

the Muscle Car Factory's booth, Michael wore a grin as big as Texas. The Moss Green paint looks superb against the Mustang's chrome work and 18x8 and 20x10 DB52 Dragway wheels.

The guys at the Muscle Car Factory weren't done with the Mustang just yet, with plenty of up-grades to happen on the underside. The front end was stripped out and replaced with a strut ver-sion incorporating a host of Total Control Products including the springs, shocks and complete rack and pinion steering set up. The same brand springs and shocks feature on the rear end, which now relies on a four-link design assembly. As

With the body looking like it had done ten tours of duty with the US Army, it was left up to Michael's new mates at the Muscle Car Factory to source new panels and bring the body back from the brink.

far as brakes go, Wilwood cross drilled and ventilated 300mm discs have been bolted to each corner and rely on 4-piston calipers and a hid-den booster to provide the stopping power.

With both doors flung wide open, the reworked interior comes into full view. It's a bit of old meets new on the inside with Seat Pro Car Rally seats replacing the factory fitted items that fail in comparison. The original "Deluxe" dash has been kept in its rightful spot and is chock full of gauges that keep the vital signs handy for Michael when out cruising the beast. The period-perfect wood rimmed steering wheel is all class. The overhead and centre console are also period correct making the interior space a great place to hang out.

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 600cfm Holley carb and very little else? Thankfully that's not the case here, with no less than 427 inches of FE "Side Oiler" big block nestled in between the strut towers!

Built with reliable horsepower in mind, any thoughts of running a carb (or carbs) on the big block were quickly forgotten when Michael scored himself a complete TWM / Boria injection system featuring eight throttle bodies for that classic racing look. It certainly provides a talking point when the bonnet is lifted, that's for sure. Don't think for a minute

though that the engine build started and finished with the EFI set up. The "Side Oiler" engines are getting on a bit now, so armed with that piece of knowledge, Michael made sure the 427's internals were new and up to any task he should put the Mustang through.

With the engine stripped down, the bored, honed, blueprinted block was waiting for its new parts to be fitted up. These included a complete balanced Scat rotating assembly, Arias 10.9:1 pistons and a Crane hydraulic roller cam. A pair of alloy Edelbrock heads soon joined the mix, but not before being ported and polished and fitted with roller rockers to be on the safe side. Edelbrock also supplied the water pump that circulates the coolant through a custom made alloy radiator.

MSD branding features heavily in the ignition system with the distributor coil and leads all wear-ing the same logo. Controlling the EFI is left up to the Autronic SM4 brain that provides effort-less and smooth power delivery no matter what the driving condition is. Although the engine produces 540 horsepower and 580Nm of torque, it's not just about the power. Visually, the en-gine looks spectacular too, with a nice mix of paint and polished alloy used under the bonnet to great effect.

Backing the tweaked big block is a 5-speed Tremec gearbox - more than capable of handling the power without even the slightest hint of a hiccup. The power then gets sent

back to a tried and tested nine-inch rear end suspended by the four-link and coil over shocks, the diff houses a lim-ited slip centre and 31-spline axles. A custom built tail shaft links both the gearbox and the diff.

Some people may look a little baffled as to why Michael would modify an original "S-code" 390 4-speed car. But as Michael told us, "Everything done to the car so far has been a bolt in, bolt off situation. Nothing has been cut and nothing has been welded. If I wanted to go back to original, the only factor is time." Finally, Michael wanted to make sure that the crew at the Muscle Car Factory know how much he appreciated everything they did for him during the build. "I can't thank them enough. They go out of their way for you. I would highly recommend them to any-one." Enough said...



The interior is a classic case of old meets new with Pro Car seating added to an otherwise standard interior. It all works together though with the seats blending in with their new surroundings.



Below: Since its debut, Michael has had plenty of success on the show arena winning 3rd Show Car at the 2010 Vic Hot Rod Show; Silver at the Mustang Round Up in the Modified Class; Top 5 Street Car at the 2011 Vic Hot Rod Show and Top 10 at the 2011 Born in the USA show at Docklands in Melbourne in amongst some 200-plus cars!



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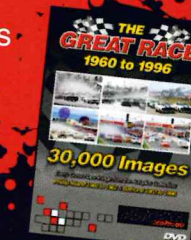
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