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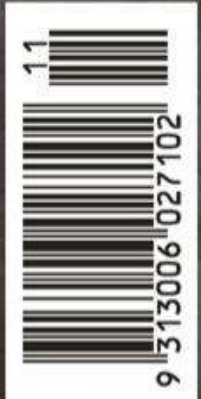
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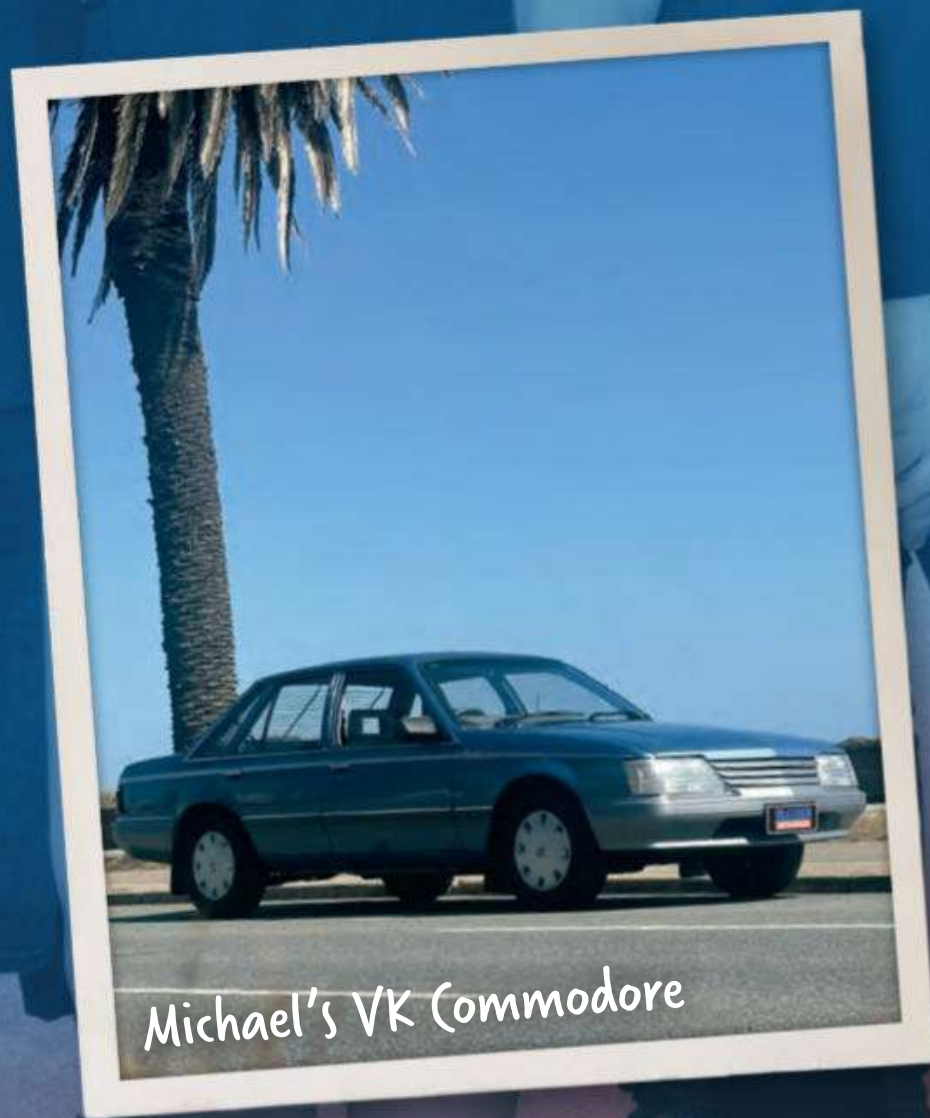
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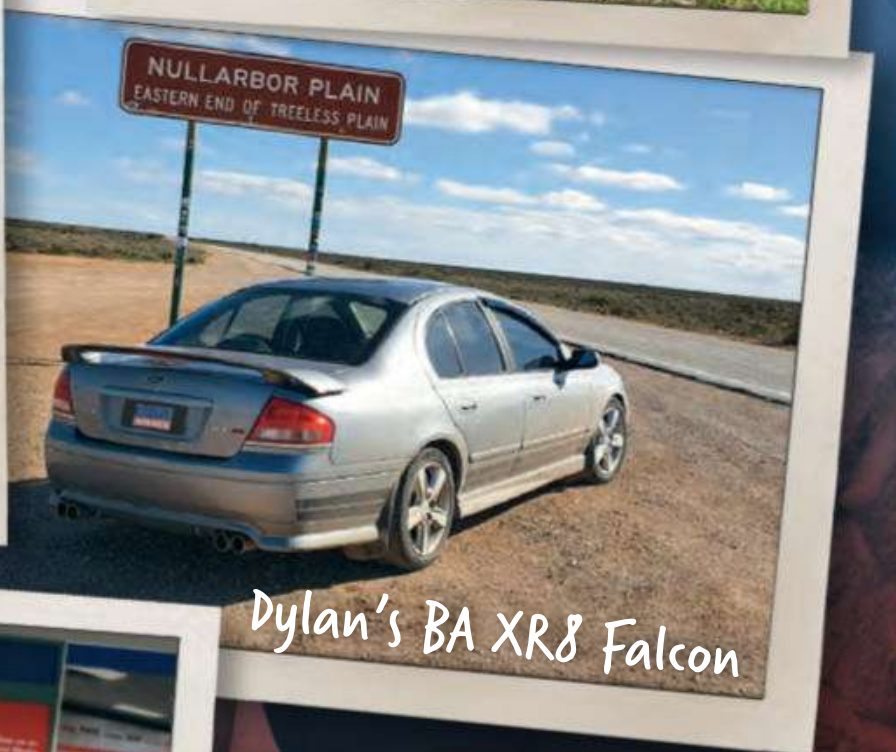
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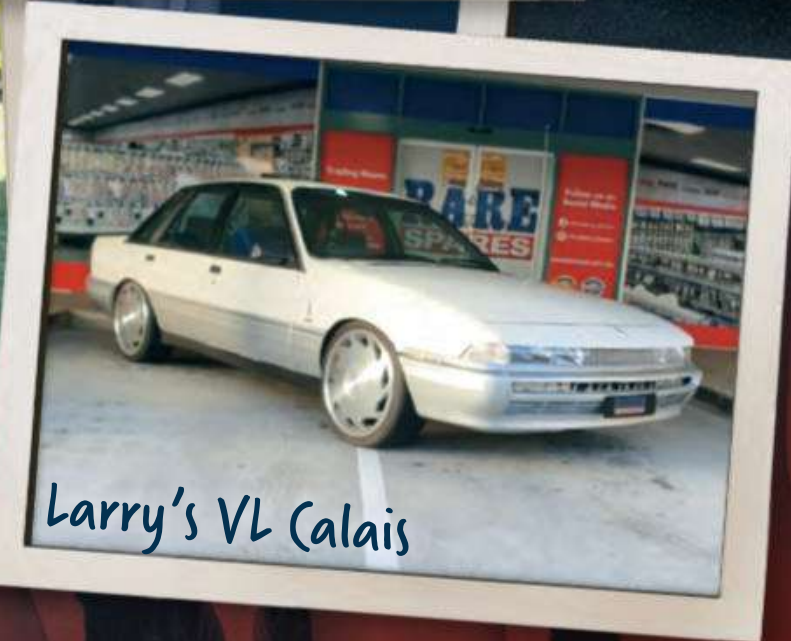
Steve's 1965 Shelby GT350



Dylan's BA XR8 Falcon



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# BROADCAST

ANDREW BROADLEY

**T**HIS year's *Street Machine* Drag Challenge is shaping up to be an awfully spicy affair, folks. Recently, I spent a day at Sydney Dragway with past Drag Challenge Weekend champ Adam Rogash as he dialled in his new big-block Capri ahead of the event, and bugger me if it didn't put all comers on notice with a 6.7@211mph on radials! You can find a video about the day on our *StreetMachineTV* YouTube channel.

The very next weekend, Adam bolted on a set of slicks and wheelie bars and headed out to Heathcote for a 7.0@199mph followed by a 7.1@202mph, and just as we went to print, another Heathcote trip yielded a best of 6.8@209mph. So, no matter if he decides to run on rags or radials, he has a tune-up ready to go.

But Adam's Capri isn't the only proven six-second performer taking the beams at DC 2024, with Keith Hards in the ex-Dandy Engines XW already locked and loaded, with support from past DC winner Frank Marchese.

Of course, getting six-second street cars to do their thing in trying conditions in the heat of DC battle ain't easy – and to finish first, first you must finish! There are plenty of other toughies waiting in



Mustang. This year, he's cooked up something especially rad – one of the first LT swaps we've seen on Aussie soil – and is looking forward to campaigning it at DC '24. Wanna know what's involved in dropping a Gen V small-block into an HQ Holden? Just flick to page 90 to find out.

Care to join us at Drag Challenge? You'd be mad not to! After a check-in day at Calder Park Raceway on Tuesday 29 October, Drag Challenge 2024

## ALON VELLA HAS BUILT A BRAND-NEW CAPRI FOR DRAG CHALLENGE 2024, AND IT'S ALREADY GONE PROPERLY QUICK IN TESTING

the wings that could easily challenge for outright honours, including DC debutant Nathan Jehu from WA in his 7.3-second LX Torana. Seasoned veterans with plenty of form include Luke Foley, Shane Baker, Brandon Zito and Trent Blainey – all have proven seven-second monsters at their disposal.

The undisputed king of the all-motor classes at Drag Challenge is multi-time Radial Aspirated champ Al Vella, but his all-too-familiar green Capri won't be fronting up to DC 2024. Instead, he's built a brand-new Capri – leaner, lighter and even better equipped, though still powered by the legendary BG Engines-built small-block Ford that has brought him so much success to date. The new car has already gone properly quick in testing, and you can read all about it from page 78 of this issue.

But Drag Challenge sure as hell isn't just about the absolute pointy end of the field, and the event never fails to unearth some epic new builds, which we love showcasing in *SM*. The legends at Tuff Mounts have been a class sponsor at DC since Jesus played fullback for Jerusalem, and frontman Jason Waye has always been a keen participant himself, be it in his Barra-swapped VS ute or his epic Fox-body

kicks off on Wednesday 30 October, with racing at Calder from 9am-3pm. From there, entrants will complete the long haul out to Mildura for Day Two at Sunset Strip on Thursday 31 October. Day Three takes place at the world-class Dragway at the Bend at Tailem Bend in South Australia on Friday 1 November, where we may well see the quickest ETs in the event's history. The Bend stop will also see our first-ever burnout comp run in tandem with DC – Rods Out #1. Some proper big-hitting skid cars are entered, so don't miss it.

The DC circus will then return to Victoria for Day Four at Heathcote Park Raceway on Saturday 2 November, along with Rods Out #2 on the burnout pad. Then, we'll crown the winners at the close of business back at Calder on Sunday 3 November, where we'll also stage a Chrome-Bumper Car Show and VIP Grudge Challenge.

Grab your spectator tickets and check out all the gory details at [dragchallenge.com.au](http://dragchallenge.com.au). See you there!

Cheers,

Broads.

[andrew.broadley@streetmachine.com.au](mailto:andrew.broadley@streetmachine.com.au)



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PHOTO: ASHLEIGH WILSON

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# NEWS FRONT

NOVEMBER 2024: ALL THE NEWS THAT MATTERS  
STORY SCOTT NEWMAN



# NEW MUSTANG LANDS DOWN UNDER

> THE S650 MUSTANG HAS FINALLY ARRIVED IN AUSTRALIA. WE PUT IT THROUGH ITS PAGES

**W**HAT do hen's teeth, rocking horse manure and manual, rear-drive V8s have in common? All are exceedingly rare. The new Ford S650 Mustang, the seventh-generation of the iconic Blue Oval muscle car, is now the only car available in Australia with the holy trinity of three pedals, skid-wheel drive and a proper exhaust note.

The bad news is the entry price has increased significantly compared to the previous generation. You'll now need \$64,990 plus on-road costs to get behind the wheel of an S650 Mustang, and that will only buy you four cylinders and an automatic gearbox, the manual four-pot having been discontinued globally.

That's a fair chunk more than the \$55,590 (+ORCs) that was required for the previous-

gen 2.3-litre High Performance manual, and the V8 version has risen by a similar amount. The GT manual starts at \$77,002 (+ORCs), with the automatic an extra \$3900, and opting for the soft-top will set you back \$86,752 (+ORCs), though all these prices will rise slightly with the shift to MY25.

Sitting atop the range is the new Dark Horse, which is into six figures at \$99,102 as a manual or \$103,002 as an auto (both +ORCs). In any case, only 1000 are coming to Australia, and according to Ford, they all have names next to them.

Thankfully, standard spec has also increased, with even the EcoBoost coming with the Performance Pack as standard, which includes bigger Brembo brakes (390mm discs and six-piston calipers front; 355mm discs and four-piston calipers rear), a shorter 3.55:1 diff,

front strut brace and four-mode active exhaust. It also scores all the track features like an acceleration and lap timer, line-lock function and the new drift handbrake.

It remains a 2.3-litre turbocharged four-cylinder, but the engine is supposedly all-new. Power has actually decreased slightly to 232kW at 5500rpm, but torque is up around 10 per cent to 475Nm at 3000rpm.

The V8 now scores dual air intakes and throttlebodies, but outputs have barely budged, with the S550's 339kW/556Nm now 345kW/550Nm in the new car, though the power peak is slightly higher at 7250rpm. GTs also score wider 275mm rear rubber (255mm fronts), an engine oil cooler and the option of MagneRide adaptive suspension.

Dark Horses feature an extra 5kW, standard MagneRide, a unique suspension and steering



## > HOT GOSSIP

### RODS OUT AT DRAG CHALLENGE!

AS DISCUSSED in G'day, Drag Challenge is upon us, 30 October to 3 November. For the first time ever, DC will include two bonus burnout shows: Rods Out #1 at Dragway at the Bend (1 Nov) and Rods Out #2 at Heathcote Park Raceway (2 Nov). The list of cars entered is absolutely star-studded, with \$30,000 in prize money up for grabs and two Pro Burnout tickets on offer. Entrants include Mick Brasher (ULEGAL), Mark Schwarz (HANFUL), Warren Gersekowski (1TUFHG), Peter Grmusa (KINGXA), Rick Fuller (LSONE), Mark Siracusa (ONIT) and Heath Waddington (WARBIRD and BLOWNHJ). Phew! So, grab your tickets to enjoy a massive day of Drag Challenge and some of the finest burnouts you'll see anywhere! Tickets are cheaper online than at the gate, so scan the code and grab yours to save.



### GETTIN' HITCHED

MASSIVE congratulations go out to newlyweds Charlie and Emma Sant, who tied the knot in Sydney recently. Charlie was the Young Gun in our September 2018 issue, and while his day job is building kick-arse street machines at ProFlo Performance, he moonlights as one of *SM*'s talented photographers. His equally car-mad misso Emma was the Iron Maiden in our June 2023 issue with her rad little Datsun 1600, so as you can imagine, cars were a prominent part of their special day! Best wishes for a long and happy life together from everyone at *Street Machine*!



### NEXT!

YOU'D have to be mad to miss the December 2024 issue of *Street Machine*, such is the array of beautness we have for you. The feature-car line-up will be led by a new creation from one of the most revered car crafters in Aussie street machining history. We'll also head to the picturesque NSW Hunter Valley to check out all that Toranafest 2024 has to offer, plus we'll bring you your monthly dose of tech, all your favourite regulars, and an opportunity to lodge your vote for the 2024 Street Machine of the Year award. The December 2024 issue of *Street Machine* goes on sale 14 November. Don't miss out!



### IS IT ANY GOOD?

*STREET Machine* was lucky enough to attend the S650 Mustang launch in Adelaide, driving the EcoBoost and GT on road and the GT and Dark Horse on track. As the mechanical specification suggests, it's not night-and-day different to the S550 – think of it more as a substantial update.

While Ford is asking more for the experience, this is a more accomplished and polished car than its predecessor. The interior is of higher quality, the steering is more accurate, and the handling is more consistent. Great brakes, too.

The EcoBoost is fast and fun, although the lack of a manual is a shame (no one bought it), but the V8 feels and sounds fitter than ever. There's an added slickness to the clutch and gearshift in the manual, too.

And the Dark Horse? It may look similar on paper, but it's a sharper, more engaging car to drive. The close-ratio gearbox makes it feel much more urgent, and the chassis changes give it a clear handling edge over the GT. It's a shame they're all spoken for, but good news for those 1000 lucky buyers.

tune, and half-inch wider wheels (19x9.5 front and 19x10.0 rear), but the big change is the close-ratio Tremec six-speed manual with a 3.73:1 diff for much better acceleration.

Tech has also taken a big step forward, with a pair of giant screens handling infotainment and instrument duties. The former includes wireless Apple CarPlay and Android Auto as well as wireless charging; the latter can change the display not just for different drive modes, but also to imitate the gauge clusters of the classic Mustang, 1980s Fox-body and the SVT Cobra R. Sounds gimmicky, but it's actually very cool.

The new Ford Mustang might not be a huge leap forward mechanically, but thank god one manufacturer is still keeping the modern muscle car alive. Now, anyone got a contact for some rocking horse manure? 🐎



# NEWS FRONT

NOVEMBER 2024: ALL THE NEWS THAT MATTERS  
STORY KIAN HEAGNEY



ABOVE: At the announcement press conference, Toyota unveiled a clay model of its racing Supra, which will be built to Gen 3 regs for the 2026 Supercars season



## TOYOTA TO JOIN SUPERCARS CHAMPIONSHIP FROM 2026

> TOYOTA AUSTRALIA TEAMS UP WITH WALKINSHAW ANDRETTI UNITED TO RUN FOUR GR SUPRAS IN THE REPCO SUPERCARS CHAMPIONSHIP

**I**N HUGE news for Australian motorsport, Toyota Australia announced last month that it would be entering the Repco Supercars Championship from 2026, running four GR Supras under Walkinshaw Andretti United against the current Mustang and Camaro.

The Supras will be built to Gen 3 regulations, with Walkinshaw working closely with Toyota in Melbourne to develop the car.

Despite Supercars regulations theoretically allowing the use of the 3.0-litre, turbocharged B58 BMW inline six that the road-going production Supra comes with, the Gen 3 Supercars racers will use Toyota's 5.0-litre, quad-cam 2UR-GSE V8.

On the road, that engine can be found in Lexus products like the LC 500, but it is also used in Toyota's motorsport efforts in vehicles like the HiLux Dakar racing truck.

Toyota is the third manufacturer to enter the hotly contested GM-versus-Ford category since the rule changes of what was then Group A in 1993. Those

changes initially forced out dominant cars like the R32 Nissan Skyline GT-R to leave just Falcons and Commodores in the championship.

Nissan was first to re-enter the category in 2013, running V8-powered Altimas under the Kelly Racing banner (now Grove Racing). Sadly, the company again withdrew its support in 2019. Volvo joined in 2014 with Garry Rogers Motorsport, with that deal only lasting until the end of 2016. Erebus Motorsport did enter Mercedes-AMG E63 sedans from 2013 to 2015, but that was a customer-run effort with no factory backing from Mercedes itself.

The news also marked Walkinshaw's second manufacturer change since losing the Holden Racing Team contract to Triple Eight at the end of 2016. Walkinshaw was closely linked to another deal with BMW pre-COVID, but the pandemic allegedly put an end to that.

Walkinshaw Andretti United currently runs S650 Ford Mustangs in the championship, having switched to the Blue Oval last year.

Toyota had apparently been eyeing a factory-backed push into Supercars since the start of the century, according to Sean Hanley, Toyota Australia vice-president of sales, marketing and franchise operations.

"At Toyota, we have been toying with the idea of competing in Supercars for more than 20 years, and now with the right car, the right team, and a very strong partnership with the Repco Supercars Championship, the time is definitely right," Hanley said in a statement when the news was announced.

"I can tell you from my own experience that we seriously considered Supercars as we prepared to launch Avalon [a large sedan launched in 2000]," he continued. "Ultimately, though, we decided the category back then was just a little bit too tribal. How times have indeed changed."

Toyota has committed to at least five years of Supercars racing from 2026, with current Walkinshaw drivers Chaz Mostert and Ryan Wood said to be piloting two of the four Supras. 🏁





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# PEOPLE LIKE US

STORY KIAN HEAGNEY PHOTOS SHAUN TANNER



## MICK JURY

> ALBANY, WESTERN AUSTRALIA

**W**ITH its tough, HQFORU-esque styling, Mick Jury's gorgeous Monaro caught our attention big time at Red CentreNATS 10 in Alice Springs. Keen to learn more, we tracked him down for a chinwag about the lovely 'Q and why he keeps coming back to RCN.

**She's a nice HQ, mate! Tell us a bit about it.**

It's an August 1971 car, which I've had for around 20 years. A mate of mine painted it in the Holden Tangerine. I've been into HQs since I can remember; my dad had one brand new, and I've still got that same car today.

**Nice! What's under the bonnet of the Monaro?**

It's got a 434ci Dart Little M small-block Chev. She's got AFR heads and will spin to around 7300rpm with no troubles. It makes 656hp, which goes through a Turbo 400 sourced from a Jaguar and a nine-inch that sits under the mini-tubs.

**We saw you taking on the drag racing in the Quey at Red CentreNATS. How did that go?**

Really good – I won the 11-second bracket in the Heavy Hitters drags on the Saturday night! I'd never drag-raced that car before, and I was just hoping to run a 10 over the weekend. I got down to an 11.2 during the grudge racing before the Heavy Hitters, and that was on an unprepped track. During the Heavy Hitters that night, when they prepped the track, I had a bye run, which is when I ran a 10.97@123mph. I was stoked!

**It sounds like that might've given you the bug to do more racing.**

Oh, for sure! We'll change the rear-end gears to 4.11s, which I can still street-drive on, and I reckon I could get a 10.70 out of it. If I can run it in the 11.00-10.50sec zone consistently, I'll be a happy man.

