

Don't be deceived by the stunning lines of this '67 fastback. The classic good looks of this ride come courtesy of US based company Dynacorn International, who a couple of years ago created a brand new 21st century all-steel replica of the '67 fastback shell. No more rust repairs or days and weeks of chipping bog out of quarter panels and massaging them back into proper shape. No more having to undo forty years of other people's screw-ups and disasters.

The particular example you see here belongs to Leo Banks from the Muscle Car Factory in Braeside, Victoria. The Muscle Car Factory is importing the Dynacorn LHD '67 shell into the country for conversion and customer sale, and as far as we know, this is the first of the new Dynacorn shelled cars to be completed in Australia.

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you want. Anything from the plain 'ole GT right up to an individual spec Shelby replica; or something somewhere in between.

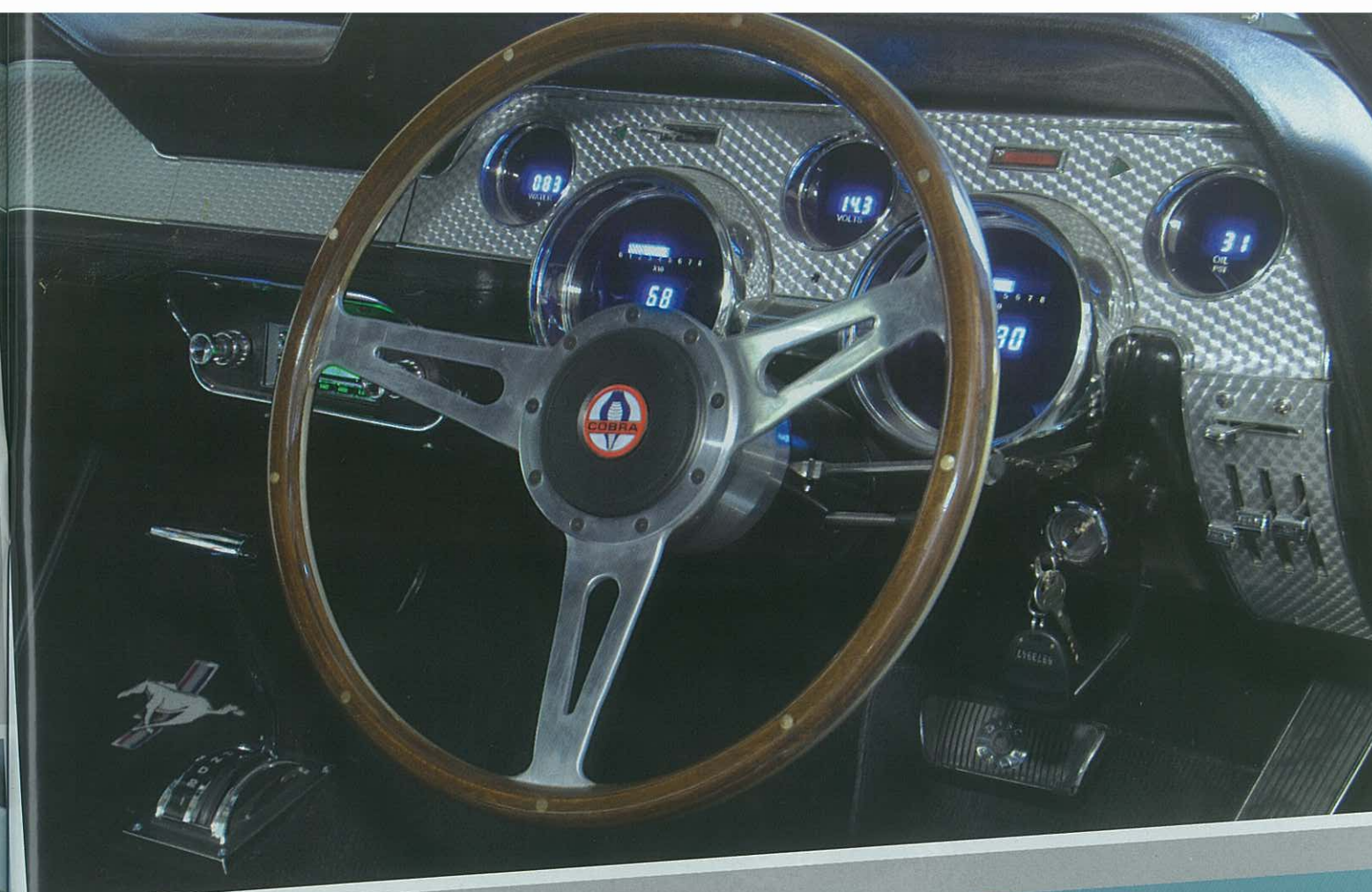
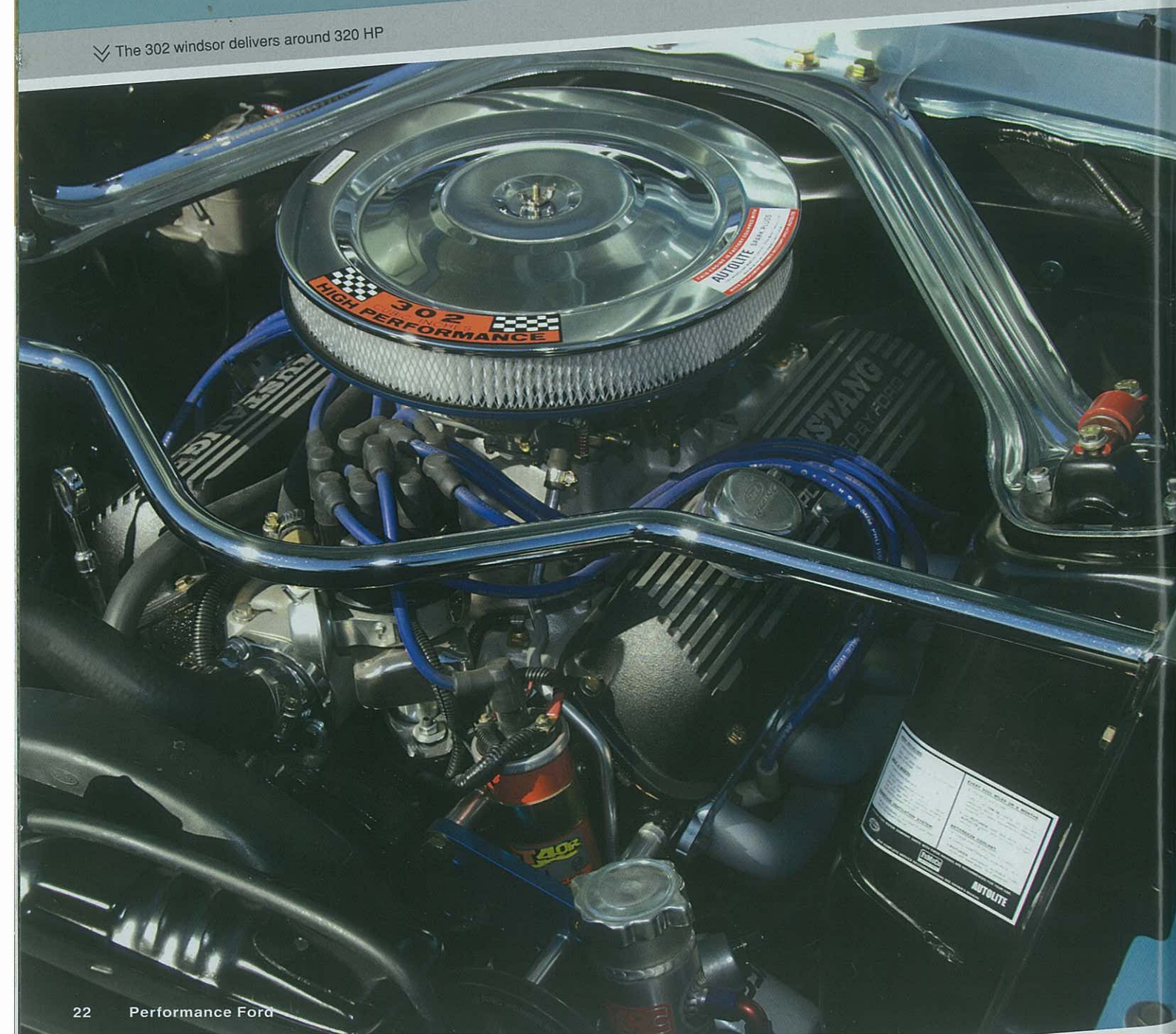
With an all new shell, it pays to have everything else from the hanging panels to the factory tinted glass redone brand new, and that's exactly what's happened. The heart of the Stang is the newly build 302-cubic-inch Windsor engine. Featuring a hydraulic

