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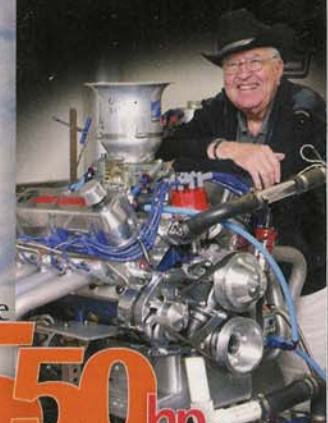
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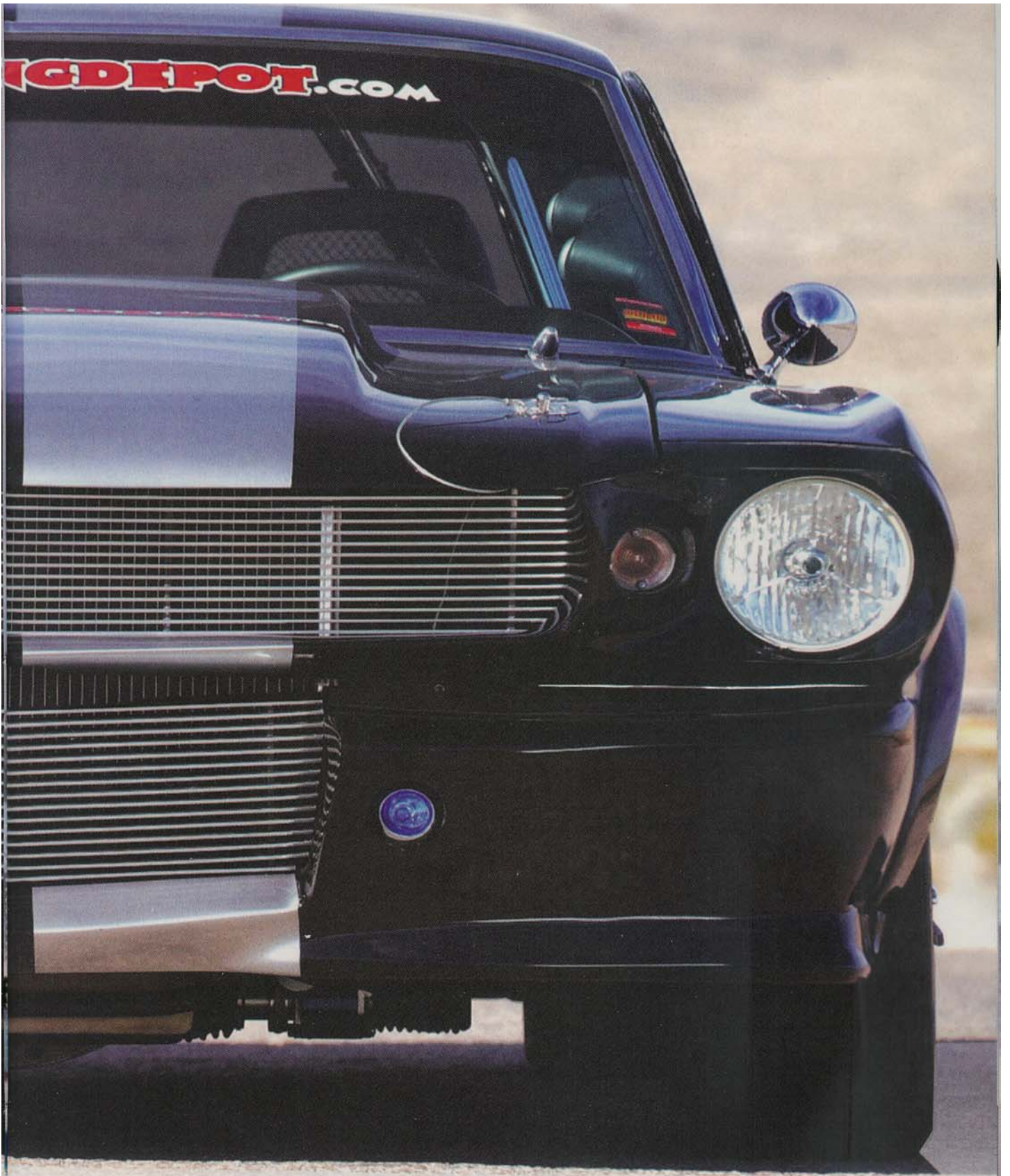
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F2 Photo



the Home

ELEANOR HAS AN OLDER SISTER IN SIN CITY,
AND SHE'S A STANG

SINISTER

"We ended up calling this thing the **Sinister 'Stang**.
 The nickname stuck because the car does look sinister in black.
 Plus, Las Vegas is known
 as **Sin City.**"



The '67-'68 Mustang fastback is the basis for the original GT-500E Eleanor clone. But what do you get when you apply an evolution body kit to a '65-'66 vintage hardtop? Jay Jacquemoud of the Mustang Depot in Las Vegas, Nevada, did just that and explained, "We ended up calling this thing the Sinister 'Stang. The nickname stuck because the car does look

sinister in black. Plus, Las Vegas is known as Sin City." Jay laughed, "We have that little attachment to it." Maybe the hardtop is such a sleeper compared to the fastback that it needs a little more attitude. "Basically, we stole the Eleanor flavor and applied it to the first-generation Mustang," he said. However, Jay and the people at Mustang Depot are not advertising the kit with the name Eleanor. E2 is as close as they get, with E2 referring to the "second version of Eleanor."