**Was it your first time at Red CentreNATS?**

It was my third, and the second time as an entrant. I had my One Tonner here back at

Red CentreNATS 4 or 5, and I just love the Northern Territory. I love the red dirt, the heat, the drive over. The section after Coober Pedy is awesome; the journey to me is half the fun of it!

**Does that mean you'll be back again next year?**

Oh, you bet; I've already got my entrant ticket. I've got a title in the drags to defend now!

**What other cars do you own?**

I've got a few, but the other one worth mentioning is my HQ One Tonner. It was an old farm ute, which has evolved over the years to a methanol, big-block, supercharged thing. That's the ute I had at Red CentreNATS last time, but it's a bit full-on now, so I mainly use it for things like charity runs.

**How often does the Monaro come out?**

Around once a month, but I'm planning to make that even more regular now. There's a group of us who go around to car events, so I intend to get it out and use it as much as I can. 🗝️

**I WON THE 11-SECOND BRACKET IN THE HEAVY HITTERS DRAGS AT RED CENTRENATS – I'D NEVER DRAG-RACED THAT CAR BEFORE!**





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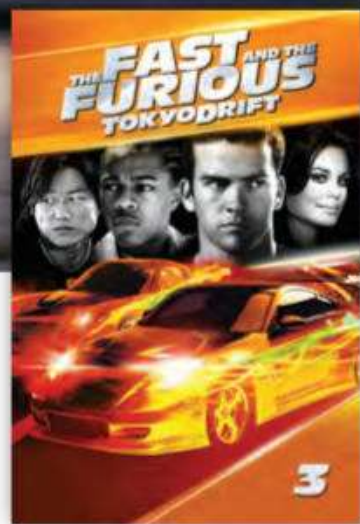


# FANGING FLICK

STORY SIMON MAJOR



**COOL FLICK FACT:** Keiichi Tsuchiya, aka Drift King, is to drifting what Gary Myers is to burnouts. Keiichi was not only used as a stunt driver and co-ordinator on set, but he also made a cameo appearance in Sean's learning-to-drift scene as a watching fisherman



## THE FAST & THE FURIOUS: TOKYO DRIFT 2006

> IF YOU AIN'T OUTTA CONTROL, YOU AIN'T IN CONTROL

### BREAKDOWN

**VEHICLES:** 1970 Chevrolet Monte Carlo, 2006 Mitsubishi Lancer Evo, 1967 Ford Mustang, 2003 Dodge Viper SRT-10, 2002 Nissan Fairlady Z, 2000 Mazda RX-7, 2001 Nissan Silvia, 1996 Nissan Skyline GT-R, 1970 Plymouth Road Runner

**STARS:** Lucas Black, Nathalie Kelley, Sung Kang, Shad 'Bow Wow' Moss, Brian Tee, Brian Goodman, Lynda Boyd, Zachery Ty Bryan, JJ Sonny Chiba

**DIRECTOR:** Justin Lin

**ACTION:** As you'd expect from the title, there's drifting galore in the street racing and chase scenes, and the opening construction estate race is a ripper

**PLOT:** A troubled American teen moves to Japan to avoid jail time but is soon immersed in the underground Tokyo drift racing scene

**AVAILABLE:** Streaming, DVD, Blu-ray

RELEASED to capitalise on the burgeoning popularity of the early-2000s international drift racing scene, *The Fast & The Furious: Tokyo Drift* is the third *F&F* film and a bit of a black sheep in the franchise.

Wayward US high school student Sean Boswell (Lucas Black) is drawn to trouble behind the wheel, and when a chest-puffing race with local jock Clay (Zachery Ty Bryan) gets way out of hand, Sean finds himself on his third strike and facing prison time.

After Sean's all-class mum (Lynda Boyd) 'negotiates' an option B with the charging police officer, Sean is sent to Tokyo to live with his estranged father (Brian Goodman) in the hope that some discipline and fresh surroundings will straighten him out.

However, after not even 24 hours in Japan, Sean has been befriended by fellow military brat Twinkie (Shad 'Bow Wow' Moss); set his sights on a new love interest, Neela (Nathalie Kelley); pissed off the gangster DK (Brian Tee), nephew of Yakuza crime boss Kamata (JJ Sonny Chiba); and trashed a borrowed Nissan S15 after having to learn to drift the hard way.

This less-than-positive start sees Sean quickly indebted to and befriended by local drift scene oracle, the very likeable

Han (Sung Kang), who himself dabbles in an underworld income.

Under Han's tutelage, Sean is taught the important aspects of both Japanese culture and drifting – the latter in a cool Lancer Evo. But his newfound happiness is short-lived; Kamata discovers that Han has been skimming cream off DK's profits and has Sean's safe haven destroyed.

After the Sean-Neela-DK love triangle takes its final nose-dive, the blokes are left to fight it out the only way any self-respecting car-flick can offer: with a race!

**VERDICT: 3.5/5**

REWATCHING the earlier entries in the *F&F* franchise illustrates just how far the series has evolved from its original premise, and *Tokyo Drift* has some early glimpses of the sometimes-questionable directions the future movies would take. Still, the beautifully shot core car action remains strong and enjoyable, and the storyline offers enough meat to be more than just an excuse for the thrills and spills. My primary struggle with the film is Lucas Black's performance, which just doesn't gel, and while Nathalie Kelley looks the part, her efforts are bland and robotic. The RB-swapped Mustang fastback that Sean drives in the climactic drift race is the real star of the show – an appropriately transnational ride for an American car nut in Japan. 🗝️





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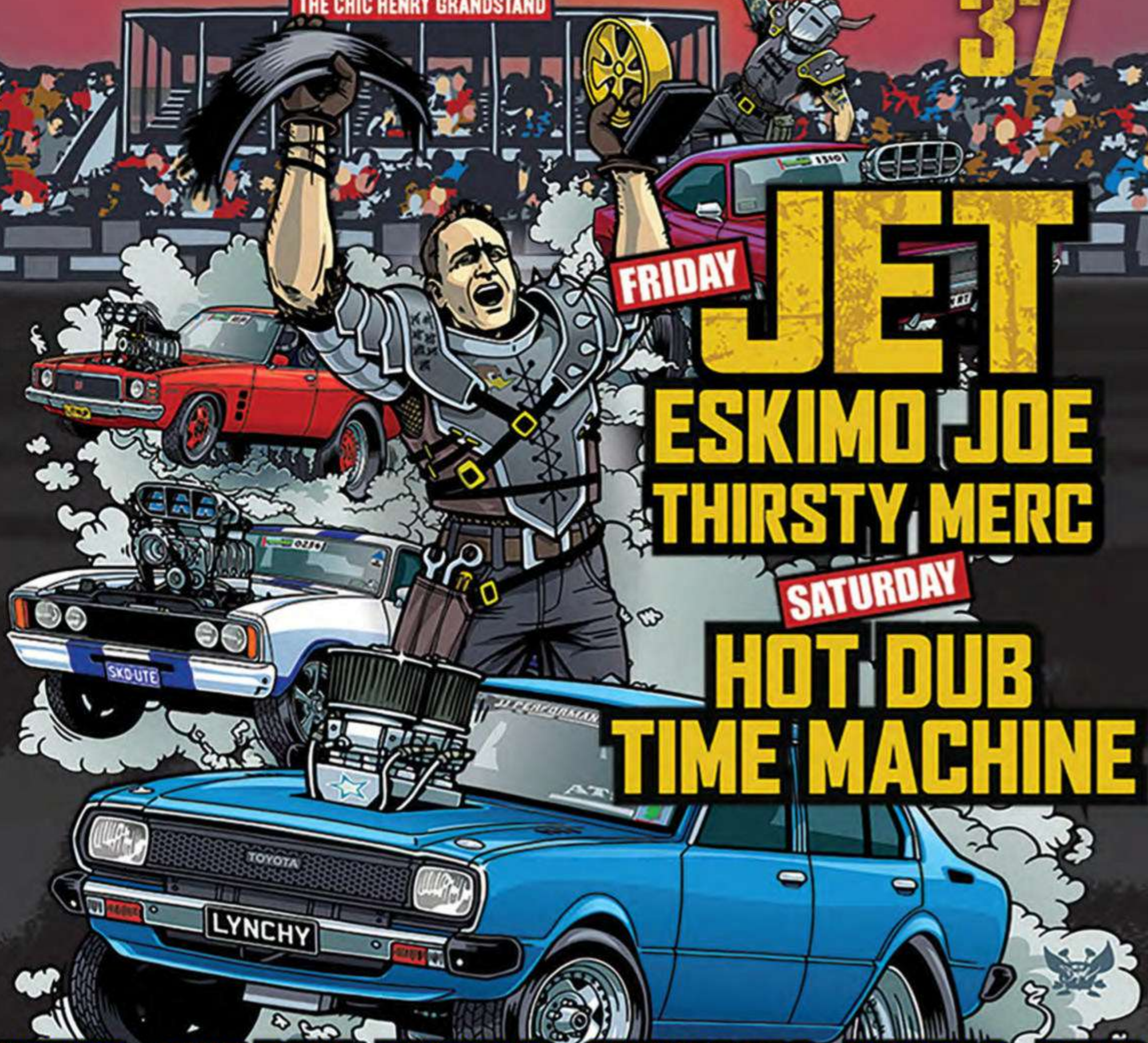




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## > LETTER OF THE MONTH

### GRAPHIC CONTENT

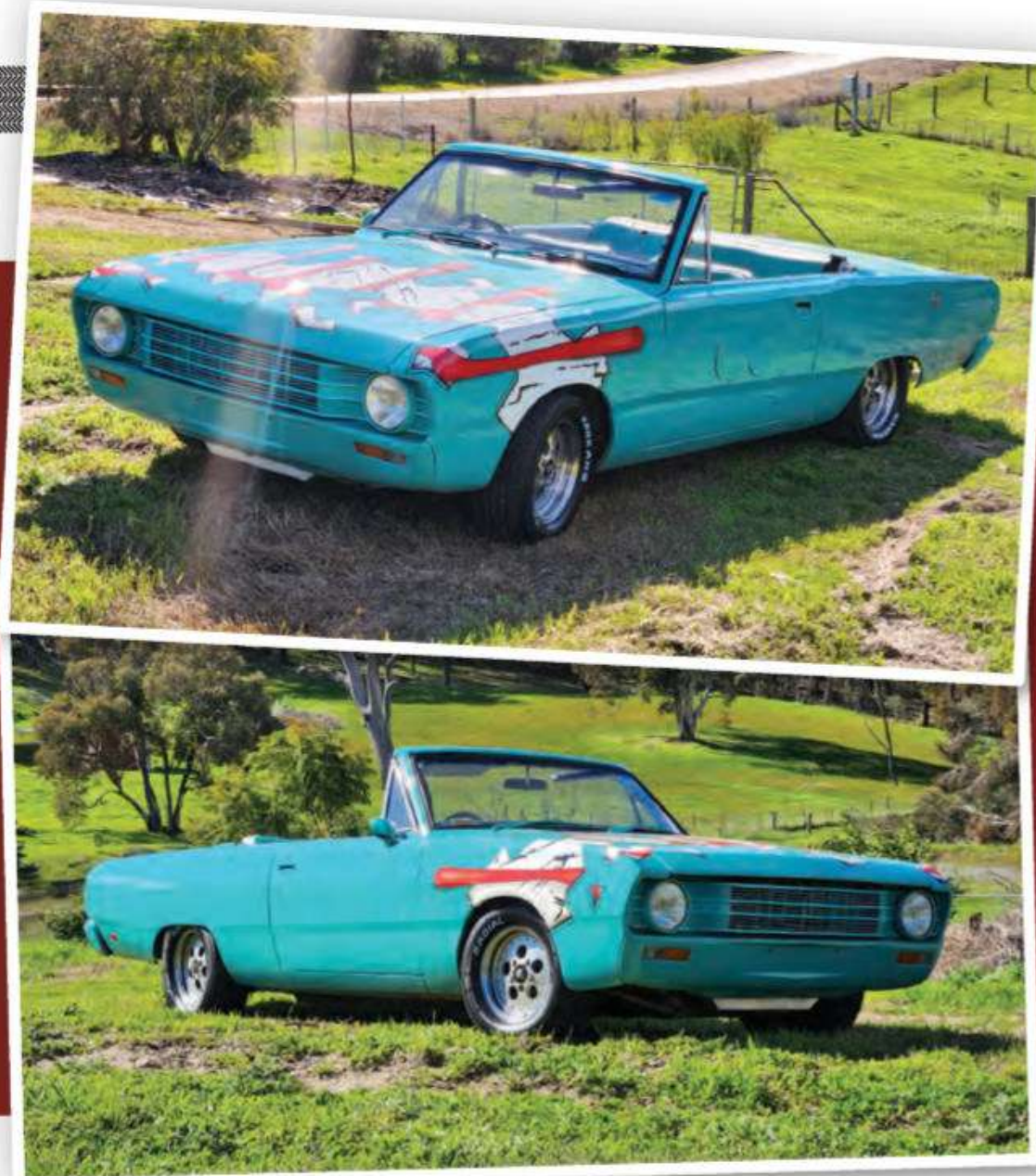
HI, I'VE just purchased a very cool 1969 VF Valiant convertible (pictured) that I believe may have been in one or several shows in the 80s or 90s. I'm hoping to bring it back to life as it was then, and the history I've learned about it has been very interesting.

It was owned by Andy 'Spike' Henderson in the 90s, and the plates were JUSTASEC, as you'd always hear him saying, "Just a sec!" It was featured in a 1994 issue of *Perth Street Car* magazine.

The front half of the car was a factory slant-six vinyl-top, and the back half was a factory V8; they were cut-and-shut, built and panel-beaten by Spike. Mal Schmidt built the motor, gearbox and suspension at his shop, Choice Performance, Midvale, while Spike was welding the car together. It may have been a Summernats or Motorvation car, too.

It used to float around Greenwood, WA and seemed pretty popular back then. Many people remember it; I've had 30 or 40 people contact me about it – it's been insane! Thought some of your readers might get a kick out of it, too.

Mike Zabeo, email



HEY mate, yep, we remember it well. *The Expression Session* you're after was in the April-May 1998 issue and featured renderings by future Holden designer Jeff Haggarty of a concept car dubbed the F-9X (pictured left). The design did indeed combine a short-wheelbase F100 body, Tonner chassis and Torana hatchback roof and glass. If you do ever bring this wild idea to life, we'd love to see it! – Telfo

### DECISIONS, DECISIONS

JUST wanted to say that Chris Pearson's HQ ute and Craig Lewis's XY in the September issue were both perfectly executed cars that looked fantastic in the magazine. Beautiful outdoor photography for both cars! The only problem is, which poster am I gonna put up?

Daniel Peachey, email

### FITTING TRIBUTE

I JUST wanted to send you a pic of my awesome Rob Beauchamp T-shirt (pictured right) that I received from you today. It's wonderful – a great print and top-quality shirt. I have placed it in this cheap poster frame

temporarily, but I've ordered a good-quality glass-and-timber frame for it to show it off properly.

Thank you so much, and I'm sure you have many happy recipients of this very special shirt. RIP Rob.

Nigel Marshall, email



### EXPRESSION OF INTEREST

I CAN remember having a *Street Machine* issue from the late 90s that had an Expression Session with a concept car that was an F100 on a Holden One Tonner chassis, with an LX Torana hatchback roof.

I had the magazine but can't remember what I've done with it, and I haven't been able to find anything on the internet about it.

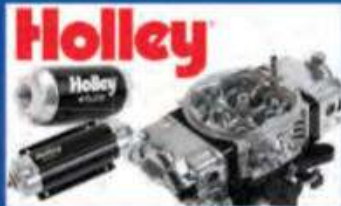
Would you have any info on what issue it was in? I would love to have a look at it again, as it was always a dream of mine to maybe it build it one day.

Adam Simpkin, email



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### BLOWN COOL

I'VE been reading *Street Machine* mags for about four years, and I've drawn a 1968 HK Belmont ute with a 383 Chev and a 6/71 blower on top for you.

Lucas MacDonald, 12, email



### SMALL FRY

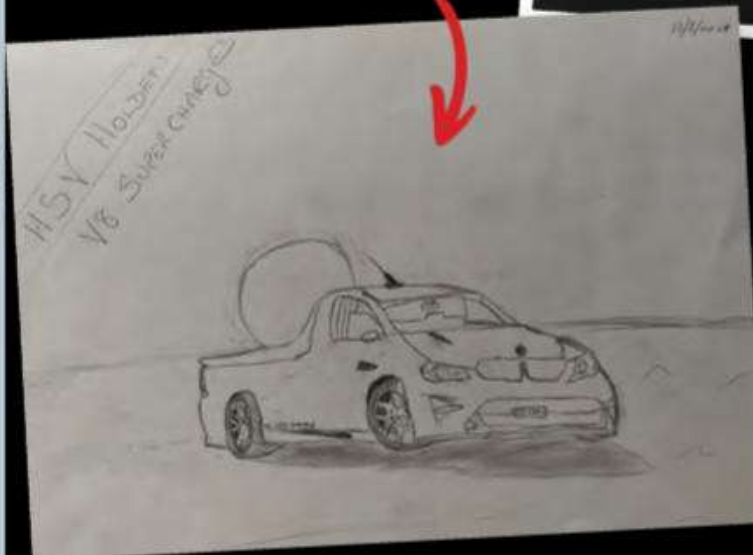
HEY guys, this is my young bloke, Remi. He's 2½ years old. He was stoked with his first shed skid (with help, obviously), so I thought I'd flick you a photo of him and his efforts. The car is a shed-built turbo LS-powered HT Kingswood. Good to see a few young revheads getting around!

Dylan Horn, email

### SIBLING ARTISTRY

HELLO, *Street Machine*, this is my drawing of an HSV Maloo GTSR. I love to draw cars and have been reading your magazine for two or three months, and I love it. I take a lot of inspiration from your magazine to draw. Hope you like the picture.

Jordan Bhola, 10, email



MY NAME is Mani Bhola, and I like drawing cars. My brother was featured in your magazine earlier this year, and that inspired me to draw as well. Please find the attached drawing of a Holden Torana. Hoping to see it in your magazine soon!

Mani Bhola, 7, email



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## > IN YOUR FACEBOOK

### BREAKING COVER

**P**OWERED by a head-kicking, nitrous-huffing 632ci BBC, Simon Kryger's cool WB Tonner was the cover star of our October issue, with the veteran Pro Street racer planning to tip bulk happy gas into the thing to get it into the mid-sevens in the upcoming No-Prep Racers Australia series. But it appears not all of you reckoned the rough-and-ready, patina-flecked old Holden was *Street Machine* cover material. Here's a selection of your thoughts.

**Anthony Burns** – Sleeper on the cover!

**Nick Heaslip** – Bonnet bulge might give it away, methinks.

**Bruce Donaldson** – About as sleepy as a meth-head on a six-day bender.

**Clarke Cody** – Patina rules. It's a car that can be enjoyed any day. Well done. Great story.

**Daniel Peachey** – Cool car. Not sure if it's front cover material, though.

**Glenn Phegan** – Daniel Peachey, I actually agree with you. For the longest time, a *Street Machine* cover was pretty much the pinnacle

of car building in Australia. Don't get me wrong, it definitely has a place in the mag because it's an extremely tough, cool car – just not a cover car in my opinion.

**Kevin Micallef** – I think it's a breath of fresh air to see something other than another car that seems to fit a certain criteria. The patina look actually made me consider buying this issue. I haven't bought *SM* in a few years due to feeling like I was reading the same issue month in, month out – just soulless cars built to do show, burnouts and drags. I miss cars with character as opposed to just a list of parts.

**Paul Antony Geary** – Finally just a normal street car on the front page.

**Ross Dunstan** – Paul Antony Geary, pretty sure he's not short on coin, mate, and I'm betting there's a tonne of big-dollar parts in it.

**Danny Sterling** – LOL! Times have changed. *Street Machine* once had a standard. Big engine in a wreck – big deal. Must be who you know.

**Phill Kmiecik** – Danny Sterling, that Tonner

is far from a wreck. It's in very nice original-body condition.

**Danny Sterling** – Phill Kmiecik, remove the driveline and you're left with virtually a two-grand car. Front cover is hilarious. I'm all for seeing real cars instead of drug dealers' cars, but please, if there's not 1000 better examples of One Tonners that we'll never see within this magazine because they're obviously not mates with the right people, then I'm Peter Brock's reincarnation.

**Phill Kmiecik** – Danny Sterling, you have no clue. A good-condition old Holden is worth around 10-15 thousand. Stop thinking like you're in the 80s.

**Mark Andriske** – Recently checked this thing out. Those saying it doesn't deserve to be on the cover have no idea. So much work in this thing. Just because it's not built for car show things doesn't mean people don't love it.

**Josh Vandermeer** – Congratulations Simon Kryger! Tough rig, mate!

**Caleb Danks** – What's not to like? Patina and over 600 cubes sounds like a party to me.



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**AT FIRST GLANCE, STEVE MOON'S LJ TORANA  
LOOKS TO BE A NEATLY HOT-RODDED XU-1  
TRIBUTE. FURTHER INSPECTION REVEALS IT'S A  
1000RWHP, SHOW-QUALITY MASTERPIECE**





STORY  
ANDREW BROADLEY  
PHOTOS  
ASHLEIGH WILSON

# WAR MACHINE





**A**T A dozen paces, Steve Moon's LJ looks like a neat little Torana with a great stance and all the XU-1 trimmings. It's not until you take a closer look that you begin to appreciate the scope of the fabrication work involved and the exquisite standard to which it's been finished. Of course, the 1000-plus-horsepower, Harrop-blown LS is something of a highlight, too.

"Growing up in the western suburbs of Sydney, tough cars were everywhere," says Steve. "I was lucky enough to live over the back fence from a well-known engine builder, Greg 'Lawsy' Law, so as a kid I would hang over the fence just watching him build cars. Then, as I got older, it turned into arvos and weekends in the shed with him pulling apart cars and working on them with him. Lawsy was a Torana man, and that's where I got it from."