lifter cam, Edelbrock Performa Dual plane manifold with 600cfm carburetor with electric choke vacuum secondaries, standard GT40 style cast Heads, finned Mustang Cobra rocker covers, Pacemaker 4-into-1 extractors, KRC power steering pump, Ford Racing aluminium pulleys, Pro Comp ignition and a 4-core radiator. Tru Fit Exhausts came up with a fully custom 2.5in twin system that runs the exhaust tips through the rear valance panel as in a 65/66 GT instead of with just standard dump pipes.

As it stands, the Mustang puts out 320hp. This gets to the ground via a remanufactured C4 fitted with a RHD style OEM shift kit running a 2400rpm stallie to the 9-inch with a 3.25:1 ratio centre. New disc brakes are fitted all round, powered by a rebuilt XA-XC Falcon brake booster and a master cylinder that's been modified to suit.

The front suspension features new Fac-

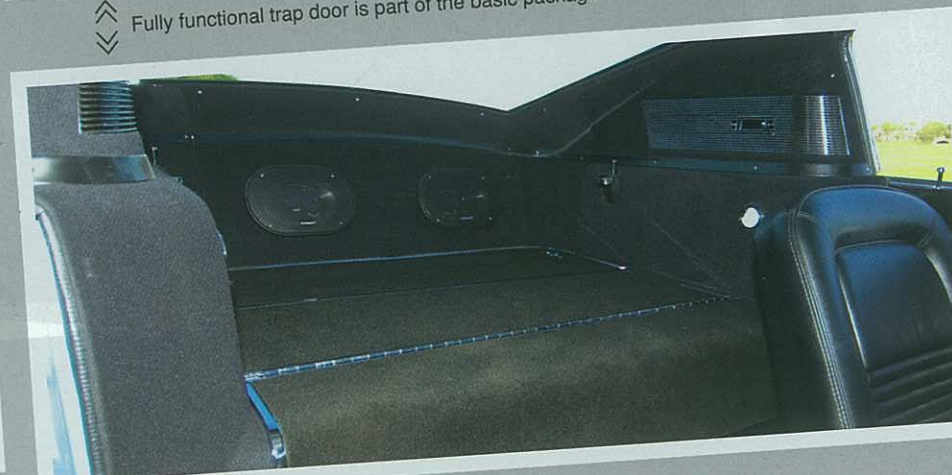
✓ The 302 Windsor delivers around 320 HP



⤴ 1905 Modern instrumentation in a sixties setting



⤴ Fully functional trap door is part of the basic package



tory upper and lower control arms, Pedders sport Ryder heavy duty springs and shocks. Rubber bushes, a 19mm Front sway bar and modified XF steering rack attached to a Flaming River brand tilt column capped with a Shelby style GT350 steering wheel. Out back Pedders Sports Ryder Shocks are mated to custom 5-leaf springs by Moorabin Spring Works. Rolling stock comes courtesy of American Racing Wheels, with 18x7 & 20x8 Torque Thrust II wrapped in 225/40/18 & 245/30/20 Nankang rubber.

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At this point, the body was hit with a bunch of Spies Hecker AQUA MICA 2 pack by Muscle Car Factory's in-house paint guru Ralph Davis. It makes for a sleek modern look bound to take in everyone from the Aussie muscle car fan to the latest US Pro-Tourer aficionado. And while there are no low-lights on this car, for some the highlight must be the all new retro-tech interior. Featuring a new fully functional Dakota Digital Dash finished in chrome, it includes on board computer which can log quarter-mile times, 0-100 brake testing can be set for KPH or MPH, Fahrenheit or Celsius.