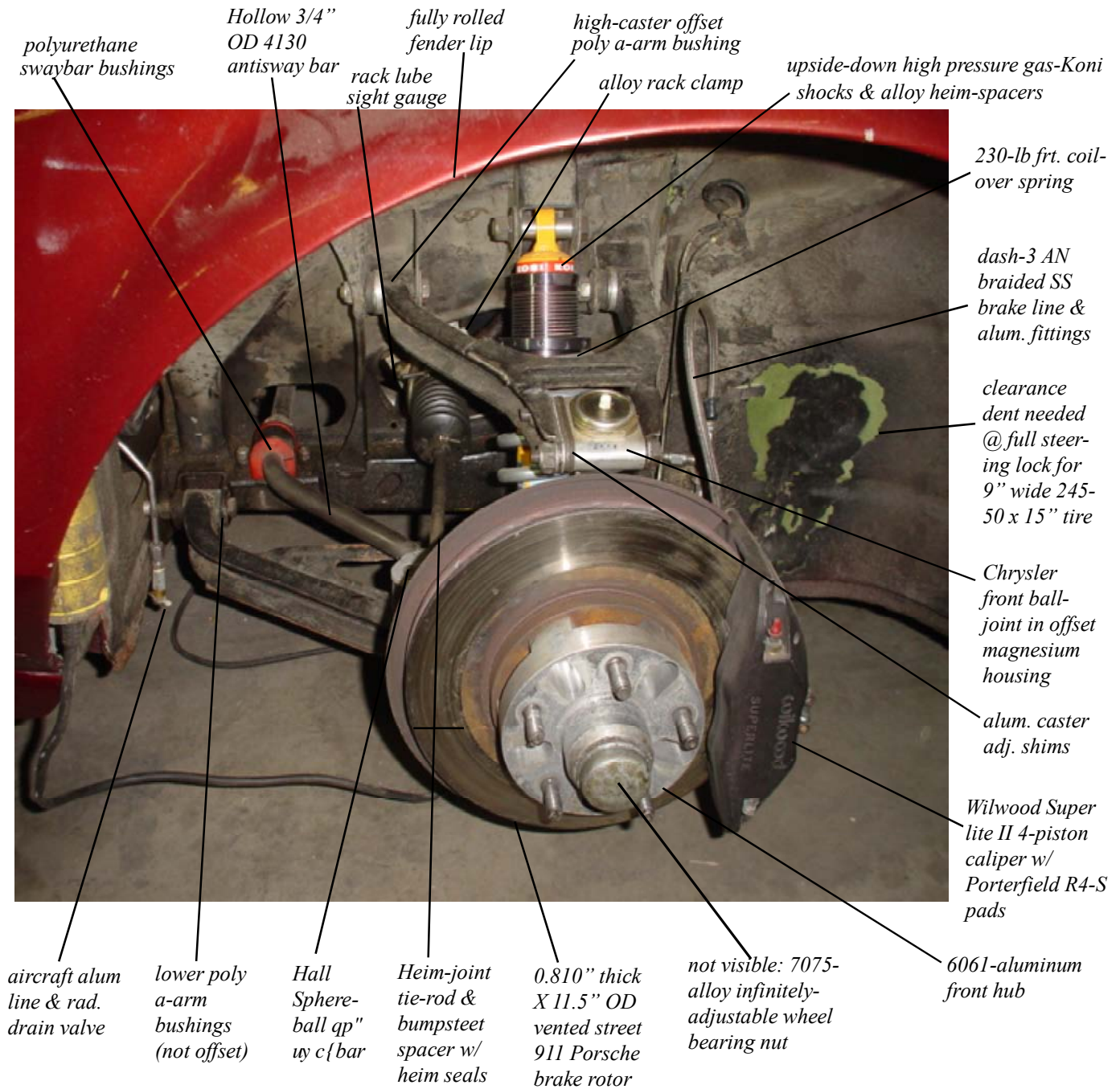


DRIVER'S SIDE OF OUR '72 L- MODEL PANTERA FRONT SUSPENSION

(intended for street & light track use)



A similar photo was on the cover of the Newsletter a decade or so ago, but it's still a good reminder of how far you can go with suspension bolt-ons and still retain the 'stock' look with improved handling & servicing. Updated front unsprung weight is now 36.5 lbs/side (net) *lighter* than stock, including a heavier 8" x 15" Campagnolo wheel & 30% wider 245-50 x 15" tire, w/aluminum valve stem & cap & open-hex racing lug nuts.

Vented Porsche brake rotor is stock dimension & fits c'home made alloy hub without an adapter, as does alloy Wilwood 4-piston caliper. A LOT of what's shown is garage-made 'cause at the time I fabbed them up, such things weren't available commercially. Rear suspension is similarly modified but the weight savings are not quite so notable at *only* 26.5 lbs/side (net) lighter w/295-50 x 15" tires & 10" Campys). So far, anyway....