Steve spent his formative years hooning around in a yellow two-door LJ, but he had to put family first and part with it when his daughter came along. Many years later, the opportunity to revisit his youth came along in the form of a green LJ coupe with a 307ci small-block, Trimatic and 10-bolt.

"It was just a nice little cruiser at that stage," Steve recalls. "My daughter learnt how to drive in it, and after she got her Ps, we decided to send the car off for mini-tubs, a 'cage and a 434ci naturally aspirated small-block from Warspeed."

But these projects rarely go entirely to plan, and when the first fabrication shop he enlisted closed down while the Torana was in progress, Steve was left with an unfinished mess on his hands. So, he called in a favour from an old friend and dragged the car to Lawsy's place, where solid progress was made with the help of buddies Evy and Paul. "Then it got pushed into the corner, where it sat for ages," he says.

By the time inspiration struck again, Steve had decided to level things up a bit. A chinwag with LS guru Troy Worsley at Warspeed had



**EXTERIOR:** WARGMH sports a killer stance, well and truly tucking the 15x10in beadlocked Weld rollers inside those beautiful rear quarters. The stunning bodywork and Yellow Moon paintjob were handled by Exclusive Customs, as was fitting all-new glass and refreshed brightwork, refinished to better-than-new standard

**THE FACTORY MUSCLE CAR LOOK STEVE WAS HUNTING HAS BEEN ACHIEVED, BUT WITH THE QUALITY DIALLED UP TO 10**







**INTERIOR:** Steve wanted a factory-style cockpit, but with Nappa leather trim instead of vinyl, it's a nicer place to hang out than any stock LJ. The six-point rollcage is tucked tightly to the roof so as not to intrude on cabin space, and the removable taxi bar provides easy access to the back seat for Steve's young 'un

**BELOW:** The most subtle of reverse-cowl scoops was necessary to clear the Harrop 2650 pump and help keep under-bonnet temps to a minimum. Wheels at the steering end are 17x4.5in Welds, partly obscuring Wilwood disc brakes with colour-coded calipers







**ENGINE BAY:** This would have to be one of the neatest ways to make 1000whp. Pieced together by Warspeed, the Dart-blocked, Harrop-blown LS looks and sounds amazing. Spot On Performance took care of all the engine bay fab, including the custom recessed firewall, which is devoid of a booster and master cylinder thanks to a Wilwood under-dash set-up



**BOOT:** The talents of the Spot On crew is again on show in the boot. There's an ice tank for the water-to-air intercooler, a large custom fuel cell with an AI pump hanger and twin Walbros, and the battery. Note the beautifully formed, rolled and swaged panel along the rear of the boot opening, and the removable panels allowing access to the inner rear quarters





**WITH NEAT PACKAGING, GOBS OF TORQUE ON OFFER FROM IDLE, AND AN AWESOME SOUNDTRACK TO BOOT, THE HARROP-BLOWN 440CI LS A FINE WAY TO MAKE 1000RWHP**



him sold on a 440ci LS-based combo, packing one of Harrop's beaut FDFI 2650 supercharger set-ups. With neat packaging, gobs of torque on offer from idle, and an awesome soundtrack to boot, it's a fine way to make 1000rwhp.

Troy grabbed a Dart block and outfitted it with a Callies crank, Oliver rods and CP pistons, before affixing a set of Higgins LS7 six-bolt cylinder heads. The camshaft is one of Warspeed's WASP profiles, ground to spec by Kelford. The mill is backed by a transbrake-equipped Turbo 400 with an SDE 4500rpm converter, while the third member is a sheet-metal nine-inch decked out with 35-spline, full-floating axles.

By this point in proceedings, Steve had made the move from Sydney to South East Queensland, so he enlisted a bit of a who's who of the SEQ scene to help him see the project through to completion at the standard he envisaged.

"The car got pulled down again and sent off to get blasted. It was then sent to Spot On Performance for them to do the fab work," says Steve. "Andy Coles and the boys basically stripped everything out and started again. Anything they didn't redo from scratch, they repaired and made right. The list of mods done by Spot On is endless; from the nosecone to the arse-end, everything is custom made."

He ain't kidding. The extent and quality of the fab work in the car

really does belie its factory muscle car aesthetic. The Spot On lads tubbed the rear to accommodate 28x12in Mickey Thompson rubber on 15x10in Weld V-Series hoops, and knocked up the four-link rear end. The firewall was hacked out of the car to position the motor as low and far back as possible, and the custom replacement firewall and matching squared-off inner guards look superb. The custom airbox and catch can on either side of the bay provide symmetry, and neat touches like the billet K-frame bolt covers and bonnet hinges finish things off.

Once the car had been dummy-assembled, it went to Ricky Fenwick to be wired, and then Spot On pulled it down again to ship it off to paint-and-panel gurus Glenn and Jason Coburn at Exclusive Customs to be made shiny.

"Glenn painted the car in a custom-mix yellow based off the original yellow from my first LJ," says Steve of the exquisite PPG Envirobase Yellow Moon duco. With XU-1 flutes, spoiler and warpaint applied, the factory muscle car look Steve was hunting has been achieved, but like the rest of the car, the quality is dialled up to 10. "I tried to keep it looking as standard as possible so I could drive it without getting hassled," he says. "It's subtle, but it's a much bigger departure from stock than it first appears."

Kon from Wollongong Automotive Services hopped on a plane to the Gold Coast to tune the Holley ECU, coaxing an impressive



**STEVE MOON**  
**1972 HOLDEN LJ TORANA**  
Paint: PPG Envirobase Yellow Moon

#### ENGINE

Brand: 440ci Dart LS  
Induction: Harrop 2650 FDFI  
ECU: Holley EFI  
Heads: Higgins LS7 six-bolt  
Camshaft: WASP by Kelford  
Conrods: Oliver  
Pistons: CP  
Crank: Callies

Oil pump: Melling Select  
Fuel system: Aftermarket Industries pump hanger, twin Walbro pumps  
Cooling: PWR radiator, water-to-air intercooler with ice box  
Exhaust: Custom four-into-one headers, 3.5in exhaust system  
Ignition: LS coils

#### TRANSMISSION

Gearbox: Turbo 400, transbrake  
Converter: SDE 4500rpm  
Diff: Sheet-metal 9in, full-

floating 35-spline axles

#### SUSPENSION & BRAKES

Front: King Springs  
Rear: Four-link, Viking adjustable coil-overs  
Brakes: Wilwood discs and calipers (f & r)  
Master cylinder: Wilwood twin remote, VH40 booster

#### WHEELS & TYRES

Rims: Weld V-Series; 17x4.5 (f), 15x10 (r)

Rubber: Nankang Cross Sport SP-9 155/60R17 (f), Mickey Thompson Sportsman S/R 28x12.00R15 (r)

#### THANKS

Greg Law; Evy; Troy at Warspeed; Jase, Glenn and Rick at Exclusive Customs; Andy and the Spot On boys; Chris and Ryan at Trim FX; Dal, Kent and Graham at Hi-Torque; Ashleigh Wilson; Kon for flying up from Sydney to tune it

**BELOW:** The underside of the car is neatly finished, but it's clearly been built to be driven. The rear end is all business, with a sheet-metal, full-floater gin suspended in a custom four-link with Viking adjustable coil-overs. The 28x12in Mickey Thompsons provide a substantial grip on the earth, but when you're packing over 1000whp, such precautions are necessary

1043rwhp out of the howling LS on the High-Torque Performance dyno. As you might imagine, that kind of grunt makes the little Torana a fairly spirited performer.

The last piece of the puzzle was the trim, and for that, Chris and Ryan at Trim FX set out to achieve that factory XU-1 vibe, but again, with the quality ratcheted right up. Standard Torana seats were re-covered in Nappa leather, and the dash was also trimmed for a more premium feel. Steve steers with a standard GTR twirler, shifts gears with a B&M shifter, and is relayed information via a neatly integrated Holley EFI display. The six-point rollcage features a removable taxi bar for practicality, because ultimately, the car was made to cruise.

"Yeah, that's what it's built for," Steve confirms. "We're booked in to do the Harrigans show, and I'll probably run it down the quarter at some stage just to see what it'll do, but it's mostly just a Sunday driver for me, the young bloke and the missus."

That's not to say that Steve's uninterested in drag racing, however. "I'm on the lookout for a '78 LX hatch to build up into a dedicated drag car – that's the year I was born. Now that I've got a team of guys up here I know I can trust, I'll just use the same people I used on the LJ and we'll go again."

Given how well Steve's LJ turned out, you can bet the farm that the hatch will be one hell of a race car! 🛠️







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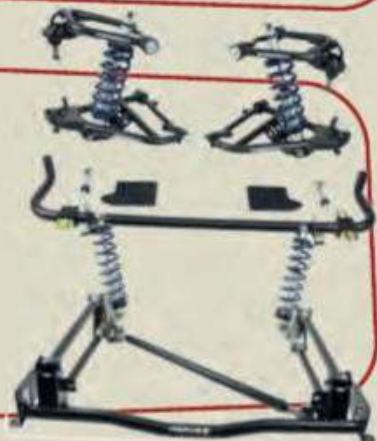


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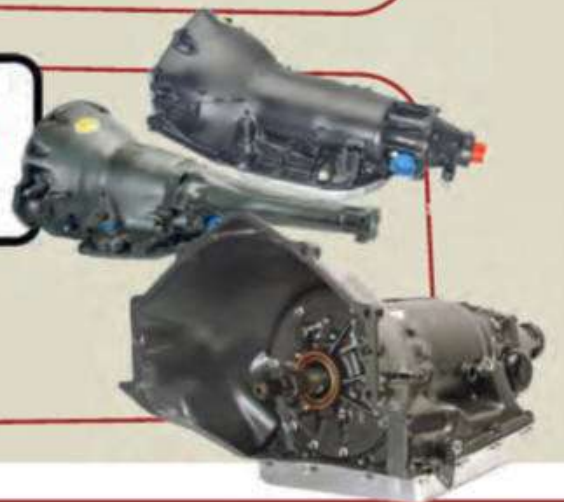
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VAN

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**XDUB THROWS  
SOME FRESH AND  
TECHY TWISTS ON  
THE CLASSIC PANEL  
VAN FORMULA**



**B**IG murals, wild custom work and OTT paint are hallmarks of the Aussie panel vanning scene, and Jaime and Allison Cramp's XW Falcon van features none of them. Instead, it earns its place among the van pantheon with subtle style and some of the smartest engineering ever stuffed into a sin-bin.

Jaime's dad bought the van back in the early 90s, soon trading the factory six-pot driveline for a mild 302 Cleveland, Top Loader and nine-inch. "Dad gave it a bit of a resto in the 90s, but as a panel beater, he made a great cabinet maker, and some sins started showing through," Jaime laughs.

Jaime bought the van from Dad and drove it daily for a few years, taking it off the road in 2000 when the tinworm started getting out of hand. Between then and the start of the rotisserie resto, it had got worse again. "The car looked pretty

good to start with, until it came back from the blaster, so we knew that the bodywork would be a bit more involved from that point," Jaime says. "Luckily, I had Anton from Muscle Car Restorations [MCR] on the Gold Coast doing a turn-key build for me, so it made the process a lot smoother from my end, as I didn't have to deal with the day-to-day issues with the car."

Jaime and Ally weren't interested in the GS or GT stripes that often find their way onto hot Falcons, instead focusing on the interior to deliver most of the wow factor. "We wanted to have that classic vanner vibe without being cheesy," Jaime explains.

For the exterior, they landed on era-correct Raw Orange paint and a windowless conversion, which Anton sank more than 200 hours into blocking.

However, the magic really starts when you drop the tailgate

## **IT'S ALL BEEN THOUGHT OUT WITH LIVEABILITY AND COMFORT AT THE FOREFRONT, WHILE RETAINING THE SURF-BRED HERITAGE OF AUSSIE VAN CULTURE**



**INTERIOR:** It's all plush Parchment trim on display in the rear, which matches the custom, full-length perforated hoodliner. Most of the clever tech stuff is hidden from view, like the air-operated exhaust cut-out solenoids that share underfloor space with a custom fuel tank





to reveal the innovative and super-stylish rear fit-out. Perhaps most impressive is the bed itself, which is electric and fully adjustable. Beds like this are easy to source for a bedroom, but finding one thin enough to comfortably fit in a panel van wasn't so simple. Jaime and Ally own and operate Bedzzz in Tweed Heads, so they were well-placed to find a 90mm-thick prototype unit through supplier TrueMotion.

You'll also find cup holders, USB charge ports and programmable LED mood lighting, all powered by a 200-amp-hour lithium battery with a 240-volt inverter. "It gets tricky when you've got an adjustable bed in there," Jaime says, referring to making everything both show-quality and accessible. "Luckily, the trimmer, Daren Kemp, is a good friend and a wizard at what he does, so we're very happy with the result." The degree of functionality in XDUB's rear interior

fit-out is head and shoulders above ye olde crushed velour and archways— not that there's anything wrong with that — but it still pays tribute to the vibes of original custom vans.

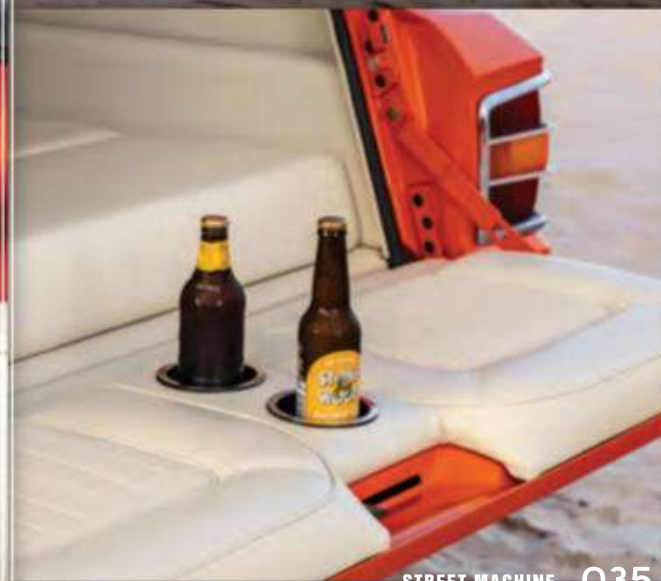
Ben Graham at Coastwide Mechanical rebuilt the Cleveland, bumping its capacity to 351 cubes in the process. It wears 208cc CHI 3V heads and runs a hydraulic-roller cam with Holley Sniper 2 EFI on top. "It gives the drive a good feel of reliability, with the retro look of the air cleaner that's been part of the van since the early 90s," Jaime says.

HPC-coated Pacemaker extractors run into a 2.5-inch MagnaFlow system featuring air-operated cut-outs. They're quite necessary when Jaime and Ally want to hear XDUB sing, thanks to the comprehensive deadening job inside. Anton liaised with a BMW-trained acoustic engineer to nail the soundproofing; there's extra bracing through the



**TAILGATE:** With a business name like Kempcraft Marine Upholstery, you wouldn't expect Daren Kemp to do a whole lot of cars, but he jumped at the chance to work his craft on a van, including the beautiful, Parchment-cushioned tailgate trim

**WHEELS:** The traditional, conservatively sized Torq Thrusts wear custom-stickered caps, harking back to when every van worth knowing had a name. They cover Wilwood discs on both ends






hoodliner, and varying styles and thicknesses of material underneath the trim.

No individual part of the van is the wildest to feature on these pages, and that's really the point: it's all been thought out with liveability and comfort at the forefront, while retaining the surf-bred heritage of Aussie panel van culture. Bright thinking from Anton and the MCR team abounds – for example, the a/c compressor uses a 12-volt Tesla unit hidden under the front guard, powered by its own lithium battery to avoid draining the main supply.

Up against some stiff competition, XDUB scooped Best Van/Wagon on its debut at Rockynats 2024. "Allison was

a little apprehensive about the reveal, but once she saw it completed – which was when the covers were pulled off – she was in love," Jaime says. If you see the van at a show, look for Ally sneakily operating the adjustable bed and taking in the crowd's reaction. "It also made Top 20 Street, but the big surprise was the invite to Meguiar's Superstars at MotorEx," Jaime adds. "It's only done those two shows so far, but we plan on doing plenty more."

Beyond that, the couple are hanging for some trips to the drive-in, and Ally is hunting for a Peacock Green XT to replicate her first car – this time as a race-ready sleeper. 

## THE A/C COMPRESSOR USES A 12-VOLT TESLA UNIT HIDDEN UNDER THE FRONT GUARD, POWERED BY ITS OWN LITHIUM BATTERY



BELOW: Push for tone! Originally a blanking piece, the 'V8' button now opens the exhaust to bypass the mufflers. There's a Bluetooth head unit behind the stock radio fascia, while micro-switches fitted to the heater sliders elegantly control both the heater and a/c in one

BELOW: The TrueMotion bed raises and lowers via remote control, making it perfect for a session at the drive-in or chilling out at the beach. Originally designed to fit a motorhome, it's much thinner than typical adjustable mattresses







**ENGINE BAY:** Muscle Car Restorations on the Gold Coast smoothed the engine bay, and Scott Barlow sorted the hidden wiring loom. The B&M twin-filter air cleaner has been on the van since the 90s, paying tribute to its past life as a daily driver

**JAIME & ALLISON  
CRAMP  
1970 FORD XW FALCON**  
Paint: PPG Raw Orange

#### **ENGINE**

**Brand:** 351ci Ford Cleveland  
**Induction:** Holley Sniper 2  
**Intake:** CHI  
**Heads:** CHI 3V 208cc  
**Camshaft:** Hydraulic-roller

**Conrods:** Stock, ARP bolts  
**Pistons:** CP flat-top  
**Crank:** Ford 351  
**Oil pump:** Melling  
**Fuel system:** Custom tank, Holley pump  
**Cooling:** PWR radiator  
**Exhaust:** Pacemaker extractors, custom 2.5in system, MagnaFlow mufflers  
**Ignition:** Holley HyperSpark

#### **TRANSMISSION**

**Gearbox:** Ford Top Loader  
**Clutch:** Custom NPC  
**Diff:** 9in, Truetrac, 3.5:1 gears, 31-spline axles

#### **SUSPENSION & BRAKES**

**Front:** King Springs, Koni adjustable shocks  
**Rear:** King Springs, Koni adjustable shocks

**Brakes:** Wilwood discs (f & r)  
**Master cylinder:** XW Falcon

#### **WHEELS & TYRES**

**Rims:** American Racing Torq Thrust; 15x7 (f), 15x8 (r)  
**Rubber:** 205/65R15 (f), 265/60R15 (r)

#### **THANKS**

Anton and Tan Duval at MCR

Gold Coast; Daren Kemp at Kempcraft Marine Upholstery; Ben Graham at Coastwide Mechanical; Scott Barlow at Scott's Marine Auto Electrical; Darren and Reece Simpson; Fossil Fuelers Inc Car Club; Sam Green; Graham; Corey Tate at T8Spec; Chris Simpson at Auto Art Signs; TrueMotion; Bedzzz Tweed Heads





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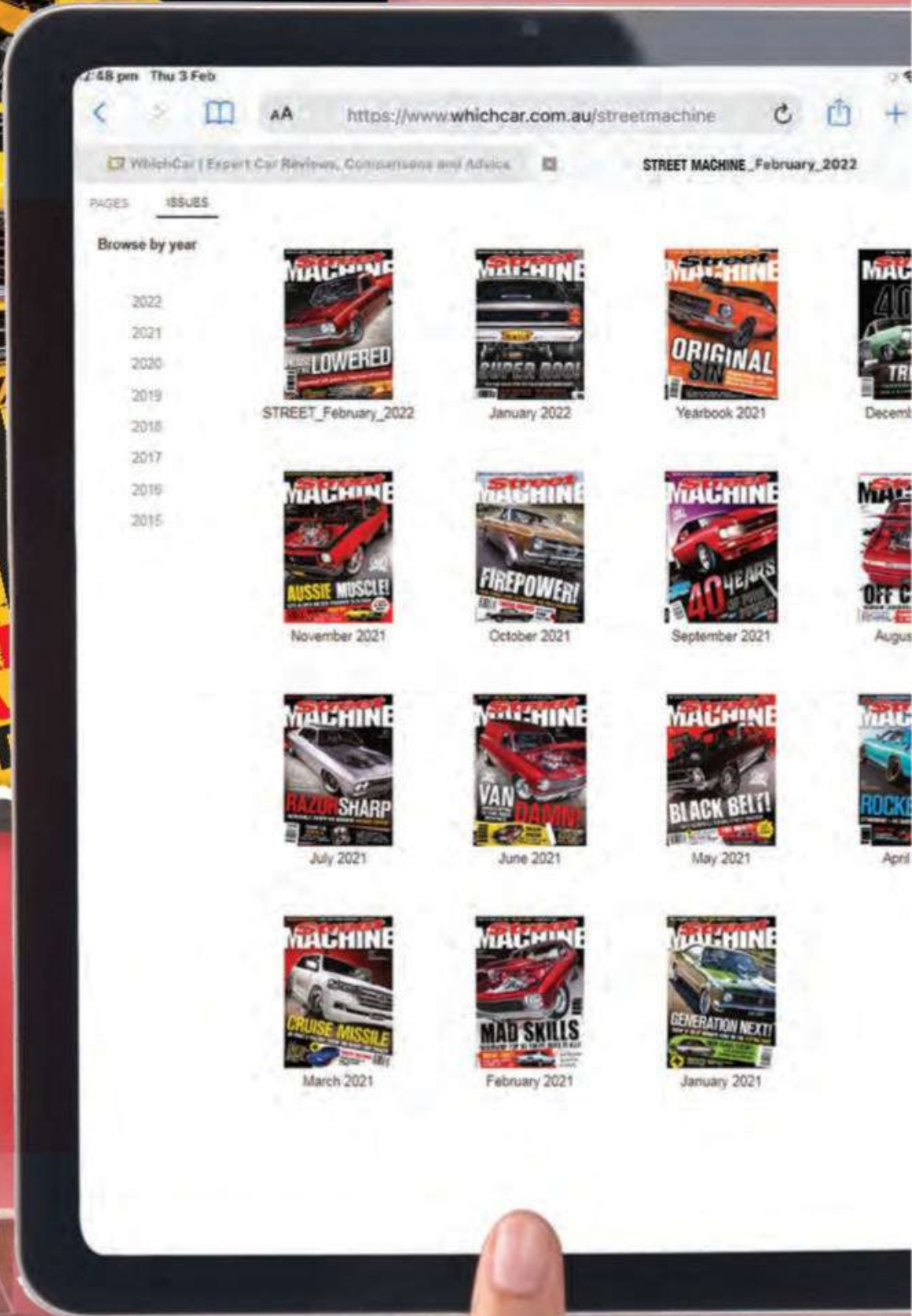
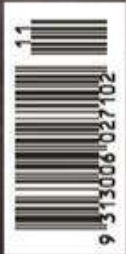


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DUBBO  
*Motorfest*

# DUBBLE PLAY







**WITH MORE THAN 1000 CARS AND BIKES OF ALL PERSUASIONS ON SHOW, THE SECOND DUBBO MOTORFEST OFFERED A VERITABLE FEAST FOR NSW CENTRAL WEST AUTOMOTIVE ENTHUSIASTS**

**STORY**  
GLENN TORRENS

**PHOTOS**  
NATHAN ROSS







1

## DUBBO Motorfest

**A**RE you guys all enjoying the show?" the commentator roared. "Yeah!" was the enthusiastic response from the string of happy kids leaning on the Dubbo Showground's wire fence. Sure, the microphone man was referring to the daring feats of motorcycle stunt performer Randy Ryder at the time, but for most of these teens, this was the first big cars 'n' stuff event they'd ever seen. So yeah, they were happy – there hadn't been a proper car show around Dubbo in their lifetime!

