



JIM YOUNGS PHOTO

dash and an appropriate interior mirror was found on ebay. Electrical Engineer Scholl helped with wiring chores. The seats are standard RCR GT-40 replicas upholstered in black Ultra-Suede. In keeping with the track orientation no carpets (or radio, for that matter) weigh down the svelte 2,200-pound street fighter. Impact Racing 5-point seat belts keep McCall and friends planted in the seats during hi-G maneuvers. All RCR-40s come standard with serious 6-point roll cages.

So how does it run? In its track debut at Pocono Raceway the RCR behaved admirably. McCall says it handles great and was more stable than his Pantera had been. It was predictable both in tight slow-speed turns and 130 mph sweepers. He had been concerned about the brakes due to their size, but they refused to fade or pull. McCall has also driven his new ride to local car shows, where it never fails to draw a crowd. "I finally get tired of answering questions," he grins.

McCall was impressed with his first kit car project. "I normally enjoy driving more than working on cars, since that's what I do for a living. But it was fun to build." He credits RCR with producing a high-quality kit that works well right out of the box. He was also impressed with the accuracy of the striking body shape, not something he found with all GT-40 clones. "It gets ten times more looks than the Pantera does," McCall observes.

McCall finished his pride and joy in an amazingly quick 16 months. Although he has been a professional mechanic for 18 years, he says any enthusiast who takes his time can build their dream car as long as they do their research first and pay attention, even though a novice may take longer than a pro to complete the project. Judging from McCall's results, it will be worth it.

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