

# Get Throwed Back

**RIDE** With Ford's Mustang and Chrysler's 300C flying off the lot, more and more car designers are diggin' in the crates for models to remix. Here's a quick look at a few concept-driven classics on deck.



## 1. FORD SHELBY GT500

**Original flavor:** In 1968, Ford added some bite to its successful line of pony cars when it teamed up with legendary race-car builder Carroll Shelby for the Mustang Shelby Cobra GT500. This year, the two teams reunite for this instant classic. **The new style:** With a 475-horsepower, 5.4-liter V-8 tucked under the hood, the Shelby is the most powerful factory-built Mustang to date. It comes as a coupe or a drop-top with a two-tone leather interior to match your fit.

**Street life:** Summer; price TBD

## 2. LAMBORGHINI MIURA

**Original flavor:** The Miura redefined the supercar when it first popped on the scene in 1966. Fast, fly, and sexy, it was the flossy whip of the Rat Pack. Frank Sinatra and Dean Martin each owned one to the tune of roughly \$14,000. The same model goes for more than \$200,000 today.

**The new style:** Introduced publicly at this year's North American International Auto Show in Detroit, the Miura's back with a vengeance and in the best shape of its life: capable of hitting 62 mph in 3.3 seconds and looking badder than ever with a scintillating V-12 engine tucked into its sleek yet rippled backside. With a little Audi pragmatism (which has a stake in Lambo), this car has the oomph to keep up with the aahs of its curves.

**Street life:** 2007; for an estimated \$700,000



## 3. CHEVROLET CAMARO

**Original flavor:** The first Camaro, introduced in 1966, was based on the compact Nova, but since then, the car's impact has been anything but small. Although Chevy halted production in 2002, more than 1,000 Camaro car clubs are still riding strong.

**The new style:** Chevy recently rolled out a new Camaro concept car that revisits its 1969 dynasty, back when it beefed with Mustang. The new thick curves from back to front made jaws drop in Detroit. After all, in heavy Chevy country, OGs run the block.

**Street life:** 2009; price TBD

## 4. DODGE CHALLENGER

**Original flavor:** Dodge may have been the last American automaker to enter the pony-car market, but the debut of the bold Challenger in 1970 definitely made a mark. Today, an original can catch up to six figures.

**The new style:** Once again, Dodge is getting its muscle up, first toning up the Charger and now coming even stronger with the Challenger. The concept Challenger blends the classic long hood with new-school cues like butterfly hood scoops and a Dodge crosshair grill. It's built on the same platform as the Chrysler 300C, and customization potential is crazy.

**Street life:** Sometime between 2007 and 2009; price TBD

Tamara Warren

## OLD SCHOOLIN'

You don't have to get a new model whip to push a throwback. But before you buy original, take some lessons from Kevin Shuler, manager of Atlanta's Elite Auto Concierge, the car customization shop co-owned by T.I., Oakland Raider Charles Woodson, and Shandon Anderson of the Miami Heat. How else are you going to be ahead of the class?

**Colors:** "Look at the paint job and make sure it's rust free. Rust is like cancer—you want to kill it fast. If you paint over rust, it's going to come back and eat away at it."

**Running numbers:** "Make sure the VIN [vehicle identification number] is the same on all the parts. A car is worth more if it has matching numbers, because it means it's original."

**Sample the product:** "Have a mechanic who specializes in restoration check under the hood to make sure the car is in good mechanical condition."

**Reality check:** "Assess how much money you'll have to invest. It can cost up to \$40,000 to restore an old car and may take up to a year. Expect to spend from \$20,000 to \$40,000 on

an old Chevy, depending on the engine, how fast the car is, and the condition of the interior."

**Be easy:** "Keep it looking original as much as possible to keep up its resale value." T.W.  
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