That sorry situation was rectified last year with the inaugural Dubbo Motorfest, and its success made it a no-brainer that the show would be back in 2024. Sure enough, the second Dubbo Motorfest on 31 August was bigger and better in every way.

Aside from an impressive line-up of elite show cars and bikes, along with a wide variety of new and old metal on display in the outdoor show 'n' shine, this year's Motorfest offered freestyle motocross stunt shows, a motorcycle muster, live music, helicopter rides, a trade expo, and activities for the kids. Something for every stripe of automotive enthusiast!

That the Motorfest exists at all is thanks to the volunteer efforts of the Dubbo Motorcyclist & Drivers Club, headed up by locals Nat and Matt Rendell. "It's been a fair while coming," Matt said of the show. "We were involved in the local Cars and Coffee, and a show at nearby Ballimore, but there were three or four of us who could see an opportunity to step it up a bit with some top-end stuff."

Having a great venue was a big part of this NSW Central



2



**1:** "Would you believe I pulled this from a creek outside Canberra?" asked an otherwise sane-sounding John of his HJ Sandman. "I took a six-cylinder engine and bits with me and drove it home!" Since then, John has restored the Sandman to concours condition

**2:** After his Suzuki Swift burnout machine caught fire at Brashernats, Jack Mill treated it to a major birthday, including a fresh paintjob. He was rewarded at this year's Dubbo Motorfest with the Young Gun award





**ONCE YOU SHOO THE SHEEP OUT OF THE DUBBO SHOWGROUND'S ENORMOUS OPEN SHED, YOU'RE LEFT WITH A GREAT SPACE FOR DISPLAYING ELITE STREET MACHINES**



**3:** Henry Parry won the 2014 Street Machine of the Year award with his FB Holden, and his latest toy is another early Holden, this time an EK. Powered by a 3.8L V6, the car was built by Dubbo's IronKnuckles Fabrication & Customs, and features stunning Port Wine leather interior trim

**4:** Henry Parry's Chop Shop-built, SMOTY-winning 'Old Love' FB Holden looked as stunning as ever at this year's Motorfest

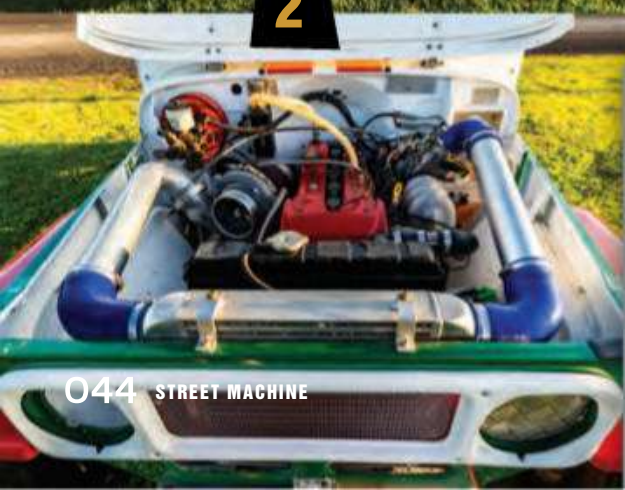
**5:** Central West NSW punches above its weight for hyper-talented car builders. Scott Lane from Hot Rod Lane in Orange is one of them, pictured here in his '37 Maple Leaf pick-up







**AROUND 60 LOCAL AND INTERSTATE SHOW CARS WERE ON DISPLAY, INCLUDING PLENTY OF FORMER *STREET MACHINE* FEATURE CARS**



**2**

**1:** Chris Seton found this '35 Chev in the NSW outback town of Brewarrina, with the panels hanging in a shed and the chassis in the dirt. He's now well into the process of bringing the old girl back to life, and the twin-Whipple-blown 540ci big-block that now resides in the engine bay should help with that!

**2:** 'Bruiser the Cruiser' is the Barra-powered creation of the late Jim Fife and his students at Dubbo TAFE

**3:** Since being awarded Top Judged Elite at *Street Machine* Summernats 33, Charlie and Kerrina Harley's '57 Chevrolet has been to shows all over the country and added more than 7000km to the odometer. "This car has a better social life than we do!" Kerrina joked. The Chev took out the Best American gong at trophy time

**4:** The Zelukovic family's street-driven, restomod Studebaker Hawk is a lot closer to stock than their famous HOWBZR, which won the Top Custom gong at Motorfest 2024





## DUBBO Motorfest

West car show renaissance. Smack-bang in the middle of town, the Dubbo Showground's enormous open shed typically plays host to livestock, but once you shoo the sheep out, you're left with a great space for displaying elite street machines. Around 60 local and interstate show cars were on display there this year, including plenty of former *Street Machine* feature cars.

Just outside the shed, the new Street Elite display hosted more cool rides, while on the oval, around 500 weekend cruisers from all over the region lined up for the show 'n' shine. It seemed every cool car from Lithgow to Bourke and beyond was here, from Corvettes and Rolls-Royces to Minis

and dak-daks. The NSW police showcased some museum highway patrol cars, too, including an XC Falcon hardtop and an 80s Mitsubishi Cordia Turbo.

The Motorfest is not just about cars, though, with more than 400 motorbikes also on display this year. One hall was brimming with restored and survivor bikes, while another was crammed with elite-level stuff. A highlight for me was the astonishing display of immaculate and restored 1960s, 70s and 80s Japanese café racers and street bikes, with glistening metallic paint and chrome everywhere you looked.

With 8000 people attending – around one-fifth of Dubbo's population – the second Motorfest was also a financial boon



4



5

5: When I first laid eyes on this widebody V-dub, I thought I might be having a medical episode. Along with a front-mounted V8 conversion, the unique creation has had 20cm of extra metal beautifully blended into the centre of its body

6: Kristy Bulkeley brought along her late husband Todd's Datsun 1600 SSS (*SM*, Oct '17) and took out the Top Import gong



6







1

1: Garry Rosser won Grand Champion, Best Modified and Best Interior at Motorfest '24 for his stunning One Tonner (SM, Jun '24)

2: Jason Taylor took out Top Bike in Show with his stunning gold and black 2021 Harley

3: Fresh from Top 10 success at this year's Victorian Hot Rod Show, John Bennett's 1928 Ford tudor was built by Maskell's Customs & Classics in Shepparton. The chopped and channelled rod is powered by a Mercury V12 flathead



2



3





4: Owned by Jason Kennedy, this 1950 Ford single-spinner won Best Paint at Motorfest. Mods include a roof chop by BMV, interior by North Coast Custom Trim, LS drivetrain and airbag suspension by Aaron Gregory, and a wild flame job by KDS Designs

5: Hud Johnston debuted his '34 Ford coupe at Summernats 34, but Dubbo Motorfest was the first show he'd driven it to under its own steam. A tribute to his late father, Rod, the Ford is powered by a crossflow 250 six, backed by a T5 and BorgWarner diff. Body mods include a laid-back '32 grille



## ELITE AWARDS

### GRAND CHAMPION

Garry Rosser – HQ One Tonner

### JUDGES' CHOICE

Steven Adnum – HQ Holden panel van

### BEST INTERIOR

Garry Rosser – HQ One Tonner

### BEST PAINT

Jason Kennedy – 1950 Ford

### TOP CUSTOM

Rhonda Zelukovic – 1960 Studebaker Hawk

### BEST DISPLAY

Ben Ambrose – XY Falcon

### BEST MODIFIED

Garry Rosser – HQ One Tonner

### BEST AUSTRALIAN

Dave & Lyn Keen – FJ Holden

### BEST AMERICAN

Charlie Harley – 1957 Chevrolet Bel Air

### BEST IMPORT

Kristy Bulkeley – Datsun 1600 SSS

### BEST BIKE IN SHOW

Jason Taylor – 2021 custom Harley

**A HIGHLIGHT WAS THE ASTONISHING DISPLAY OF 1960s, 70s AND 80s JAPANESE CAFÉ RACERS AND STREET BIKES**







1

## THERE ARE PLANS TO CO-PROMOTE THE MOTORFEST ALONGSIDE THE EIGHTH-MILE DRAGS AT NEARBY BODANGORA NEXT YEAR

for 10 hand-picked local charities, with \$50,000 raised for organisations like the Men's Shed and Country Hope.

While there aren't any driving events at the show itself, there are plans to co-promote the Motorfest alongside the eighth-mile drags at nearby Bodangora next year, which would create a ripper automotive weekend for the region. The Dubbo City Car Club typically runs eight drag events each year at the Bodangora Airstrip, and the site should easily cope with a gaggle of extra participants from a Motorfest team-up.

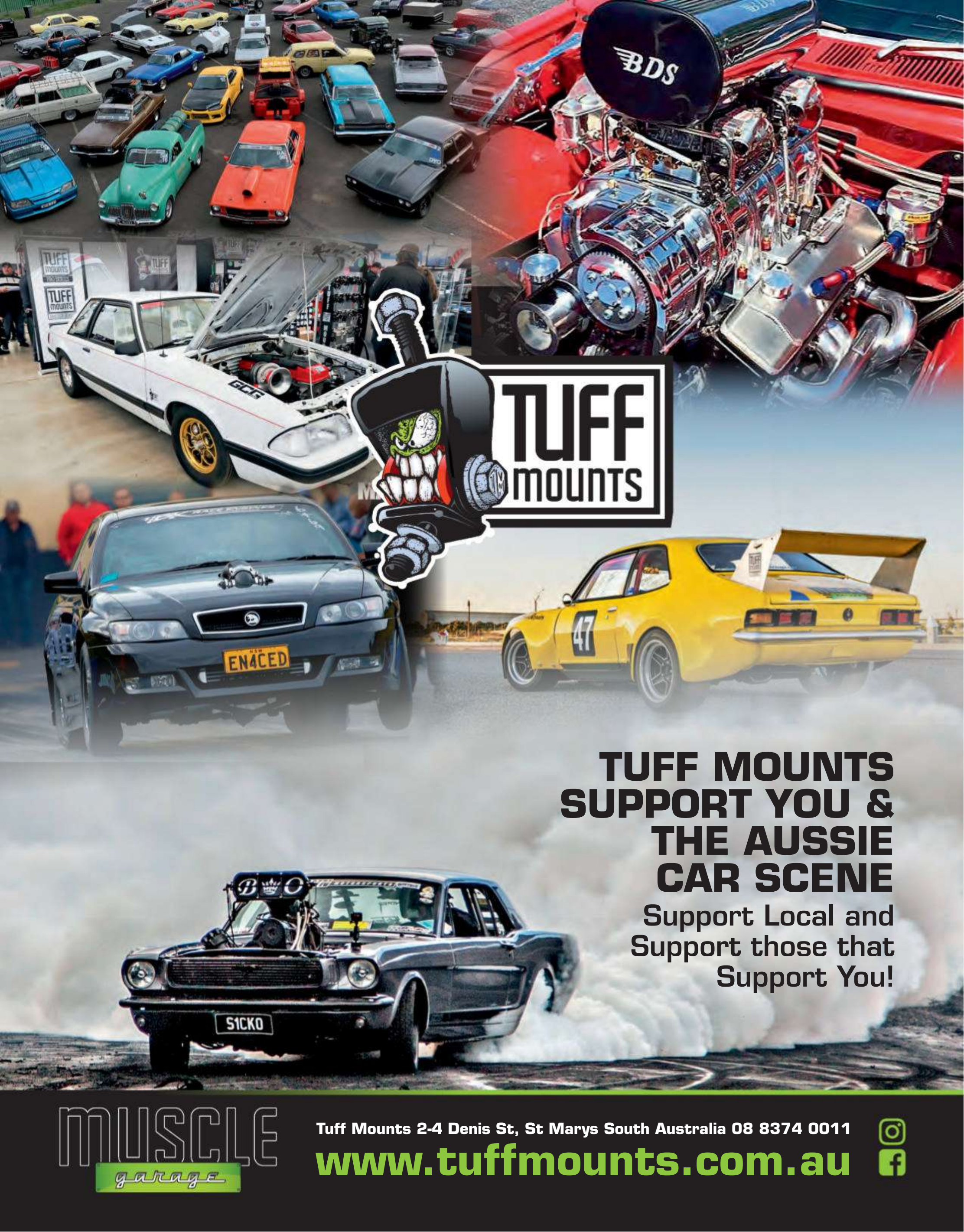
Another idea for next year is a Friday-evening 'cars and cocktails' event as a precursor to Saturday's show, taking advantage of the brilliant, exhibition-grade lighting in the showground hall.

With plenty of accommodation, pubs, and attractions like the Taronga Western Plains Zoo in the region, Dubbo Motorfest is a perfect weekend road-trip and cruise destination for car clubs from Canberra, Sydney and Newcastle, and a must-do event for Central West automotive enthusiasts. Make sure you're there next year to get amongst it! 🗝️



1: Jason MacKenzie's blown BBC-powered '67 Camaro (*SM*, Apr '24) and Dave Keen's chopped FJ two-door (*SM*, Nov '13) cut a fine figure together, with the latter winning the Best Australian gong





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THIS 700HP HK KINGSWOOD PROVES THAT NOT ALL YOUNGSTERS

# GENERATION

# NEXT





STORY IAIN KELLY  
PHOTOS BEN HOSKING

# WANT TESLAS AND TIKTOKS





**N**OBODY really understands how we find our hobbies, although some people believe it is environmental. If you grow up in a family that owns horses, the thinking goes, your interests are probably going to end up running along similarly equine lines.

If that's true, it's no wonder that 20-year-old Mark Caruana has turned out this elite-level, 700hp HK Kingswood streeter as his first build. Mark's dad, Sam, owns an 850hp blown HJ Premier that scored a Summernats Top 10 plate and was the cover star of our March 2011 issue, and it's clear that the apple hasn't fallen far from the tree.

"My dad's mates had HK-T-Gs, and I was originally looking for an HG, but this car popped up at All Holden Day in 2019," Mark says of the HK. "We had initially brushed this car off because we thought it was too nice to modify, so we went and looked at other cars. When we thought about it, though, it was in such good condition that it

made for a great base for the build, so we ended up purchasing it in September 2019."

The car was in good nick, all right – it had already been through one ground-up restoration. "It was all original, with the 161 and three-speed manual on the column," Mark says. "The guy I purchased it from had bought it from the first owner with 11,000 miles on it. He'd stripped it and concours-restored it from a bare shell. By the time I bought the Kingswood, it only had 13,600 miles on it."

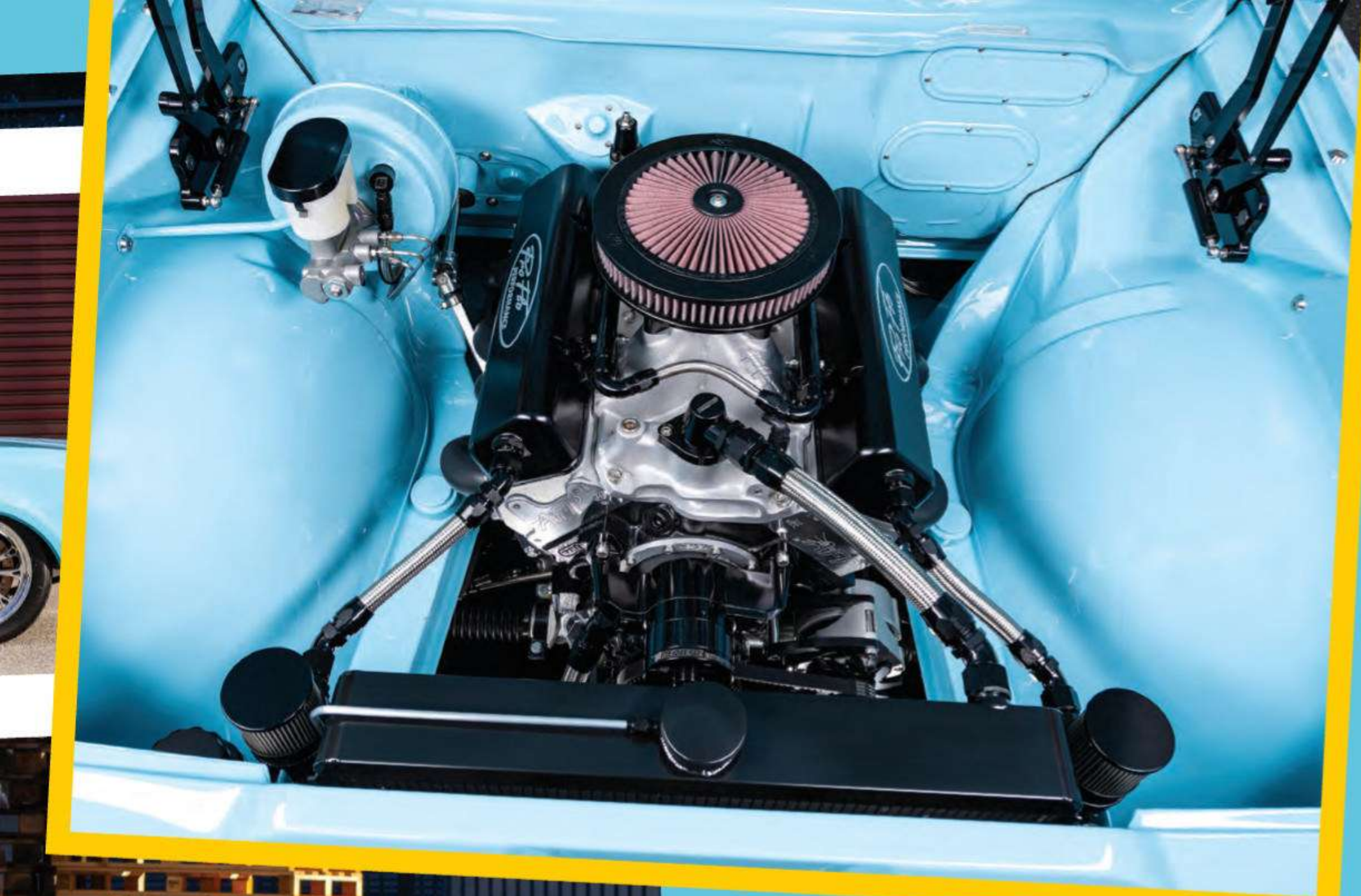
Mark's goal was to turn the Kinger into a tough streeter, and its super-clean condition simplified the build by vastly reducing any restoration work he had to do. "We chose to paint-strip the car and start afresh," he says. "We had the bodywork done by Sebastian and Anthony Desisto, and Shane Powell. Roni Tarabay then painted it the same Marlin Turquoise with the Ermine White roof. It's my favourite factory colour, and it's a nice nod to the original car."



