

DOMINATOR GT™

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History has repeated itself yet again in Lee's Summit, Missouri. In 2007, R&A Motorsports introduced an updated Twister Special. This year they bring Mustang fans the updated Dominator GT™, based on the 2010 Mustang.

You might remember the history of R&A, but just in case, here's a brief refresher course. R&A's Jeff Yergovich, is renowned in the world of Shelby restoration. He's been restoring Shelbys since 1975. Jeff and his wife, Julie, own R&A Motorsports, located in Lee's Summit.

In 2007, a Twister Special was added to their portfolio. Utilizing the S197 platform, R&A successfully offered an updated, limited-edition.

Basing their latest high-performance offering on the 2010 V6 and GT Mustang, R&A is producing Dominator GT™ Mustangs.

In 1982, a Ford dealership in Lee's Summit, MO, produced what a 1984 *Super Ford Magazine* article dubbed the "fastest production car in the quarter mile made today." R&A Motorsports' facility is housed in what was Summit Ford's body shop. Refurbished to Jeff Yergovich's standards, complete with a clean room, R&A took up residence in the facility. Summit Ford is now open as Bob Sight Ford and is located in a different building altogether.

Knowing when they completed the production of Twister Specials that they wanted to build something as powerful, yet limited, the obvious answer was to offer an updated Dominator.

In June of this year, the Dominator GT™-6 and Dominator GT™-8 were introduced in Tulsa, OK, at the Mid-America Performance & Shelby Meet. Immediate crowd pleasers, these Mustangs

garnered looks at the turn of the key, or should we say push of the button.

R&A's Twisters were built in five stage offerings. Yet when the Yergovichs decided to create the 2010 Dominator GT™, they did almost no research on the offerings of the earlier version. They decided to utilize what enthusiasts want most, horsepower and style and wanted to give the best bang for the buck. Making the decision to offer the Mustang in three Stages came together easily. Only when they discussed their project with Stephen Koger of the Dominator Registry did they discover that the original version was also built in three stages. Everything seemed to parallel the earlier version of the Dominator, with little research. A little *Deja' vu*?

The 2010 Dominator GT™ is available as a post-title model. You purchase a Mustang from your favorite dealership,



RUMBLES THE STREETS

choose any color and trim package you wish. If you contact R&A and make prior arrangements to have your Mustang delivered to them, they will provide a special code which gives you a no-charge drop-ship delivery to Bob Sight Ford right in R&A's back yard.

R&A's customizable performance and restyling options are listed in the side-bars on pages 44 and 46.

Depending on the package you choose, delivery of your completed Dominator can take anywhere from three days to three weeks.

At press time, dyno numbers on the V6 version were at 203rwhp. With the goal of 250rwhp in their sights, R&A continues to tweak the modifications by adding a 3-core intercooler and an additional 4 lbs of boost.

The V8 produced 421rwhp, with a goal of 450-470, more work continues on it as well. Borrowing a line from R&A's brochure, their packages take the

2010 Mustang "from mild to wild."

R&A claims building fast cars is fun, well one ride in a Dominator GT™ proves that fact. In Tulsa, I was fortunate to drive both models. With an automatic transmission (that was a nice surprise), a healthy JBA exhaust, and all the creature comforts offered in the interior, the Dominator GT™ is a blast to drive. It handles like a dream, and sounds mean and healthy. And, man, does it go fast? Well, let's just say on the way to out to the track at Hallet we put them both through the test. They passed beautifully—they can fly!

When you take delivery of your Dominator GT™, it will be badged with a serialized VIN, and distinctive decals. The Mustang will have been lowered 1.4 inches. The rear decklid wears a black-out panel. The Carroll Shelby Wheel company 20-inch wheels are shod with Pirelli P-Zero (front) 255 35 ZR20, (rear) 285 30 ZR20 on the GT-8 and 235 50

ZR18 (all around) on the GT-6. Braking is provided by Baer with the GTL3's sporting 6-piston fronts and all GT's are equipped with Baer Eradispeed rears. In addition to Level 1, 2, and 3 choices, customers can choose stripe color. If you want additional upgrades to your Dominator GT™, R&A is most accommodating to customer's add-on requests.

The Dominator GT™ Project will run until Ford introduces a new body style, which is estimated to be about four years, 2013-2014. (Just in time for the 50-year anniversary of Mustang?) **MT**





DOMINATOR GT™



DOMINATOR GT™

GT PERFORMANCE LEVELS

GT-8 L1

- Serialized VIN plate
- Distinctive Decals and Badging
- Exhaust upgrade (4-inch double-walled chrome)
- Cold Air Intake
- Customized gauge cluster
- Blackout deck lid panel
- C-pillar scoops (smooth)
- Ducktail Spoiler
- Carroll Shelby Wheel Company Wheels
20x9-inch front, 20x10-inch rear
- Pirelli P-Zero Tires
- Drilled, slotted, zinc finished rotors

\$6,895.00

GT-8 L2

- Serialized VIN plate
- Distinctive Decals and Badging
- Exhaust upgrade (4-inch double-walled chrome)
- Cold Air Intake
- Customized gauge cluster
- Blackout deck lid panel
- C-pillar scoops (smooth)
- Ducktail Spoiler
- Carroll Shelby Wheel Company Wheels
20x9-inch front, 20x10-inch rear
- Pirelli P-Zero Tires
- Drilled, slotted, zinc finished rotors
- Procharger Supercharger
- A-pillar gauge pod
- Electric fuel pressure gauge
- Boost Gauge
- HT0 spark plugs

\$15,595.00

GT-8 L3

- Serialized VIN plate
- Distinctive Decals and Badging
- Exhaust upgrade (4-inch double-walled chrome)
- Cold Air Intake
- Customized gauge cluster
- Blackout deck lid panel
- C-pillar scoops (smooth)
- Ducktail Spoiler
- Carroll Shelby Wheel Company Wheels
20x9-inch front, 20x10-inch rear
- Pirelli P-Zero Tires
- Drilled, slotted, zinc finished rotors
- Procharger Supercharger
- A-pillar gauge pod
- Electric fuel pressure gauge
- Boost Gauge
- HT0 spark plugs
- Full-length headers
- High-Performance Suspension
- Baer big-brake package
- Procharger pulley and belt swap
- Racing wheel lugs

\$24,995.00



DOMINATOR GT™

GT PERFORMANCE LEVELS

GT-6 L1

- Serialized VIN plate
- Distinctive Decals and Badging
- Baer drilled, slotted, zinc-finished rotors
- Customized dash applique'
- Ducktail spoiler
- C-pillar scoops (smooth)
- Blackout decklid panel
- Cold air kit

\$3,965.00

GT-6 L2

- Serialized VIN plate
- Distinctive Decals and Badging
- Baer drilled, slotted, zinc-finished rotors
- Customized dash applique'
- Ducktail spoiler
- C-pillar scoops (smooth)
- Blackout decklid panel
- Cold air kit
- Lowering kit
- Dual exhaust conversion

\$6,395.00

GT-6 L3

- Serialized VIN plate
- Distinctive Decals and Badging
- Baer drilled, slotted, zinc-finished rotors
- Customized dash applique'
- Ducktail spoiler
- C-pillar scoops (smooth)
- Blackout decklid panel
- Cold air kit
- Lowering kit
- Dual exhaust conversion
- Tuner
- Procharger Supercharger
- HT0 spark plugs

\$12,995.00

