



A



B



C

Let's face facts. Our sport is ego-driven. You can't tell me that cruising past a heap of people who can't help but stare and point their fingers doesn't give your self-worth a boost. One of the biggest reasons we all build custom cars is for our peers to be envious and remark on how much they like your latest ride - even if there is a hint of jealousy in their voice. It's all about feeling good. So how good must Michael Scicluna feel? Having a piece of American muscle car history parked in your garage just itching for some black top cruising is enough to bring a smile to any-one's face.

OK, so we've established that Michael's Mustang is very cool - at the very least aesthetically. But would that mean anything at all if it was powered by a stock 289 cube small block with a single 600-cfm Holley carb and very little else?

Thanks to the seemingly endless amount of classic car importers, our shores feature plenty of Mustangs of all year models in various stages of condition from rolling wrecks to pristine re-stored examples. Their condition controls the price as well. So when Michael handed over the princely sum of \$14,000 for his Fastback, you can probably visualize just what state of repair this '67 was in. Thankfully, by the time the Mustang was in his possession, he had already formed a relationship with the team at the Muscle Car Factory, a feat that proved very fortunate down the track.

With the body looking like it had done ten tours of duty with the US Army, it was left up to Leo and the crew at the Muscle Car Factory to source new panels and bring the body back from the brink. Whilst few people would dramatically alter the lines of such a classic shape, Michael knew he wanted some subtle changes that would enhance the Fastback lines. With that in mind, the team added a Shelby bonnet and front valance along with a custom rear valance panel. The rest of the removable sheet metal was thrown in the 'too far gone' basket and replaced with new steel. Likewise, the factory glass is all new as well. The billet grille is so much cooler than any-thing the factory had on offer in '67.

With the panel beating tools back on the shelf and the spray booth prepped and ready for some action, all Michael had to do was decide on a colour. After considering a mountain of hues, Michael couldn't go past the original Dark Moss Green. Sure, Red is more than popular on any number of Mustangs, here and overseas, but Michael knew that his ride was going to buck the trend. With the primer rubbed smoother than your local Member for Parliament, the time had come for Ralph Davies to lay the colour onto the Fastback's body and engine bay. When it rolled from



Above: What a surprise you get when lifting the bonnet of Michael's cool Fastback. That injection speaks for itself and sits on top of a well-detailed, 540-horsepower 427ci "Side Oiler" big block.



C.A.P.A. PERFORMANCE PARTS

WWW.CAPA.COM.AU

BA-BF V8 SUPERCHARGER KITS



Above: BA-BF XR8 Standard Rotation Intercooled Kit.

BA-BF XR8/GT SUPERCHARGER KITS



400kW
Special
\$4,995

BA-BF XR8/GT Vortech Sealed

Standard: 260kW Supercharged: 400kW
Vortech Sealed Supercharger for a Quick & Easy Install. Ford Flash 2 Required, \$595.00 with Kit.
400kW Reverse Rotation Basic **\$4,995.00**
460kW Reverse Rot. Intercooled **\$7,895.00**
480kW Crank Drive, Intercooled **\$8,995.00**

BA 3 VALVE SUPERCHARGER KITS



380kW
Special
\$5,995

BA 3 Valve V8 Vortech Sealed

Standard: 220kW Supercharged: 380kW
Vortech Sealed Supercharger for a Quick & Easy Install. Ford Flash 2 Required, \$595.00 with Kit. Injectors required in the non-intercooled kit.
380kW Reverse Rotation Basic **\$5,995.00**
400kW Reverse Rot. Intercooled **\$8,995.00**

www.capa.com.au
08 8582 3499