**THE GUY I PURCHASED IT FROM HAD BOUGHT IT WITH 11,000 MILES ON IT. HE'D CONCOURS-RESTORED IT FROM A BARE SHELL. WE CHOSE TO PAINT-STRIP THE CAR AND START AFRESH**







**BELOW:** Mark's HK runs LS3 ignition coils, so ProFlo chucked in an MSD cam sync in place of a traditional distributor. This way, the FuelTech ECU gets a cam position signal to allow sequential ignition timing, while the plug will still turn the oil pump

**ABOVE:** The engine bay has been smoothed back to the factory lines to keep some character to it, but it's far more nicely finished than any factory car from 1969. The 707hp 440 small-block wears billet ProFlo valve covers to let everyone know this isn't a stock 327

**EXHAUST:** Custom 2in four-into-one headers flow into a twin 3in exhaust system. Moving the fuel tank into the boot meant that the exhaust has a straight shot out the back



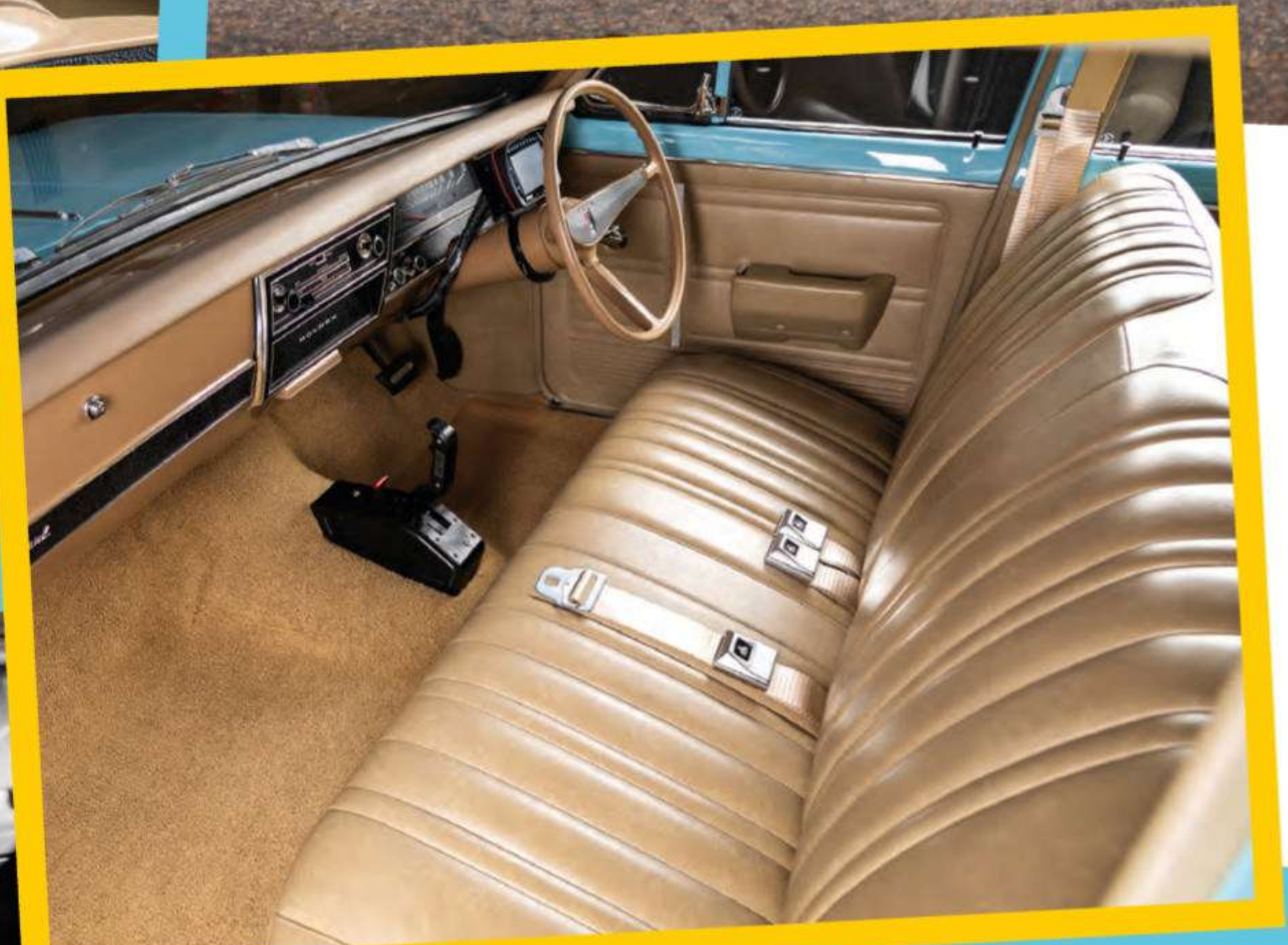


**WHEELS:** No pro street build would be complete without some killer wheels. Mark went with 17x4.5 Weld V-Series rims on the turning end, and 15x8 Weld Vitesse single-beadlock rollers clad in 225 rubber out back

**RIGHT:** FAT69K sits tough on the pavement thanks to Viking double-adjustable coil-overs all 'round. Mark chose to ditch the soggy steering box in favour of a Castlemaine Rod Shop independent front end and rack-and-pinion steering. The custom four-link rear locates far better than the old leaf-spring set-up



**INTERIOR:** The ratchet shifter and FuelTech dash are the only obvious deviations from stock in the interior, and Mark wants to keep it that way. "I don't have plans to touch the car," he says. "I might run it down the track, but the limiting factor is the lack of a rollcage, and putting one in would ruin the interior"





**IT'S STILL EASILY IDENTIFIABLE AS AN HK KINGSWOOD, BUT THE LITTLE DETAILS HAVE BEEN FINISHED TO A LEVEL YOU RARELY SEE ON A FIRST-TIME BUILD**



As Mark's a young 'un, you might think he'd opt for an LS to replace the 161 red six, but instead he went old-school with a 440ci small-block Chev. His dad Sam has been mates with ProFlo Performance's Paul Sant for years, so you won't need two guesses as to who screwed the nickel-tough mill together.

A Dart block was stuffed with a Callies Compstar crank and six-inch rod combo, custom RaceTec pistons squeezing 13:1 worth of static compression, and a custom-grind solid-roller cam with plenty of chop. Bushed BAM lifters and Jesel rockers work the Ferrea valves in the AFR 227 heads, while an Edelbrock Victor Jr EFI manifold lives up top with an Accufab 1215cfm drive-by-wire throttlebody.

Producing a healthy 707hp at 6800rpm, the mighty mouse motor is controlled by a FuelTech FT600 ECU wired in by Mark Sant from Ontrak Auto Electrical, and sucks premium unleaded via

an in-tank Walbro 525 pump in the boot-mounted fuel cell. A 5500rpm converter and manualised TH400 transmission have replaced the three-on-the-tree to send the horses rearwards, while a sheet-metal nine-inch gets them to the ground.

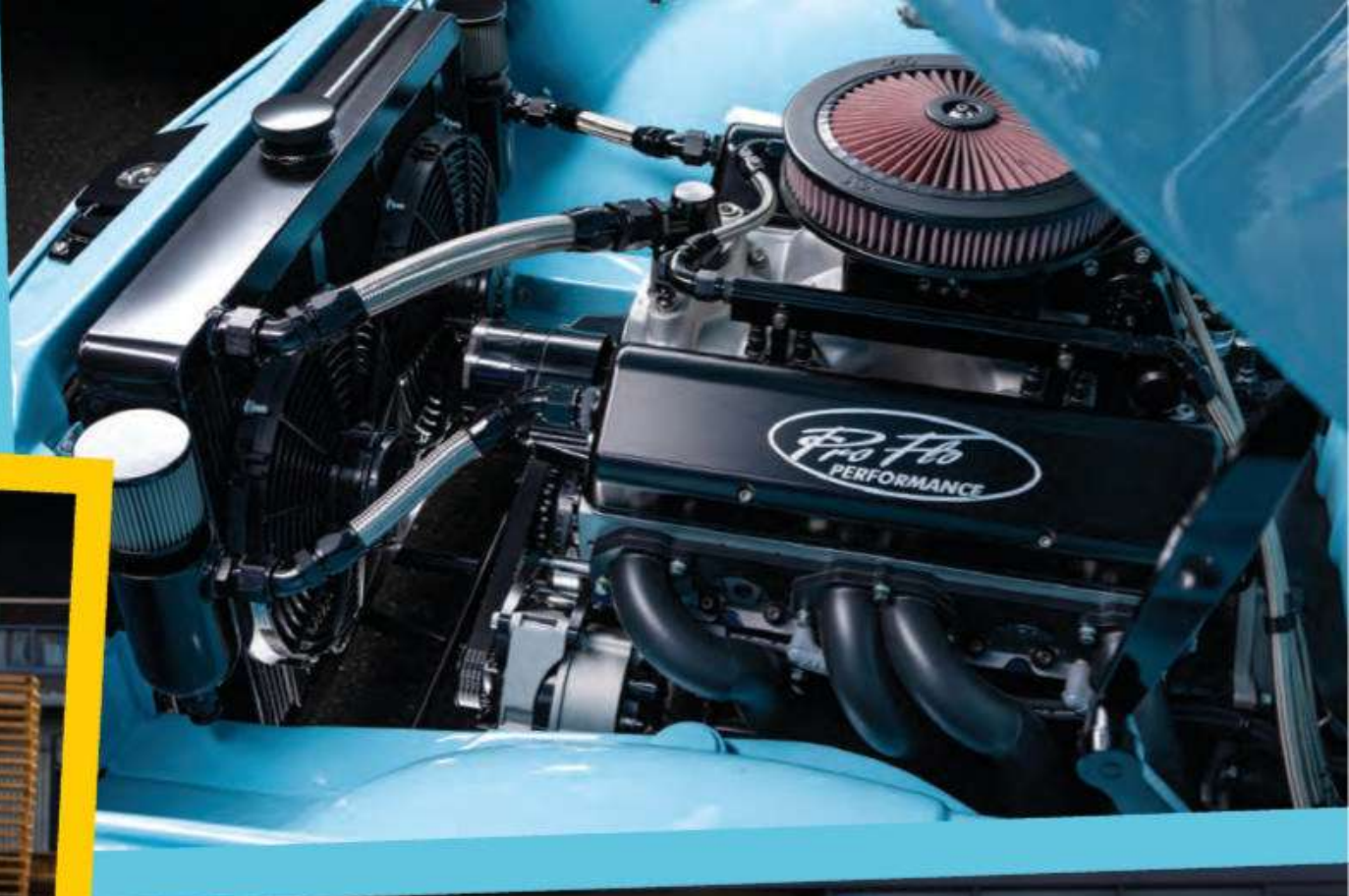
The diff is suspended in a custom four-link rear end with Viking coil-overs, which combines with a rack-and-pinion-equipped Rod Shop IFS to deliver improved handling dynamics and a head-turning stance.

One of the best things about Mark's build is that nothing is too over-the-top. FAT69K is still easily identifiable as a classic first-generation Kingswood, but the little details have been finished to a level you rarely see on a first-time build. Mark says everything came together well, but that doesn't mean that he, brother Jason and dad Sam had it easy. They wanted to debut the car at *Street Machine* Summernats 36, which meant a huge push was needed to get everything back together after paint.





**TELLTALE SIGNS:** One of the easiest ways to pick an HK from its HT and HG successors is by looking at the tail-lights and grille. The HT and HG both ran plastic grilles, but the HK featured a full-length stainless piece. Out back, the HK has an 'eyebrow' on its bootlid that is missing from the later cars, and its tail-light assemblies aren't as tall as those of an HT/G



**WE TOOK IT FROM A BARE, PAINTED SHELL TO A RUNNING CAR READY FOR SUMMERNATS IN JUST THREE MONTHS**

"In the final stage of the build, we took it from a bare, painted shell to a running car ready for Summernats in just three months," Mark says. "It's a lot of work to keep the car looking factory-inspired but much cleaner."

The trio's hard yakka paid off at 'Nats 36, where the Kingswood scored a second-place gong in Elite Top Standard Paint and a spot in the Elite Top 20.

"We knew it was going to be a nice car, as you could see all the small details we'd been working on coming together towards the end, but we didn't really expect to be in the Top 20," Mark says. "We're pretty particular with our details and getting things right, but this car isn't meant to be an elite show car; I built it as a weekend cruiser."

With its tough, contemporary pro street vibe, snappy aspirated donk and elite-level detailing, the HK makes for one heck of a cruiser. Mark certainly is a chip off the old block, and we're sure Sam is super proud of the car his son has built. 🗝️



**MARK CARUANA  
1969 HOLDEN HK  
KINGSWOOD**

**Paint:** PPG Marlin Turquoise & Ermine White

**ENGINE**

**Brand:** 440ci Dart small-block Chev  
**Induction:** Edelbrock Victor Jr EFI, Accufab 1215cfm drive-by-wire throttlebody  
**ECU:** FuelTech FT600  
**Crank:** Callies Compstar 4.0  
**Rods:** Callies Compstar 6.0in

**Pistons:** RaceTec custom 13:1  
**Heads:** AFR 227 alloy  
**Camshaft:** Custom solid-roller  
**Oil system:** Melling billet pump, High Energy sump  
**Fuel system:** 750cc injectors, Walbro 525 pump  
**Cooling:** PWR 80mm alloy radiator, twin 12in Spal thermo fans  
**Exhaust:** Custom 2in four-into-one headers, twin 3in system  
**Ignition:** LS3 coil packs

**TRANSMISSION**

**Gearbox:** Manualised TH400

**Converter:** 5500rpm  
**Diff:** Custom braced sheet-metal 9in, Strange Engineering aluminium centre, Truetrac LSD, 3.50:1 gears, Moser 35-spline billet axles

**SUSPENSION & BRAKES**

**Front:** Viking double-adjustable coil-overs, customised Castlemaine Rod Shop IFS and rack-and-pinion steering  
**Rear:** Viking double-adjustable

coil-overs, custom four-link arms  
**Brakes:** Wilwood 355mm discs with six-pot calipers, (f), Wilwood 320mm discs with four-pot calipers (r)  
**Master cylinder:** VT Commodore

**WHEELS & TYRES**

**Rims:** Weld V-Series 17x4.5 (f), beadlocked Weld Vitesse 15x8 (r)  
**Rubber:** M&H Racemaster 185/55R17 (f), 225/60R15 (r)

**THANKS**

Paul Sant and the ProFlo Performance crew; Mark Sant at Ontrak Auto Electrical; Dave Vassallo for the transmission; Mick Carter at Raw Hide Interiors; Sebastian Desisto for the bodywork; Roni Tarabay at Macarthur Autobody for the paint; my mum for her patience and support; my brother Jason for his help; most of all, my dad for the hard work and the opportunity to build a killer car together



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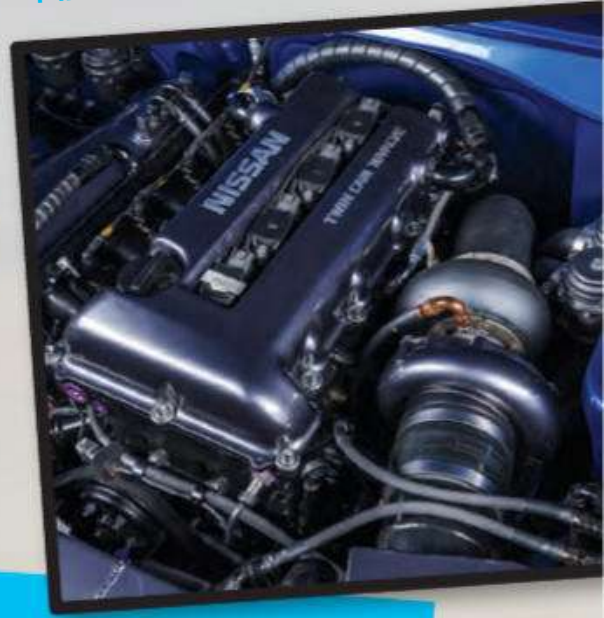






# FLYER HIGH

STORY KIAN HEAGNEY  
PHOTOS CHRIS THOROGOOD



**BOASTING 800HP, MATT ORSIDA'S  
SR20VE-POWERED DATTO 1200 UTE  
IS A NISSAN DONE RIGHT**





**M**ANY of us wish we could've kept our first car and built it into the dream machine we envisioned as naïve teenagers. We usually end up either crashing or selling them, but Matthew Orsida is an exception. He's kept the same 1971 Datsun 1200 ute since he was 16, and over time has transformed it into the car you see now.

"It had an A15 engine with twin SU carbs when I bought it," says Matt. "I rebuilt that engine in school for an automotive project, and me and a mate did all the bodywork and had it painted."

By the time he got his ticket for the road, Matt realised the wheezy A15 wasn't going to cut it. "I went on the hunt for a 13B rotary engine and found an aspirated, bridge-ported 13B and installed that," he says. "That year, I won the burnout comp at Springnats in the Rotary division – I was the only rotary in it! – and I made the front page of the *Shepparton News*."

During all this, Matt befriended Scott Briant, another Shepparton local who loves his old Japanese cars. Scott now works at Southern Rod & Custom, and Matt hit him up to give the ute a birthday. "Originally, it was going to get a Nissan VG30DETT V6, to the point I even had it mounted in the engine bay," says Scott. "Then an SR20 from a proven eight-second S13 popped up for sale, so Matt bought it and changed to the SR."

The ute was sent to Sydney, where Advance Motor Mechanics mounted the SR into the 1200, along with the R33 Skyline five-cog manual 'box. They also wired the whole ute from headlight to tail-lamp with MoTeC gear. "There's so many sensors hiding under that intake manifold," Scott says. "The MoTeC PDM literally controls the whole car."



**ABOVE & LEFT:** You wouldn't think there'd be much room left for ute activities after tubbing a little 1200 to take 19x13 Simmons wheels, but there is! The neat tub job is hidden under an aluminium hardlid, handmade in-house by SR&C boss Shane Rowe





Once back in Shepp, Scott, his boss Shane Rowe and the rest of the Southern Rod & Custom crew tackled what would end up being a roughly three-year build. They took care of all the chassis and bodywork, laid on the beautiful DeBeer Blue Heaven Pearl paint and did the final fit.

Before the paint went on, SR&C went a bit nuts tweaking the body. "All the panels were replaced, including the roof skin," says Scott. "Because it's a 1200, most people can't pick what's changed, but it's extensive."


The body lines around the windscreen were pushed up to delete the factory window mouldings, and the rear window glass is a larger, one-off piece that achieved the same thing. Datsun 1200 nerds will also note that the door quarter windows are gone, which was a big task.

"We had to have the door glass custom made, and it's actually curved to meet the door frame, so those had to be sent off and made overseas," Matt says.

That's not the end of the body mods, either. "The drip rails on the roof are gone, the vents have been deleted from the cowl below the windscreen, and the rear wheelarches are stretched," Scott explains. "The chrome rear bar is completely custom, because these utes never had one!"

The side mirrors are new, as is the chin lip under the front bar to help hide the Plazmaman intercooler; the grille was extensively modified to further hide the 'cooler, but you'd never know – and that's the whole idea.

The SR&C team also did their due diligence



**SWITCHES:** Power-window switches have been added to a custom centre console, while the third circular switch operates an electronic handbrake – a staple of all SR&C's major builds

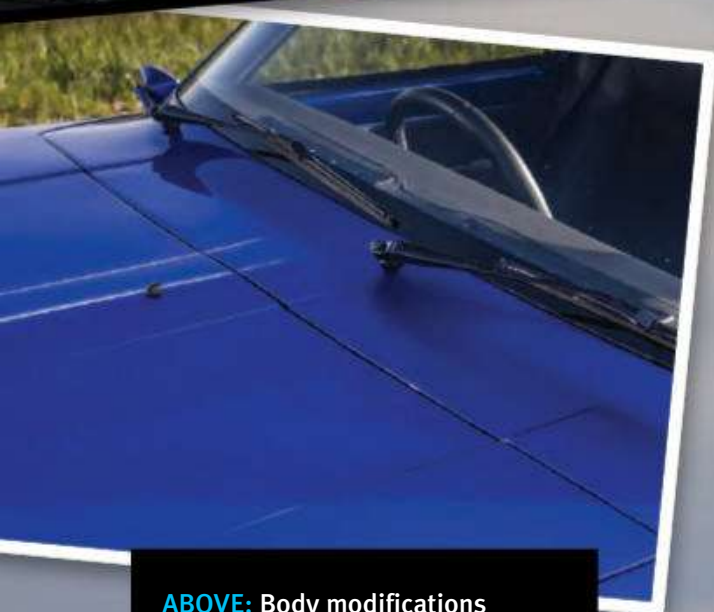


**INTERIOR:** The SRC-made aluminium dashboard was hydro-dipped for a carbonfibre look. It's home for the MoTeC C127 display and eight-button keypad, which controls goodies like rolling anti-lag, launch control and other party modes



**THIS ENGINE COULD DO 1500HP, BUT THE POWER IT MAKES IN A LITTLE UTE IS MORE THAN ENOUGH!**





**ABOVE:** Body modifications included removing the roof drip rails and the vents from the cowl. The quarter glass in the front doors was deleted thanks to one-off windows, and the rear glass is also bigger than standard to negate the need for the factory window mould. The SR&C crew also shaved the tonneau clips from the rear quarters, which were stretched to accommodate the big Simmons rims

with engineering throughout the build process, so everything you see here is 100 per cent approved, certified and street-legal in Victoria.

That used SR20 had done plenty of work in its life and sadly didn't last long, which led Matt to contact Michael 'Stix' Kalaitzakis from Quickbitz in Dandenong, who used to own a seven-second SR20 Corolla. "When we saw the quality of the car, I decided to take on the engine build," says Stix. He ordered a ballsy SR20VE package from Mazworx in Sanford, Florida. Stix immediately pulled it apart and gave it his special touch. "We re-do the tolerances to our liking; we also get fancy with the oiling, and we put the Kelford camshafts in as well," he says.

The block is still Nissan, housing a Mazworx 91mm billet crank and girdle, Carrillo rods and CP pistons. The bore is now 88mm, combining with the stroke for a capacity just over 2.2 litres.

The SR20VE head was treated to a CNC port job by Mazworx. A VE head optimises the SR20 platform in several ways, as it features shaft-mounted rockers, which cures the SR20's main shortcoming of dud rockers and shims, and it also has raised ports. As such, a VE head not only minimises the SR's notorious valvetrain problems, but it also allows the mill to rev well beyond 10,000rpm. "It's the best thing you can do for an SR20, hands-down," Stix says.

Matt's car isn't meant to be a record-breaker, so it isn't quite in the five-digit rev bracket, but even capped at 9000rpm, it's still good for 800hp to the hubs at around 40psi from the PTE6466 turbo. "The turbo is a bit on the smaller side, but that's all based around street driveability," says Stix. "So, you won't get 1000hp, but especially with the manual, it makes it torque down low and better for what Matt wanted."

The car is flex-tuned on E85 and PULP 98 via the MoTeC M150 ECU.

"It's a solid package, but because Matt doesn't want to race it, we've kept it pretty tame," says Stix. "This engine could do 1500hp, but the power it makes in a little 1200 ute is more than enough!"

By all accounts, it's one hell of a thing to drive. "It's nuts! I think it weighs around 950kg, so as you can imagine, it's a bloody weapon," Matt enthuses. "It still cruises nice, the clutch is super soft, but it'll light 'em up as soon as you roll into it."

The ute's long build process culminated in a grand unveiling at MotorEx 2022 in Melbourne, where the little Datto scored top place for Bodywork in the Street Elite judging. Matt would like to hit *Street Machine* Summernats with the car eventually, but right now, he's just enjoying using it. "I built it to drive it," he says, "and that's what I do – I drive the hell out of it!"







