

# FASTER FORD



*Dearborn Fanatic  
Moves Up from  
Pantera to RCR-40*

*story & photos by Harold Pace*

**R**on McCall is a Pantera fan with a cherry 1971 model he has been running in track events with the Chesapeake Panteras Club. He makes a living rebuilding automatic transmissions, but on the weekends he heads for the track with his DeTomaso-owning friends, who elected him vice president of the club. But eventually he yearned for a lighter track car (the Pantera weighs in at a porky 3,000 pounds) but with that all-important Ford lineage (he was also reluctant to wear out his classic Pantera on the track). His research led him to Race Car Replicas (RCR) in Fraser, Mich.

McCall is a hard-core Blue Oval guy, so when it got to be time for a new ground-pounder only one make of engine came to mind. In fact, he already had a potent ex-NASCAR Ford 360 (recently removed from the Pantera) that needed a new home. McCall decided on a Ford GT replica based on his love of Ford racing history. "Winning Le Mans four times in a row is pretty impressive," he says. He also craved the classic, purposeful lines.

After deciding on the model for his next project he spent the next two years



*This potent Ford mill once was used by a NASCAR team.*

researching GT-40 replicas. Most have tube frames with aluminum paneling, and McCall reasoned that this would require more work to assemble and would not be as stiff for track work as a monocoque chassis. When he talked to Fran Hall at RCR he knew he had found the right place. Hall has an extensive background

in racing cars and motorcycles and his monocoque-chassis kits reflect it. McCall selected an RCR-40, an ideal starting point for a combination street and track car.

McCall picked up his RCR-40 in January '06 during a blinding Detroit ice and snow storm. Once safely home in Hampstead, Maryland he attacked the kit

**Kit Car Builder**