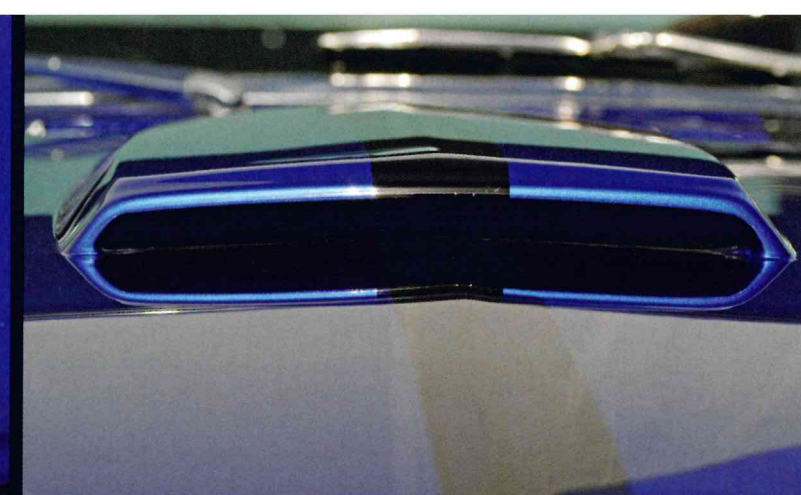


Above: Be warned if you ever see this badge!

Below: Loaded with audio gear, the boot competes with what's under the bonnet for audio dominance



Above: Shelby was making bonnet scoops popular way before the WRX was even conceived!



Below: Art in motion...simply stunning to watch

work setting off the chrome and alloy, whilst at the offering Gary an easy to maintain proposition. On idle, this thing sounds fantastic, and to date has healthy 381hp at the treads much to the approval of s right hoof.

the small block screamer is a stout C4 auto transng a 2800 Dominator stall convertor which helps shift o the rear. Waiting for punishment is a built 9-inch 25 gears, 28 spline axles and traction adding LSD all tried and true reliable gear that allows Gary mile f trouble free cruising and a little squirt now and then els the need to get out there for a bruising as well.

the meeting with Brian Buckley, an old mate of Gary's another great partnership formed. This time around

of staggered billet American Racing Torque Thrust II rims. Polished within an inch of their life, they weigh in at 17x7 at the front and porky 18x8 at the rear, and they contact the tarmac through low profile Silverstone rubber. They, like the contrasting exterior paintwork are a perfect choice for the fastback, paying homage to the smaller 5-spokes Shelby rim originally offered back in the 60's.

Hiding behind the gorgeous rims is a set of rebuilt XY Falcon discs and calipers up front, whilst at the rear a set of Falcon AU brakes have got a gig. The anchors work with lowered Pedders coils and shocks up front and custom reset springs at the rear with more Pedders shocks to help iron out the bumps.

The lads from the Muscle Car Factory then turned their attention to the steering and fitted a Flaming River power