**ENGINE BAY:** You'd think fitting a four-pot into a 1200 would be easy – far from it. The firewall was recessed, and even then, she's still a tight squeeze. For everything you do see, there's a whole bunch of plumbing, wiring and sensors you don't

**MATTHEW ORSIDA**  
**1971 DATSUN 1200 UTE**  
Paint: DeBeer Blue Heaven Pearl

**ENGINE**

**Type:** 2.2L Nissan SR20VE four-cylinder  
**Induction:** Plazmaman intake  
**ECU:** MoTeC M150  
**Turbo:** Precision PTE6466  
**Head:** Mazworx Stage 3 SR20VE  
**Camshaft:** Kelford  
**Conrods:** Carrillo  
**Pistons:** CP  
**Crank:** Mazworx 91mm billet  
**Oil pump:** SR20VE, Plazmaman billet gears  
**Fuel system:** Siemens 2400cc injectors  
**Cooling:** Custom radiator  
**Exhaust:** 4in stainless  
**Ignition:** R35 coil packs

**TRANSMISSION**

**Gearbox:** Skyline five-speed manual  
**Clutch:** OS Giken twin-plate  
**Diff:** 9in, 4.3:1 gears, 31-spline axles

**SUSPENSION & BRAKES**

**Front:** Mad Dat Motorsport IFS  
**Rear:** Four-link, AFco racing coil-overs  
**Brakes:** Wilwood discs (f & r)  
**Master cylinder:** Wilwood

**WHEELS & TYRES**

**Rims:** Simmons FR1; 18x5 (f), 19x13 (r)  
**Rubber:** Nankang 165/35R18 (f), Michelin Pilot 325/30R19 (r)

**THANKS**

Shane Rowe and Scott Briant at Southern Rod & Custom; Craig at Option Auto Interiors; Sam and George at Advance Motor Mechanics; Mazworx; Stix at Quickbitz

**THE GRILLE WAS EXTENSIVELY MODIFIED TO HIDE THE INTERCOOLER, BUT YOU'D NEVER KNOW – AND THAT'S THE WHOLE IDEA**

**LEFT:** Datsun 1200 nerds will notice the ute's rear bar, as they definitely didn't come with one from the factory! That's another SR&C handmade piece, while the body colour is a DeBeer Blue Heaven Pearl







STORY JACK HOULIHAN  
PHOTOS CHRIS THOROGOOD

# Dad ROCK

MELBOURNE'S BEST RIDES TOOK ON THE CITY'S FAMOUSLY MERCURIAL WEATHER AND WON AT THE 2024 SHOWCARS MELBOURNE FATHER'S DAY SPECTACULAR











**T**HE Father's Day weekend has become the most jam-packed weekend in the Aussie hot-car scene, with huge events like Red CentreNATS, World Time Attack Challenge and Dubbo Motorfest filling the 2024 calendar.

And for Victorians, the jumbo Acland Street Father's Day Car & Bike Show is a must-do. Hosted by Elvis Barbieri and the ever-busy Showcars Melbourne team, the event sprawls across St Kilda's palm-dotted foreshore and popular shopping precinct.

Our cold little state was slammed with some of the roughest weather on record in the days

leading up to the show, but Elvis was as ready as he could be. "We couldn't keep up with the weather apps, it was moving that quickly on Saturday night," he laughed. "We knew there wasn't any rain coming, so our main concern was wind. We had plans A, B, C and D ready to go." That included no flags on Acland Street that could be whisked away, and setting up food trucks and carnival rides to prevent a wind tunnel from forming on the enclosed street.

"It worked out really well," Elvis said. "The turnout was huge – I couldn't believe it! To still pull so many people and cars on a day like that is not a bad effort."





A) Ian Hubbard's 1960 Buick Invicta oozes late-80s vibes. Sporting a subtle pink pinstripe along its flanks and rolling on Dragway billets, it toured the show scene back when the bodystyle was uber-rare in Australia. It runs a 454, TH400 and 9in, with a '59 El Camino dash inside. "They were on some good shit back then," Ian grinned

B) Jason's VH SL/E runs an LSA combo turned down to 670hp. "Originally it was built for some drag racing as well, but we thought it was too good to race," he said. Diamond-stitched Coulson seats and heaps of sound deadening make it a comfortable family ride

C) Robbie Kerr has owned his LH toughie for almost 15 years. "I bought it as a roller in primer and did everything else," he explained. The LS2 wears an LSA 1900 blower for 630rwhp on E85, running through a 'Glide and 9in. "It's nice and smooth – it just doesn't stop too well," Robbie laughed



C



D

## SEVERAL HUNDRED CARS AND OVER 50,000 VISITORS ENJOYED THE BIGGEST FATHER'S DAY EVENT IN VICTORIA

D) Tim Martenstyn's HG wagon (Sleepers, SM, Jun '20) recently had a birthday. The 355ci SBC now turns a TH700, while other additions include Wilwood and HQ brakes and Weld rolling stock for a killer stance. "I really enjoy driving it, and it cops attention everywhere it goes," Tim grinned

E) Zac Weiss brought along his race-proven LC. "It's had Holden V8s in it, a small-block Chev, and finally a single-turbo RB," he said. "It's got a GTX42 on it, running low boost – 32 or 33psi – and it's gone 8.90@155mph"

F) Zac's son Ayden was handed the keys to their 383-cube HT GTS. "It was a rolling shell; I helped Dad build the motor and gearbox in the garage," Ayden said. "It's been our baby ever since!" Having just turned 18, he was one of the youngest to park on Acland Street



E



F





When Elvis says huge, he's referring to several hundred cars and somewhere over 50,000 visitors enjoying the free show, making it probably the biggest Father's Day event in the state. "We had a few high-end cars pull out, which is fair enough, but we still had some really good cars come out," he said. One of those was Frank Darmanin's 900hp, LS Next-powered VH Commodore (SM, Jul '24). "That's what Frank built it for, to show people you can drive them!" said Elvis, who was responsible for the VH's stunning BMW Pearl Blue paint. "People respect the cars there, and we really had no incidents on the day."

This year's show marked its 11th running, and it remains as popular as ever thanks in part to an ever-changing roster of cars. "We turn over probably 40 per cent of the cars

each year," Elvis said. "People in Acland Street might move to the park, and a lot of new cars will come in. I can't believe just how many cars are in the scene; it's amazing how we can roll over so many." In fact, aside from Greg Angus's HQ Monaro racer, not a single car in this feature is a double-up on our top picks from last year.

Speaking of Greg's Monaro, the public start-up is one of Elvis's favourite parts of the show. "The drag guys all love it when he fires up the car – when he got on the two-step, it was like I was back at the Nationals at Calder Park in the 90s," he laughed. "All the workers and promoters love it, too – the passion is amazing."

Family entertainment is another element of Elvis's proven formula. As a dad himself, he understands how to draw in and retain



A) Ali's XB run hides a 3V-headed 410ci Clevo, transbraked C10 and 9in with 3.75 for a punchy and stress-free 325rwhp. "It's got hydraulic lifters; you can drive it on the street or take it to the track," he said

B) Jim Mullins swapped a race boat for this '67 Nova SS with all the fruit! Packing an 8/71-blown 400 Chev, big tubs and heaps of custom work, it pulled a big crowd on the day. Painter and bike customiser Joe Pegoraro did most of the work, including the under-bonnet murals

C) Danny Howe has joined the show in a few different Garden State-plated hotties, and this time he plonked his Barra turbo XE ute (SM, May '21) next to the St Kilda tram tracks

**THE SHOW REMAINS AS POPULAR AS EVER THANKS IN PART TO AN EVER-CHANGING ROSTER OF CARS**





D) Growing up, Bash Arabi dreamed of owning a yellow XY GT. After an RX-2 Capella as his first car, and a hot XR6 Turbo, he's now enjoying trouble-free cruising with his family in this schmick four-speed GT replica. "The only thing it's done in 15 years is a coil," he said

E) Con at Kinglake Car, Bike & Customs recently saved this ripper, factory-windowless XA panel van from a shed. A mechanical refresh and buff job had it back on the road, and it's just gone to a new owner, who will hopefully keep the epic raked stance!

F) Starting as his P-plater ride with a worked 202, David Ascik's LX Torana now features a street-friendly 308 with L34 heads, and rolls on widened HQ stockies for a cool, no-nonsense look. Under David's ownership, it's worn white and gold paint, but it's currently dressed in Barbados Green as part of a COVID-era revamp

G) "This is my first ever car," said Drag Challenge racer Tony Marakis of his sweet XW ute. "I was 14 when I bought it!" Up front is a 351 Clevo good for 480hp, paired to a C9 auto so that Tony's wife can also enjoy the car to its fullest







young families. "When I used to go to shows with my kids, they'd want to leave in half an hour," he explains. "When there's dodgem cars or something to convince them to hang around a bit, they'll be happy. You can spend three or four hours there, have some lunch, listen to the band, and make a really good day of it. That's what it's about, and it's free!"

For helping it all come together, Elvis would like to extend his thanks to his wife and family for their support, the Showcars Melbourne team for their help, and main sponsors Rare Spares, Shannons, PPG, Meguiar's, the Acland Street Village Business Association and Network Fire Systems. 🍷

**A)** If there was a 'Best Tyre-to-Flare Ratio' trophy on offer, Terry Papanik's LH Torana would've been a serious contender. With 383 Chev power, it has run into the 9.90s, naturally aspirated. It's also a regular on the street scene

**B)** One of Australia's top Commodores parked up in a suburban street at a free show? You bet! Frank Darmanin's incredibly detailed PROGM8 VH (SM, Jul '24) was given pride of place on Acland Street, between the live music stage and bustling shops

**C)** Greg Angus's Supercharged Outlaws HQ Monaro always forms a focal point on the end of Acland Street. As per show tradition, he fired up the spicy 376ci SBC in front of a big crowd. Hands on ears, folks!



## WHEN GREG ANGUS GOT ON THE TWO-STEP IN HIS HQ, IT WAS LIKE I WAS BACK AT CALDER PARK IN THE 90s!





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# TAKIN' IT TO THE STREET

ROSS FORTUNA GIVES A 1980s PRO STREETER A NEW LEASE ON LIFE AS A 600HP STREET CRUISER











**R**OSS Fortuna's EH Premier is a truly special car in the here and now, but its long and storied history only increases its appeal. You see, this Prem has been a tough pro street car for over three decades.

When it first hit the scene in the late 1980s, the EH was a 'caged, three-quarter-chassis-equipped beast known as TUBBED, owned and built by John Lang of Street & Strip Engineering.

It was then sold to Greg Read, who gave it a birthday, renamed it WHYME, and had it featured on the cover of *Performance Street Car*, April-May 1991.

It resurfaced in Geelong a few years ago, this time under the custodianship of Gav Dowling, who put his own spin on it again.

Our man Ross stumbled upon it at the Bright

Rod Run in 2020. Having been immersed in the car scene for years, he knew exactly what he was looking at.

"I'd always been around cars thanks to my cousins," Ross begins. "I did my mechanic's apprenticeship with my cousin Joe, and his brother Paul had a custom EH wagon that did the show scene in the 80s. Years later, my cousin Elvis and I built a Capri drag car that we had some fun with.

"I knew the history of this EH very well, so I purchased it without even driving it, knowing it would need some work. I got it home and the old ladder-bar rear end made it drive like a tram," he laughs.

The car came with a 327 small-block Chev, but Ross quickly pulled that out. "I was looking for a second-hand 350, but by the time you find one

and machine it, it worked out cheaper to just use a brand-new Dart block," he says.

The Dart-based mill the EH now houses is a 383 stroker, good for 610hp, and Ross assembled it himself. It's one of many engines he's built over the years, having picked up the trade as a 14-year-old apprentice. "Everyone is going LS, and I get it – I've built a couple and they're easy horsepower – but a tough, aspirated small-block was the only choice for this car," he says.

The secret to the EH's power is Ross's fanatical attention to detail. While assembling the Scat-based bottom end, he deburred any errant casting marks and obsessed over his tolerances. The AFR alloy heads have been tickled and port-matched to the Victor Jr intake manifold, while a solid-roller cam spins through the guts of the operation. "A lot of the lifters available today are

## EVERYONE IS GOING LS, AND I GET IT, BUT A TOUGH, ASPIRATED SMALL-BLOCK WAS THE ONLY CHOICE FOR THIS CAR







**INTERIOR:** The EH's interior now offers a far more comfortable environment than its previous race-inspired fit-out. Tan vinyl adorns the seats and doorcards, perfectly complementing the Saltbush Green paint. Small details like the fresh seatbelts and buckles and the colour-coded B&M shifter make all the difference in here

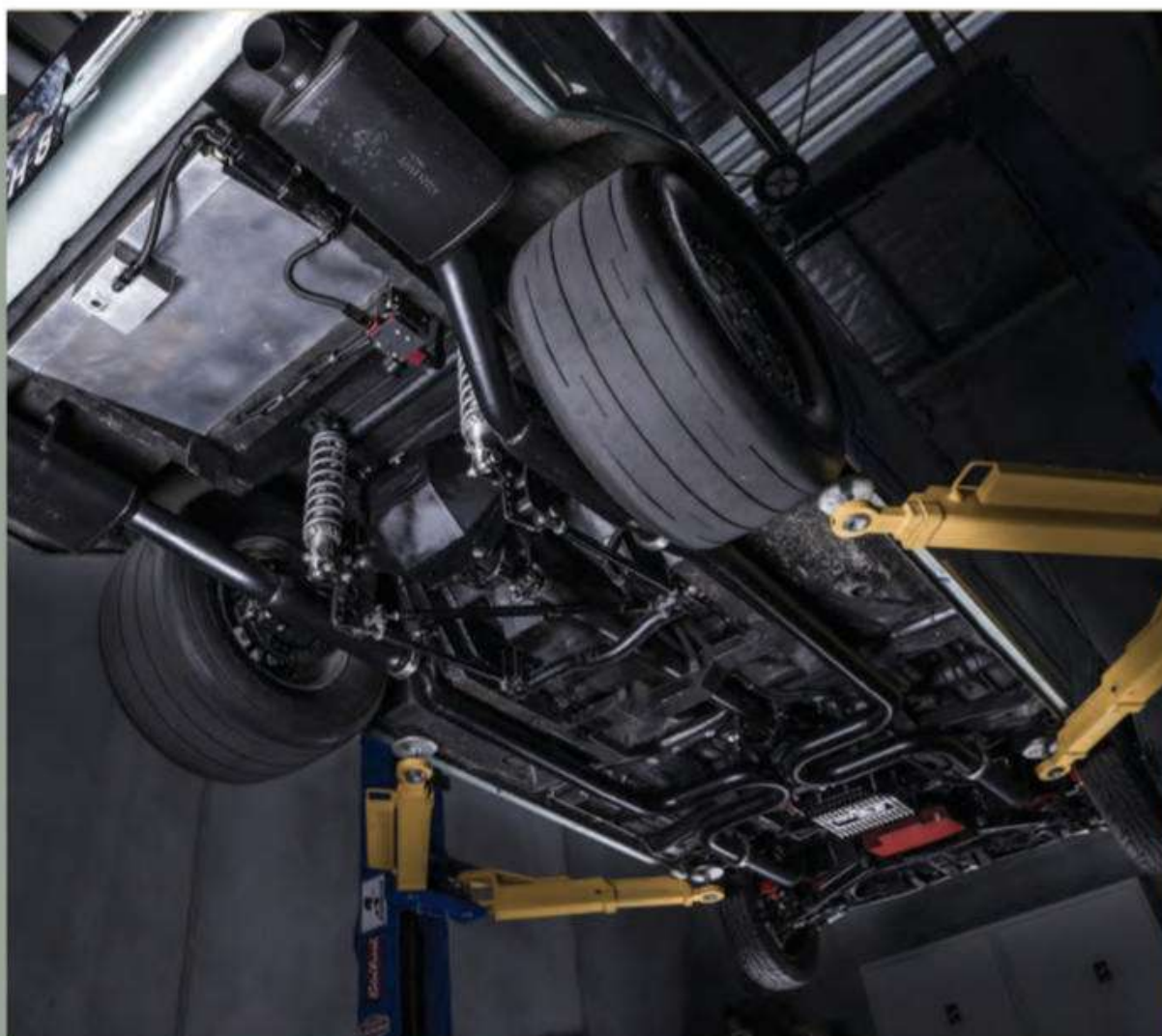
**ENGINE BAY:** Ross built the 383 stroker himself with the help of his good mates Con and Jimmy Sideris of CJS Performance Engineering, and it's no shrinking violet! A solid-roller cam, fettled alloy heads and a billet APD carby sucking down 98-octane juice combine for 610hp naturally aspirated. X2-style duco and decals add some colour and fun to the bay





EXTERIOR: The Prem's Saltbush Green paint is plucked straight from the EH Holden colour charts. With the white roof, gleaming brightwork and low-slung stance, it's one classy classic

**I WANTED TO KEEP IT ALL UNDER THE BONNET; THIS IS THE STYLE OF CAR WE USED TO SEE AT THE DRAGS WHEN I WAS GROWING UP**







**ROSS FORTUNA**  
**1964 HOLDEN EH PREMIER**  
 Paint: Saltbush Green

**ENGINE**

**Brand:** Dart small-block Chev  
**Induction:** Edelbrock Victor Jr manifold, billet 850cfm APD carb  
**Heads:** AFR  
**Pistons:** SRP forged, 11.5:1 compression  
**Crank:** Scat 383 stroker  
**Conrods:** Scat  
**Camshaft:** Solid-roller  
**Fuel system:** Barry Grant fuel pump  
**Cooling:** Custom alloy radiator, SPAL fans  
**Exhaust:** Fender-exit extractors, dual 3in system, Growl mufflers  
**Ignition:** MSD

**TRANSMISSION**

**Gearbox:** Turbo 350, manual valvebody  
**Converter:** TCE 4200rpm  
**Diff:** Sheet-metal 9in

**SUSPENSION & BRAKES**

**Front:** LX Torana steering rack, 90/10 shocks  
**Rear:** Viking coil-overs, McDonald Brothers four-link  
**Brakes:** Wilwood 320mm discs and four-piston calipers (f & r)  
**Master cylinder:** Wilwood

**WHEELS & TYRES**

**Rims:** Weld V-Series; 17x4.5 (f), 15x10 (r)  
**Rubber:** Mickey Thompson Sportsman S/R 26x6.00R17 (f), Mickey Thompson 325/50R15 (r)

**THANKS**

Con and Jimmy Sideris at CJS Performance Engineering; Altona North Smash Repairs; Brent Johnston at Auto Trade Transmissions; JB Barbieri for the rewire and his help with the whole build; Stef at Westernlink Automotive

just junk; they don't make it much past the first start-up," Ross says. "It's so much safer to go with a roller cam, and it helps tame an engine like this for the street."

The stroker's strict diet of 98 pump fuel means the amount of fun Ross and his family can now have in the car is only limited by the amount of go-juice they can keep in the boot-mounted tank.

With the powerplant sorted, Ross turned his attention to updating the suspension with a view to improving driveability. A McDonald Brothers four-link equipped with Viking coil-overs replaced the ladder-bar set-up out back, but the original Rod Hadfield front end remains.

Part of the EH's journey back to the streets included removing the rollcage and replacing the racing seats to make it more comfortable to cruise in. EH Premier buckets were installed in their place and wrapped in HZ Holden-sourced tan vinyl, designed to complement the Saltbush Green paint adorning the exterior.

Speaking of which, Ross was keen to keep the EH's outward appearance understated, despite the hunk o' grunt in the engine bay. "I've seen

EHs with bonnet scoops, and it just doesn't look right to me," he says. "I wanted to keep it all under the bonnet to help with engineering, and this is the style of car we used to see at the drags when I was growing up."

Thanks to its stance and the 15x10 rear steamrollers, it looks every bit the tough-as-nails classic it is, but Ross's choice of wheels adds a nicely modern touch. "It had Center Lines on it when I bought it, but I think the black and polished Weld wheels go better with the colour of the car," he says. "Plus, I love the beadlocks!"

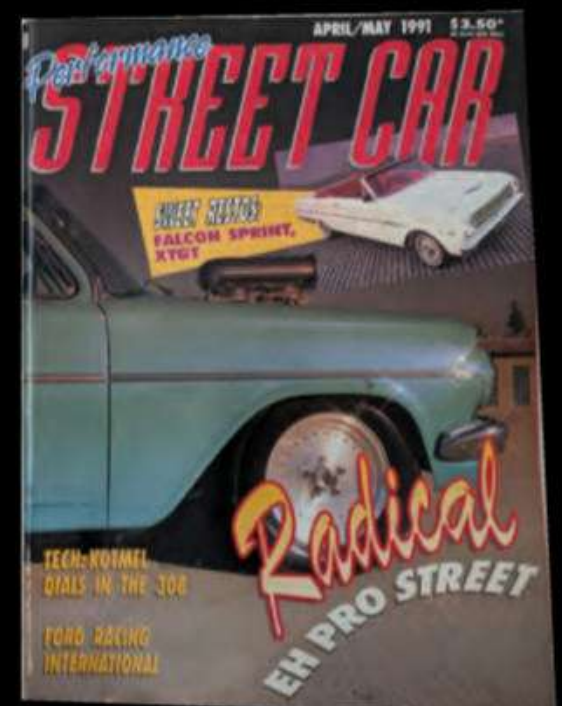
Now that the build is complete, you'll often find Ross and the EH at cars-and-coffee meets or events like Showcars Melbourne, where it never fails to draw a crowd.

"It drives so nice now; it never gets hot or plays up," Ross says. "It gets plenty of attention, and everyone knows someone who had an EH, so people are always chatting to us at shows or giving us the thumbs-up out on the road."

