

with the aid of helpers Fred Terry, John Schriver, Ken Scholl and James Houston. All had something special to contribute, with Schriver fabbing special bracketry in his machine shop. "I also want to thank my wife Faith for putting up with all of this," McCall wisely added.

McCall had the stock RCR chassis powdercoated, then installed the chassis plumbing. A ZF transaxle (similar to the one in his Pantera) with a 4.22:1 final drive feeds power through a Webber 11" clutch assembly. He chose 15" Vintage Wheel replicas of BRM wheels used on some original GT-40s. They are 8" wide in front and 10" in back, shod with Hoosier 225-50/15 and 26.5-9.5/15 rubber. The AP 11.75" stock car-style rotors and calipers were about the biggest that will fit in the rims, and 6-piston calipers were fitted up front with 4-piston units in back. The custom aluminum radiator is aided by twin electric cooling fans.

The RCR chassis comes with billet machined uprights and suspension control arms, and the rear radius links are fabricated from extra-strong DOM tubing. QA-1 custom aluminum anodized coilover shocks were used all around. RCR even has their own rack-and-pinion steering systems made to their specifications.

The 360" Ford engine was bought from a supplier of used NASCAR engines, and was rebuilt and subsequently slightly detuned. It's based on an SVO 9.2" deck NASCAR block with a crank from Sonny Bryant. Ross custom dished 11.2:1 compression pistons are swung by Carillo racing rods. An MME cam was used, along with Yates racing heads wearing titanium valves supplied by Comp Cams. T&D shaft-mounted rockers hide under Ernie Elliot NASCAR valve covers. A Yates racing intake manifold mounts a fully-built Holley four-barrel carb. Ignition is via an MSD billet distributor backed up by an MSD 6AL box. All engine machine work was done by Smalls Machine and McCall did his own final assembly. He also fabricated his own headers with 1-7/8" primaries and 3.5" Magnaflow mufflers. The potent mill delivers 670 hp at 7,800 rpm, comfortably more than any Ford GT raced in period ever had!

The body was left stock and McCall, with a hand from former Corvette restorer Fred Terry, smoothed it out for a coat of subtle Windveil Blue Ford paint (accented with a white stripe) squirted by Houston. The louvered rear deck panel was fabbed by Mark Charlton.

Inside, the dash was coated with spray-in bedliner material for a serious racer look. Classic Instruments fill the