With five different hood choices, the E2 body kit can take on five different looks. In contrast, the long hood of the GT-500E is



limited to one hood option. The E2 kit consists of headlight doors, upper nose (three pieces molded together to become a one-piece upper fascia), lower nose, front fender flares, side exhaust skirts, rear fender flares, lower side scoops, a spoiler trunk lid with end caps, and your choice of one of the five different hoods.

The E2 kit also fits '65-'66 fastbacks; you get upper side scoops to round out the package. Jay was really enthused about a fastback one of his customers just completed. "It's a '65. I swear looking at the side of this car, it looks like a cool Eleanor. You don't realize you're looking at a '65 hardtop body." The E2 hardtop

is big news because this body style is much more plentiful than the fastback, and as a result much cheaper. Jay did the math for us, "You can find a hardtop for \$3,000 on average. You can get an E2 body kit for under \$3,000, and you're in at \$6,000. You couldn't buy a '67-'68 fastback at that price."

The E2 kit was merely a starting point for the Sinister

'Stang. Jacquemoud literally went wild from there, building a hardtop he says is "a cross in styling and in design between a drag car and a cornering car." Straight line digging and roundy-round racing are contradictory goals. It's challenging to have both in one automobile. He says, "We've managed to set this thing up to where it's on rails, but it has the stance of a drag car with a slight rake in profile. We can go to the point of bolting on some traction bars to run it down the drag strip and do pretty darn good. I also like to take a car in corners. So, we





have all the tubular racing suspension under it, the Total Control stuff, and power rack-and-pinion. The chassis is strengthened in every way. We put the 9-inch nodular-iron Detroit Locker back there from Currie, forged axles, and a torque arm."

The Sinister 'Stang has a blown 5.0L High Output small-block with carburetion, with an estimated 550 hp on tap. The Tremec TKO five-speed was a must to take the big time torque. Jay chose the cowl hood, which features a billet grille near the base of the windshield. He likes to say the '65-'66 hardtop has sharper

lines than the '67-'68, which is smoother. We like to say Eleanor's older sister sure looks good.

MF



Sinister

Specifications

Vehicle Type

'65 Mustang F2 Hardtop

Engine

5.0L-4V V-8, rated 550 hp
 Comp Cams 586 Lift Solid Roller Cam
 Comp Adj Roller Rockers,
 High Tension Valvesprings
 Aluminum Ford Racing Heads, ported/polished
 Edelbrock Victor Jr. Manifold
 Mighty Demon 650 Carburetor
 Carter High-Volume Mechanical Fuel Pump
 JBA Titanium Headers
 Custom 2 1/2-inch Side Exhaust
 w/Flowmaster 40 Series
 Polished Paxton Supercharger
 MSD Electronic Ignition & Distributor
 24-inch Griffin Aluminum Radiator
 ('67-'68 core support)
 Edelbrock Polished Water Pump
 Chrome 120-amp RV Alternator
 KRC Power-Steering Pump
 Polished Sanden Compressor
 Fuel Safe Pro Cell 16 gallon

Drivetrain

Tremec TKO III Five-Speed
 Centerforce Dual-Friction Clutch
 McCleod Scatter Shield
 JMC Hydraulic Clutch Kit
 Currie 9-plus 3:70:1 Detroit Locker
 Currie Forged 31-Spline Axles
 TCP Torque Arm

Suspension/Brakes

TCP Collover Kit
 TCP Rack-and-Pinion
 1.125-inch Front Anti-Sway Bar
 TCP Tower Brace Kit
 TCP Subframe Connectors
 Five-Leaf Mid-Eye Springs
 SSBC Force 10 Four-Wheel Disc Brakes
 Four-Point Roll Bar w/Cross Brace, fully chromed
 Maier Racing Adjustable Panhard Rod
 JMC Triple Reservoir Master
 Cylinder/Hydraulic Clutch

Stereo System

Kenwood KDC-9000 Detachable Face CD Player
 Kenwood 10-Disc CD Changer
 CAS Dual Voice Coil Dash Speaker
 JBL Tweeters
 CAS Pioneer Kick-Panel Speakers
 Kenwood 6x9" Tri-axial Speakers
 12-inch Petra Sub-Woofer
 180-Watt Kenwood Four-Channel Amp
 GS 400 Watt x Four-Channel Amp
 Coustic XM-3 Electronic Crossover

Exterior

'65 E2 Body Kit
 Paint Job by Fantastic Finishes
 LeMans Stripes
 Fiberglass Cowl Hood
 Shaved Doors Remote Controlled
 Custom Billet Grills, upper and lower
 GT40 Rims: Front, 17x8 inch with 4.5-inch
 backspace; Rear, 17x9 inch with 5-inch backspace
 Tri-Bar Headlights
 Yokohama ES100 Tires 225x45x17 in front,
 275x40x17 in rear

Interior

Custom Leather Interior w/FloFit Seats
 by Upholstery Works
 JME Instrument Cluster and Glove Box Faci
 Auto Meter Ultralite Gauge Set
 Custom Covered Pillar Gauge Pod Set
 Lacarra Black Leather Steering Wheel
 Modified Pony Door Panels, Stainless Inserts
 Electric Windows
 Electric Doors
 CAA Perfect Fit AC System
 Flaming River Polished Tilt Column