No doubt about it: Ross's goal of returning a legendary pro street car to Melbourne's streets has been well and truly achieved. 🛠️



BELOW: Originally built by John Lang as TUBBED, the EH's second major iteration was as Greg Read's WHYME (pictured)

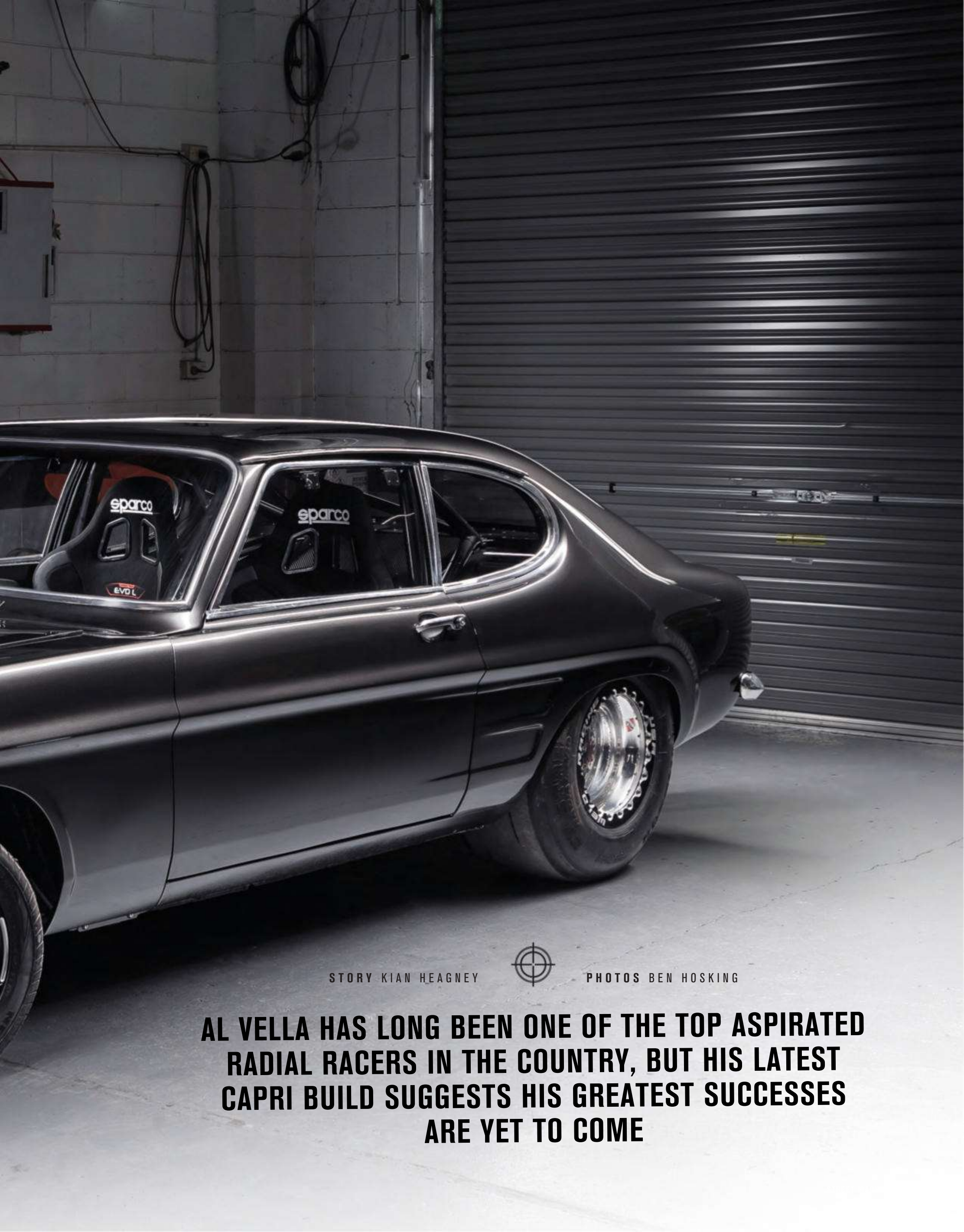




# ASPIRATED ASSASSIN







STORY KIAN HEAGNEY



PHOTOS BEN HOSKING

**AL VELLA HAS LONG BEEN ONE OF THE TOP ASPIRATED  
RADIAL RACERS IN THE COUNTRY, BUT HIS LATEST  
CAPRI BUILD SUGGESTS HIS GREATEST SUCCESSES  
ARE YET TO COME**





## IT SHOULD GO 8.00 WITH THIS ENGINE. THE GOAL IS TO GET INTO THE SEVENS ASPIRATED; THAT'S ALWAYS BEEN THE DREAM

**A**LON Vella's dark green PRO369 Mk1 Capri is one of the most successful Drag Challenge cars of all time. He's won the Radial Aspirated class more times than we can count on both hands, as well as a suite of Top 10 Overall finishes where he's bested several of the boosted brigade. So, when you've got such a successful package, how do you go one better?

This shiny new Mk1 Capri is Al's answer to that question. A fresh build, it's already shown smashing pace. "It's gone 8.20 seconds so far, and it should go 8.00 with this engine," Al says. "The goal is to get into the sevens aspirated; that's always been the dream."

When this Capri came into Al's life in 2015, it had already been built as a drag car, albeit poorly. "Whoever built it should've been shot!" he laughs. "The rollcage wasn't welded to the bases properly, and pipe that was meant to be chrome-moly wasn't. In hindsight, I should've just started with another car."

The shoddily built Ford did come with a blown combo, and Al's original plan was to build it to run in Supercharged Outlaws. As you can see, though, the Capri is now blower-free, as it's currently running the 468ci small-block Clevor from PRO369. "We do have plans for a bigger motor, but with a short turnaround for Drag Challenge, this is what we're doing for now," Al says.

We've documented the 1018hp, BG Engines-built goliath before (*Street Machine Outlaws 2020*, and *Mill of the Month, SM, Dec '17*), so here's a quick refresher. It runs a Windsor bottom end housing a Callies rotating assembly and a custom-grind BG Engines solid-roller cam. Above that are Cleveland-based SC1 heads, a massive sheet-metal intake and a pair of RayJE EFI Killer carburetors. With a redline just shy of 9000rpm, it's one hell of a package. "It is highly strung, but I've gotta give full credit to Damian Baker from BG Engines – he knows how to make it live not just on the track, but for all those road miles you guys put us through on DC," Al says.

The gearbox is a fully renovated C4 with a mammoth 7500rpm stall converter, and the nine-inch diff boasts 40-spline axles and a super-short 4.33:1 gearing ratio.

At this point, you may be wondering how this new Capri is going to eclipse Al's old car with the same running gear. The answer is weight-shedding – Al has shaved pounds off this build in every area he could manage.

"It has the carbonfibre rear tubs, doors, front guards and bootlid, but surprisingly, it's actually not as light as we thought," says Al. "I was pretty disappointed with the final weight of it, given all the trouble we went to!" He wouldn't tell us the exact figure, but he did say it was still several hundred pounds lighter than PRO369.





**ENGINE:** The 468ci small-block Ford is good for just over 1000hp and near-on 9000rpm, topped by that big sheet-metal intake and a pair of carbies



**WHEELS:** For our photoshoot, the Capri was running Weld V-Series 15x14 rear hoops with 315 radials, but it'll be back on 275s for Drag Challenge 2024 to suit the Radial Aspirated class regs. The 315s will go back on later in the pursuit of quicker ETs



**BOOT:** Nestled between the gargantuan carbonfibre tubs is a 60L fuel cell. That'll be needed for the road miles on Drag Challenge, while Al switches to VP Racing fuel at the strip







**INSTRUMENTS:** A MoTeC digital dash feeds AI all the vitals, while the race car-spec dashboard does have one concession to convenience in the form of 12V USB ports for phone charging – just what you need for Drag Challenge!



**INTERIOR:** A pretty minimalist approach has been taken with the cockpit. Carpet is about the only nicety in the carbonfibre-strewn interior, and the rollcage and Sparco EVO bucket seats underline that this Capri means business

**REAR FLOOR:** Carbonfibre tubs aren't something we often see in street-based builds, but AI was all about saving weight with this new Capri. "The tubs come with protective coating under them for street driving, so it was something new we wanted to try," he says








Al's previous Capri has an astounding Drag Challenge record, winning Radial Aspirated at the five-day event in 2015, 2016, 2017, 2018, 2019 and 2023, as well as DC Weekend in 2018, 2019, 2020 and 2022. His new beast looks set to continue that success at DC '24

The chassis and suspension were sorted by Somoracz Race Cars, while Image Vehicle Manufacturing smashed out the panel and paint just before Christmas. "I don't know how they did it, but they turned it around in eight weeks!" Al says.

The next five or so months were spent piecing the new car together after hours, with Al wrapping it up in August this year. The 8.20@165mph best it's run since then is already 0.12 seconds better than PRO369's PB of 8.32@161mph, and Al fully expects to run into 8.00-second territory with this combo.

"We'll be gunning for that from Day One of Drag Challenge '24!" he says. "If we can stay in that 8.1 area and 5.20 for the eighth-mile tracks, we should be good for another Top 10 finish."

Although the Capri is wearing big 315 rear meats in these pics, all the testing to this point has been on 275s to meet the Radial Aspirated class rules at DC. "The 315 is where we'll eventually end up; it's just part of the progression of going this quick," Al says. "I'm really excited to see where we can push this new car. Damo and I do have some plans for what engine we want to put in it long-term, but you'll just have to wait and see for that one." 

**ALON VELLA**  
**1970 FORD Mk1 CAPRI**  
**Paint:** PPG Gunmetal Grey

#### **ENGINE**

**Brand:** 468ci Ford Clever V8  
**Induction:** Pro Billet  
**Carbs:** RayJE EFI Killer  
**Heads:** SC1  
**Camshaft:** BG Engines solid-roller  
**Conrods:** Callies  
**Pistons:** Ross Racing  
**Crank:** Callies  
**Oil pump:** SCW five-stage  
**Fuel system:** Aeromotive pump  
**Cooling:** PWR radiator  
**Exhaust:** Custom headers, 3in system  
**Ignition:** ICE

#### **TRANSMISSION**

**Gearbox:** Shift Right C4  
**Converter:** NRC, 7400rpm  
**Diff:** 9in, 40-spline axles, 4.33:1 gears

#### **SUSPENSION & BRAKES**

**Front:** Hypercoil coil-overs  
**Rear:** Four-link, Hypercoil springs, AFCO shocks  
**Brakes:** Wilwood discs (f & r)  
**Master cylinder:** Wilwood

#### **WHEELS & TYRES**

**Rims:** Weld; 15x4 (f), 15x14 (r)  
**Rubber:** Nexen 165/65R15 (f), Mickey Thompson 315/60R15 (r)

#### **THANKS**

My wife Linda; Hayley and Reagan Vella; Damian Baker, Mick Green and the crew at BG Engines; JB at Somoracz Race Cars; Steve at Shift Right; Michael Ellard and the team at Image Vehicle Manufacturing; Ricky's Drive Shafts; Dom Pelle and Paul; SM Parsons Fabrications; Justin Moore at ProWire Performance; Nathan Ghosn; Andrew Natoli; James Barnes



# WHAT THE TRUCK?

THIS MONSTER 1955  
FORD C600 TAKES THE  
DARE-TO-BE-DIFFERENT  
ETHOS TO THE EXTREME!











**ENGINE BAY:** The C600's rebuilt 256ci Ford Y-block remains stock, including the points distributor, stamped steel rocker covers, cast-iron intake and exhaust manifolds. About the only present-day upgrade is the 650cfm Holley! That said, it does rely on a modern alloy radiator to keep temps in check

**EXTERIOR:** This rude, red rig doesn't just look big – it is big! Ford built it as a proper prime mover, and when Darren bought it, the '55 was still fitted with its turntable, big side-mounted fuel tanks, and air lines for the trailer brakes

**D**ARREN Pelacchi has always been a Chevrolet guy, and he loves his Corvettes in particular. "I've got a C4 'Vette and was president of the Corvette Club," he says. That's all well and good, Darren, but given we can all see the immaculate cab-over-engine Ford truck on these pages, it appears you've been swayed to the Blue Oval dark side. Care to explain?

"Fourteen years ago, I saw a YouTube video with a COE [*cab-over-engine*] rig just like this," Darren begins. "That was it – I just had to have one. Everyone thought I was crazy!"

To scratch his newfound itch, and keen not to betray his allegiance to The General, Darren initially purchased a Chevy COE. In his heart, though, he knew it wasn't 100 per cent what he wanted. He decided instead to go back to that initial video with the Ford COE that had so captured him, poring over it frame by frame. Using clues visible in the background of the vid, he was eventually able to track down that truck's owner, Chad Key, of the North Carolina, USA workshop

Rusty Nuts. However, despite a very earnest offer, Darren couldn't convince Chad to part with the truck, so he was forced to look elsewhere.

After a frustrating two-year search, Darren eventually unearthed this primo 1955 example in Arizona. "A couple of decades out in the desert had essentially sand-blasted all the paint off," he recalls. "But it had good bones, was virtually rust-free, and was screaming out for resurrection."

To retrieve the new acquisition, Darren and his wife Sam headed Stateside on what wifey was led to believe was the "holiday of a lifetime". More accurately, it involved thousands of miles of driving in a large U-Haul truck filled with parts, towing a car trailer loaded to the hilt with the well-weathered Ford COE. "We did do most of Route 66, but for some reason, she's still a bit pissed at me, despite it all happening some 12 years ago," Darren says.

The '55 still had its original 256ci Y-block Ford V8, but it was toast. Darren thought it best to make the truck driveable in the US before its long journey home, so he commissioned Razors Hot

Rods in Arizona to rebuild the mill. While it's no powerhouse, the vintage V8 now pushes the big rig along quite nicely.

Rather than stick with the original five-speed crash-box, Darren opted for a tried-and-true TH400. Speed Gems in Wisconsin supplied a custom adapter for it, complete with flexplate and starter to mate the GM 'box to the classic FoMoCo bent-eight. Overseeing gearbox operations is a dash-mounted Powertrain Control Systems electronic push-button controller.

Another of Darren and Sam's ports of call in the US was Rusty Nuts, where an oversized rear bed and custom side-steps were fabricated for the Ford.

After many more stops and even more parts buying, the truck's body was rattle-can undercoated before the whole kit and kaboodle was loaded into a 40-foot container and set sale across the big pond.

Once back in Australia, the build of the C600 progressed at a snail's pace for quite some time before eventually rolling into Classic Fab & Finish







**FOURTEEN YEARS AGO, I SAW A YOUTUBE VIDEO WITH A CAB-OVER-ENGINE RIG JUST LIKE THIS. THAT WAS IT – I JUST HAD TO HAVE ONE**

**FAR LEFT, OPPOSITE PAGE:** Move over Kim K – there's an even bigger rear in town, with Darren's truck measuring a full 2.5 metres edge to edge! Each of those four burly tyres are 295mm wide, and the wheels they house were mounted as far apart as could legally be allowed for Aussie road use

**LEFT, OPPOSITE PAGE:** Master craftsman Ayden Hunt from Bespoke Coach Works in the ACT hand-made the rear fenders from flat sheet, and they're a good 6in wider than those of a stock F100. The custom, oversized tray hides a 110L alloy fuel tank, while stealthy storage compartments are hidden behind the tailgate







**FAR LEFT:** Darren was nervous about breaking open the brand-new, push-button TH400 transmission controller for painting – in his words, “it’s not bloody cheap!” However, Christian from Classic Fab & Finish was adamant it had to be done so it could look at home in the custom-made dash recess – and it absolutely does

**LEFT:** The Tasmanian oak strips in the tray received many coats of sanded and polished lacquer, and they’re secured with hidden Mar-K fasteners. The trick billet hinges allow the tailgate to be opened to a range of positions, while the CNC billet tie-downs and chrome running-board moulds are just two examples of the many custom pieces by Classic Fab & Finish

in Bayswater, Melbourne. “I was pretty much their first big customer,” says Darren. “We’ve all spent many hours on this thing, but without the team at Classic, this masterpiece wouldn’t exist today. They were unbelievable!”

Although the truck was relatively rust-free, having lived a life as a workhorse, every panel was beat to hell. The Classic team spent countless hours massaging everything back into shape, modifying just about every panel in the process. This included welding the multi-piece grille into one solid structure and neatly integrating it into its surroundings. The front valance was also lengthened and lowered, while the bumper was smoothed and tucked.

With all the bodywork finalised, Johnson Car Restorations had the honour of laying the customised Mazda Soul Red Crystal on the truck to a show-quality standard. This even involved painting the truck’s entire underside, with the whole job consuming enough paint to do about four cars! It was worth it, though, as the C600

now looks like a neon light driving down the street.

The truck also had a massive altitude adjustment by Gary at Page Chassis Works, which involved weeks of heating and bending to drop the front I-beam four inches. Spicer Springs also took four inches out of the front leaf springs. In addition, the front guards and the rest of the cab’s sheet metal was lowered 100mm. In the rear, Pro Street Development notched the rails, and the Spicer Springs team removed a full 10 inches from the factory leaves.

Bringing the mighty beast to a stop are factory 13-inch drums all ’round. Given they were designed to stop a fully laden big rig, it’s unsurprising that they do the job more than adequately. Darren also added a towing hitch for his 31-foot Airstream caravan.

With the ’55 C600’s basic cab similar to that of an F100 from the same year, Darren was able to source brand-new repro glass from the US, which was fitted by On-Site Windscreens in Melbourne.

The cab’s interior houses a deft mix of old and new. During the US trip, Darren picked up a full interior out of a near-new 2011 F150, but in the end, only its 40/20/40 split bench seat was used. The seat, one-piece hoodlining and repro armrests were trimmed in grey leather by Stitched By Riley, while KustomKraft fully restored the original gauges to better than new to keep Darren informed of the truck’s vitals. Classic Fab & Finish did such a nice job metal-working the inner doors that Darren decided to just paint rather than trim them – just as they would have been in 1955.


“I wanted to keep it kind of era-correct,” says Darren of his now immaculate truck. “My vision was for it to be like an oversized ’55 F100 – as if Ford had built a huge F650-style truck back in the day.”

Considering how many people stopped and stared during the C600’s debut at this year’s Meguiar’s MotorEx, we’re confident the 50s Ford engineers would have given it the big thumbs-up. 🍷

**WHEELS:** The massive rollers are pretty special. It took Alcoa Wheels a full 12 months to do a custom run of blanks, which 323 Duallysportz Custom Wheels then drilled to suit this truck’s five-stud bolt pattern. Being proper 24.5in-diameter semi wheels, they were also machined down to 24in for a wider choice of low-profile tyres. Custom CNC-machined centre caps add that finishing touch







**INTERIOR:** Inside, the refurbished, fully functional 1955 heater box is a highlight, while the big red knob on the side of the steering column is for the Eaton two-speed diff. The logo on the Motorola 500 speaker box had to be 3D-printed, as the original cracked during disassembly. The period-correct box now houses modern Kicker speakers

**MY VISION WAS FOR IT TO BE LIKE AN OVERSIZED '55 F100 – AS IF FORD HAD BUILT A HUGE F650-STYLE TRUCK BACK IN THE DAY**



**DARREN PELACCHI**  
**1955 FORD C600**  
**CAB-OVER-ENGINE**  
Paint: Custom Mazda  
Soul Red

**ENGINE**  
Brand: 256ci Ford Y-block  
V8  
Carby: Holley 650cfm  
Intake: Factory four-barrel  
Headers: Factory cast-iron

Exhaust: 2.5in stainless  
Cooling: Custom aluminium  
radiator  
Ignition: Ford dual-point

**DRIVELINE**  
Gearbox: TH400  
Bellhousing: Custom Ford  
Y-block to GM TH400  
Diff: Factory Eaton,  
electrically shifted,  
two-speed

**SUSPENSION & BRAKES**  
Front: 4in-lowered factory  
I-beam, reset leaf springs  
Rear: Lowered and reset leaf  
springs  
Brakes: 13in factory drums  
Master cylinder: Original

**WHEELS & TYRES**  
Rims: Alcoa 98U63x 24x8.25  
(f & r)

Rubber: Federal 295/40R24  
(f & r)

**THANKS**  
Christian, Wally, Charlie,  
Roddick and the team at  
Classic Fab & Finish; Ayden  
at Bespoke Coach Works;  
Chad Key at Rusty Nuts;  
Leigh Walker at Pro Street  
Development; Razors Hot Rods;  
Gary at Page Chassis Works;

Johnson Car Restorations;  
Glass 4 Classics; On-Site  
Windscreens; Xavier at Clean  
Hands Auto Detailing; Willarn  
Constructions for the MotorEx  
display; Inner City Floorworld  
for the carpet; KustomKraft;  
Spectrum Towing; my friends,  
including Scott, Dave, Frank,  
Robbie and Jack; most  
importantly, my family, my  
wife Sam and daughter Grace



# GIVE ME FIVE!

> WITH THE COST AND SCARCITY OF TRADITIONAL V8s ON THE INCREASE, IT'S WORTH CONSIDERING A GEN V LT-SERIES ENGINE SWAP FOR YOUR STREET MACHINE. JASON WAYE OF TUFF MOUNTS SHOWS US HOW



With his Barra-powered Mustang retired from racing, Jason was keen for another project, so he decided to chuck an LT into this HQ wagon. "I'd been wanting to do an LT swap, as I've had an engine in my shop since March last year," he says. "We did the Hardass 1000 and met Corey Edwards, who has an LT in his HT. He was doing pretty well, so we had a chat and decided to crack on and have a go with our engine."

