

## NEW OLD MUSTANGS

Old Mustangs are getting harder and harder to find, especially fastbacks, and when you do find one it usually needs a lot of work or costs a packet if fully restored. And, of course, it's a 40-year-old car.

Now there's an option, with Melbourne's Muscle Car Factory building to order brand new 1967 Mustang GT Fastbacks. Yes, you read right.

Using new steel replica shells made under licence from Ford by US company Dynacorn International, reproduction parts from US suppliers Scott Drake (knobs, switches, bezels etc) and Dashes Direct (interiors), and local mechanicals, Muscle Car Factory can build a new '67 'Stang (as pictured) in around

three months for \$99,000 (plus GST). This includes right-hand drive conversion, full engineering certificate and 12 months warranty.

Specification includes a 'crate' carby-fed 302 V8 (fuel injection is optional), C4 auto, nine-inch diff, Pedders sports springs and shocks (leaf springs are from Moorabbin Spring Works), four-wheel disc brakes, digital dash, tilt steering column, 14-inch Shelby steering wheel, fold-down rear seat, new wiring loom, and 18 and 20-inch rims.

"The car is fantastic value," said MCF's Leo Banks. "Once you incorporate a rotisserie paint job – worth around \$35,000 – into the equation, with everything supplied and fitted and 12

months warranty, it's really good value for money.

"The car you buy is brand new, bumper to bumper. It has no rust, it hasn't got 40 years of repairs and, with 12 months warranty and RHD, you have piece of mind. Our base model is the GT version, which was the best model available in 1967, and we add mod-cons like the digital dash and 18 and 20-inch rims, which give it a Pro

Touring-style look. It mixes old and new, but you could save about \$4000 by fitting 15-inch steel-style rims."

Also available are 1969/70 fastbacks, and 1965/66 fastbacks and convertible bodies are expected to be released in 2010, so all the classic Mustang years will be covered.

For more information check out [musclecarfactory.com.au](http://musclecarfactory.com.au).



## RICHO'S TARMAC WEAPON ON THE MARKET

This year's Classic Adelaide (November 18-22) will for the first time accept a limited number of Modern vehicles in the Competition category and that means Jim Richards' very rapid Porsche 944 Turbo Cup coupe is looking for a new home.

With Jim reverting to his current 911 GT2, the 944 is now redundant in his garage, as he acquired it specifically for Classic Adelaide, which has been its main annual outing.

Don't be fooled by its 'Clark Kent' standard looks though. In typical JR style, this is a very special Porsche that owes many times its purchase price as a result of his many 'tweaks'.

He acquired the car as a standard 1988-model 944 Turbo, but then stripped it to a bare shell before totally rebuilding it to the spec of the 944 Cup models that raced in the German Porsche Cup series in the late 1980s.

Off came its sunroof

turret, to be replaced by a lighter one-piece roof, while the car's air conditioning, electric windows, heavy standard seats and trim and standard battery were also ditched.

In their place are a full rollcage, a pair of new Cobra race seats and a lightweight battery, altogether paring the Porsche's weight back from around 1300kg to 1188kg.

The rebuilt turbocharged 2.5-litre Porsche 944 engine now pumps out a

conservative 238kW instead of its original 164kW; there's a limited-slip differential; the stoppers are the same M030 race brakes fitted to the 968CS, as is the suspension, with its coil-over shocks and heavier anti-roll bar.

While the car's race record shows two second places, two thirds, a fourth and numerous class wins in Classic Adelaide, Jim led the entire Rally Burnie field in the wet (including the Whites' Lamborghini Gallardo) until the very last stage, when he was pipped for victory by just five seconds by a 4WD Mitsubishi Evo.

Like all Richards' race cars, the Guards Red 944 Cup is in immaculate condition and ready to race.

You can contact him on (03) 9879 7000 to discuss the price, which he assures is far less than an equivalent 911 tarmac rally car and well under what it would cost to build an equivalent 944 Cup today.



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