73 gears. Wheels

are CS67 models from the Carroll Shelby collection with BFG 255/35-20(front) and 285/30-20 (rear) skins.

Temple's work has led to the creation of Temple Performance Cars. The individual body panel components can be sold for the do-it-yourselfer or Temple will sell a turn key car, complete with a Temple serial number, for those who don't already have a Mustang in the family.

One look is clear. Temple wanted to keep the legend alive and has with his artistic and functional contributions to the world of Mustangs. ■

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