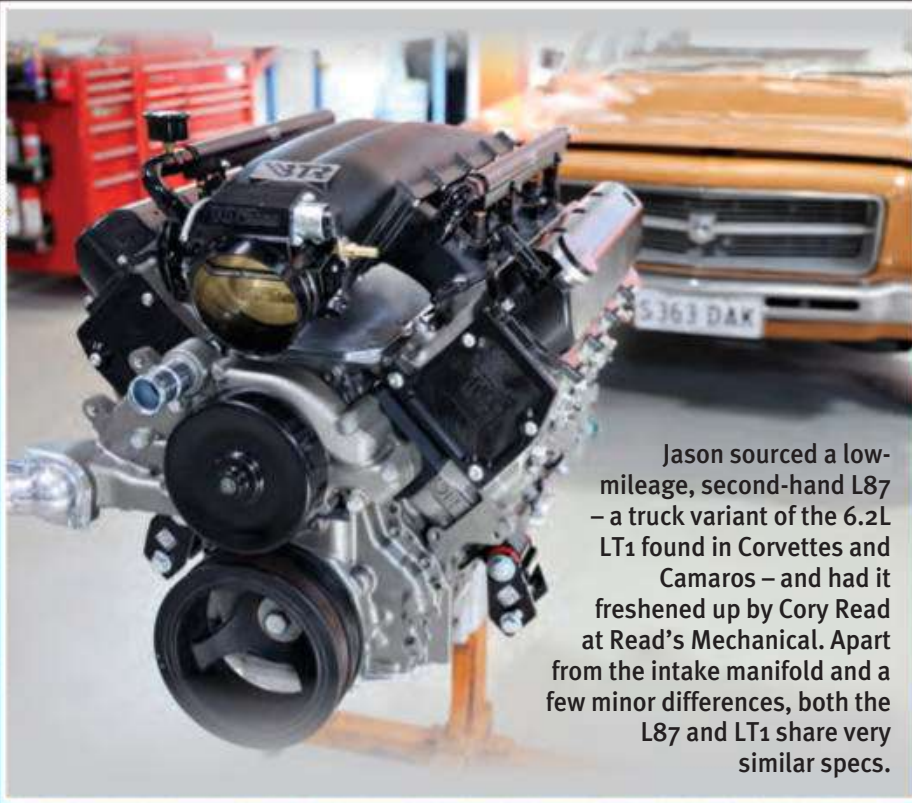
IT'S now been over a decade since General Motors released its fifth-generation small-block V8, coded LT. Launched in 2013 with the C7 Corvette, the LT ushered in a new era of pushrod performance thanks to the addition of direct injection. It also represented the company's first wholesale redesign of its small-block architecture since the 2005 Gen IV, which itself was heavily based on 1997's Gen III platform that introduced the now-legendary LS series to the world.

Although the Gen V LT may appear outwardly similar to those Gen III/IV LS mills, only the 4.40in bore spacing, deck height, 90-degree V, cam location and pushrods are shared. To suit

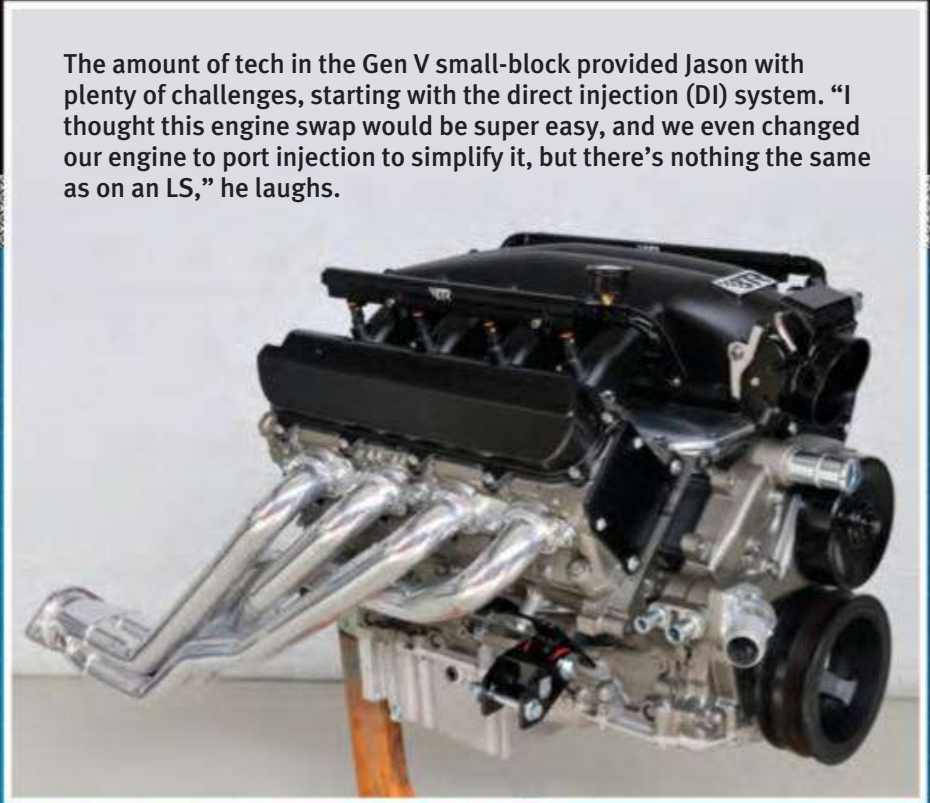
direct injection and new packaging methods in modern cars, the block and mounting bosses were redesigned, and this is an important consideration if you're looking to swap an LT into a classic car.

Fortunately, one of Australia's foremost experts on engine and chassis swaps, Jason Waye of Tuff Mounts, recently slung an LT V8 into his HQ Kingswood wagon (see Mill of the Month on p. 146 for more!), and he's applied what he learned during the process to create a Tuff Mounts LT swap kit, which should be available to purchase by the time you read this. We asked him for the full lowdown on what was involved.

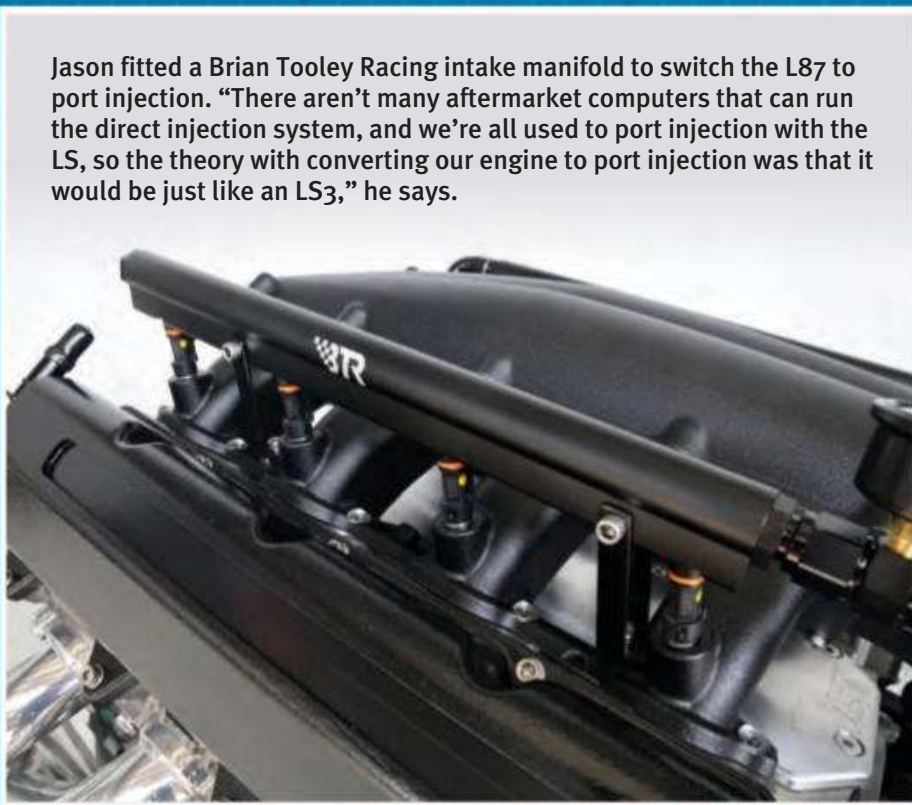




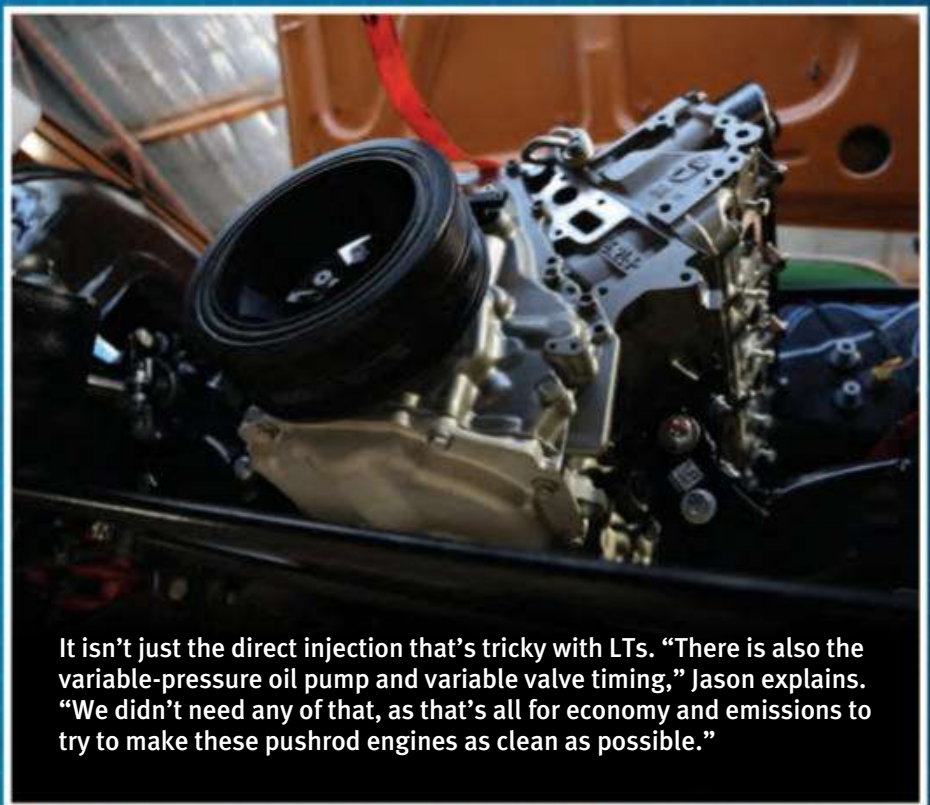
Jason sourced a low-mileage, second-hand L87 – a truck variant of the 6.2L LT1 found in Corvettes and Camaros – and had it freshened up by Cory Read at Read’s Mechanical. Apart from the intake manifold and a few minor differences, both the L87 and LT1 share very similar specs.



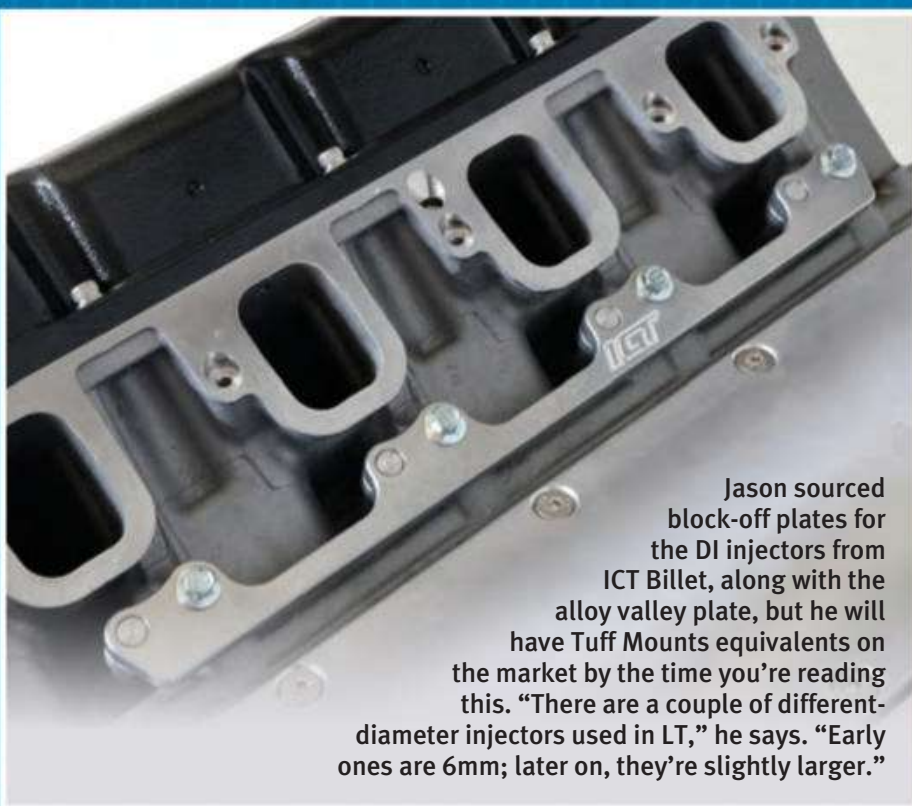
The amount of tech in the Gen V small-block provided Jason with plenty of challenges, starting with the direct injection (DI) system. “I thought this engine swap would be super easy, and we even changed our engine to port injection to simplify it, but there’s nothing the same as on an LS,” he laughs.



Jason fitted a Brian Tooley Racing intake manifold to switch the L87 to port injection. “There aren’t many aftermarket computers that can run the direct injection system, and we’re all used to port injection with the LS, so the theory with converting our engine to port injection was that it would be just like an LS3,” he says.



It isn’t just the direct injection that’s tricky with LTs. “There is also the variable-pressure oil pump and variable valve timing,” Jason explains. “We didn’t need any of that, as that’s all for economy and emissions to try to make these pushrod engines as clean as possible.”



Jason sourced block-off plates for the DI injectors from ICT Billet, along with the alloy valley plate, but he will have Tuff Mounts equivalents on the market by the time you’re reading this. “There are a couple of different-diameter injectors used in LT,” he says. “Early ones are 6mm; later on, they’re slightly larger.”



Jase tried something new with this project: 3D-scanning. “We 3D-scanned our engine before we started making parts, and this helped us massively when it came to prototyping designs,” he explains. “We then 3D-printed prototypes to make sure they fitted how we wanted, and were then able to put them into production with no rushing or hurrying anyone along.”



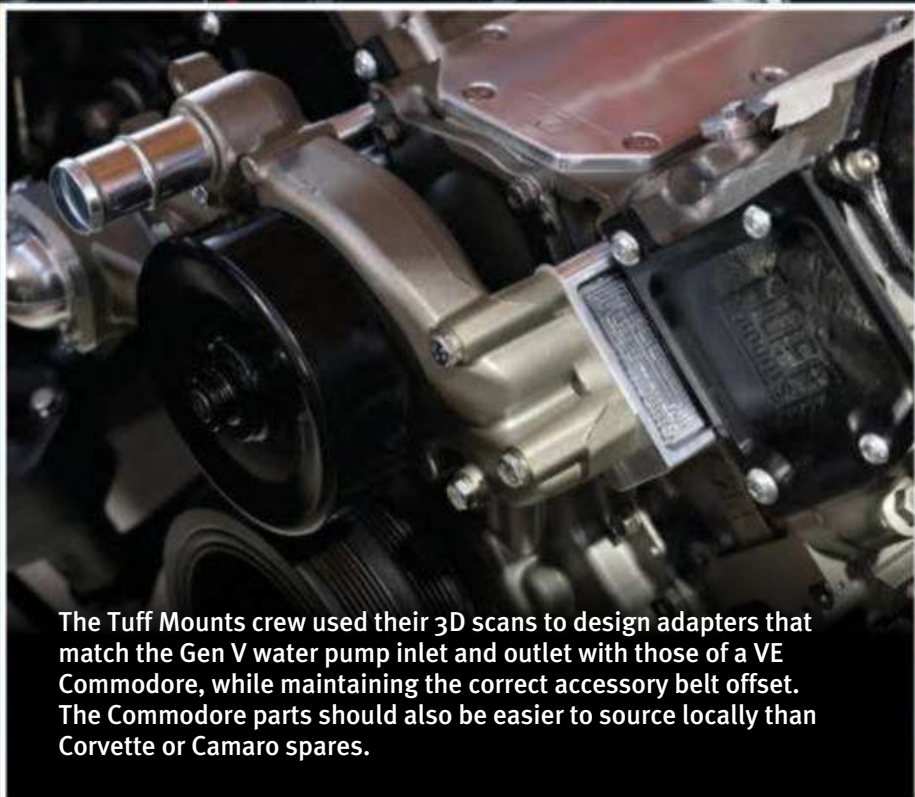
The HQ runs this aftermarket cast-alloy sump thanks to another curveball the LT lobbed Jason's way. "On all the LT sumps, there is an integrated oil pick-up, which makes it pretty damn annoying to get around," he says. The sump you see here will be available for purchase from Tuff Mounts.



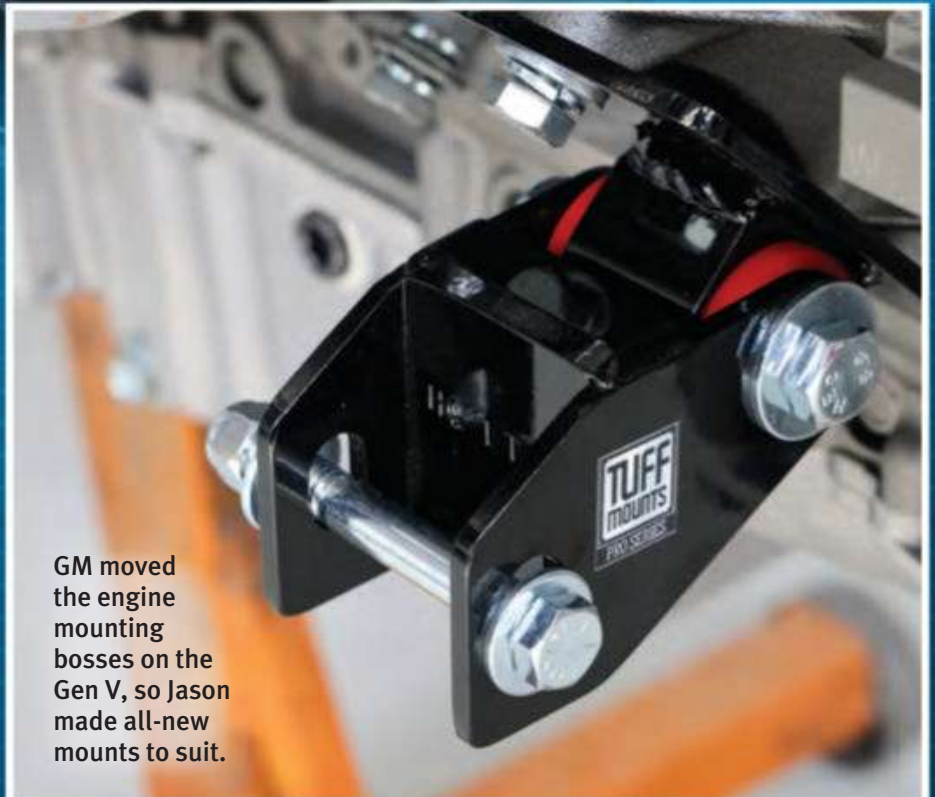
The Tuff Mounts LT features a VE Commodore water pump, both for practical and aesthetic reasons. "If you look at a Gen V water pump, they're bloody ugly, and they make it difficult to run drive accessories on the front," Jase says. "I also struggled to find water pumps in Australia for them. We were playing around with the scan data and made the adapters to convert the VE pump to suit the Gen V engine."



Chasing reliability at a reasonable price, Jason chose this VE Commodore radiator and fan package for the HQ. "We ran a VE V6 radiator in the Fox-body (SM, Aug '22) and never had any problems," he says. "The hope is to use factory radiator hoses, even if they require a little trimming."



The Tuff Mounts crew used their 3D scans to design adapters that match the Gen V water pump inlet and outlet with those of a VE Commodore, while maintaining the correct accessory belt offset. The Commodore parts should also be easier to source locally than Corvette or Camaro spares.



GM moved the engine mounting bosses on the Gen V, so Jason made all-new mounts to suit.

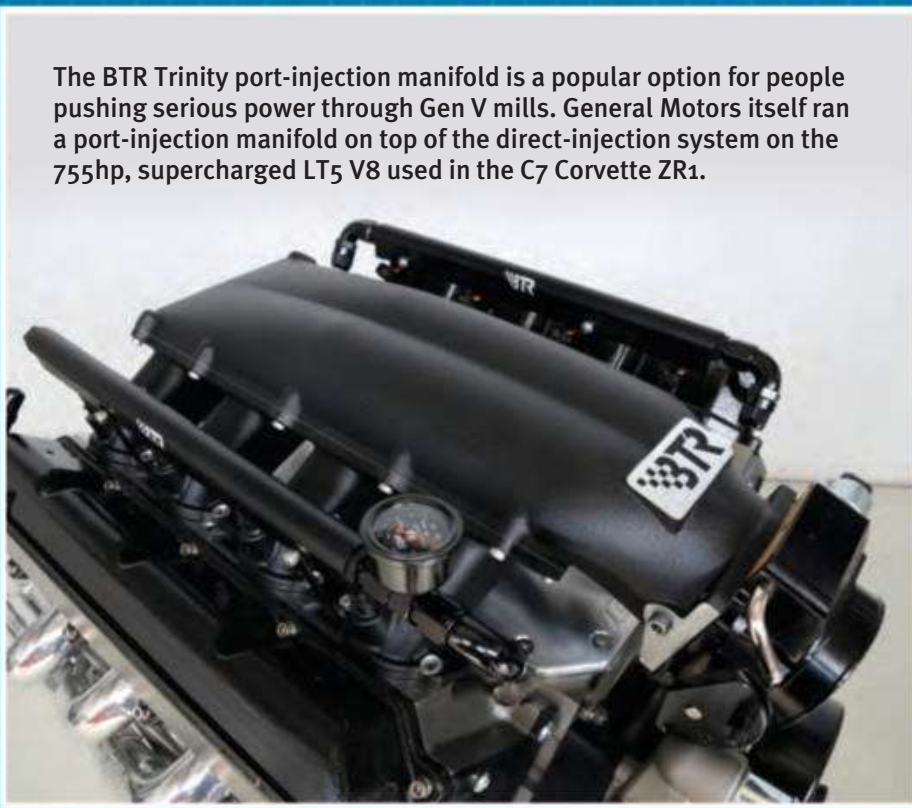




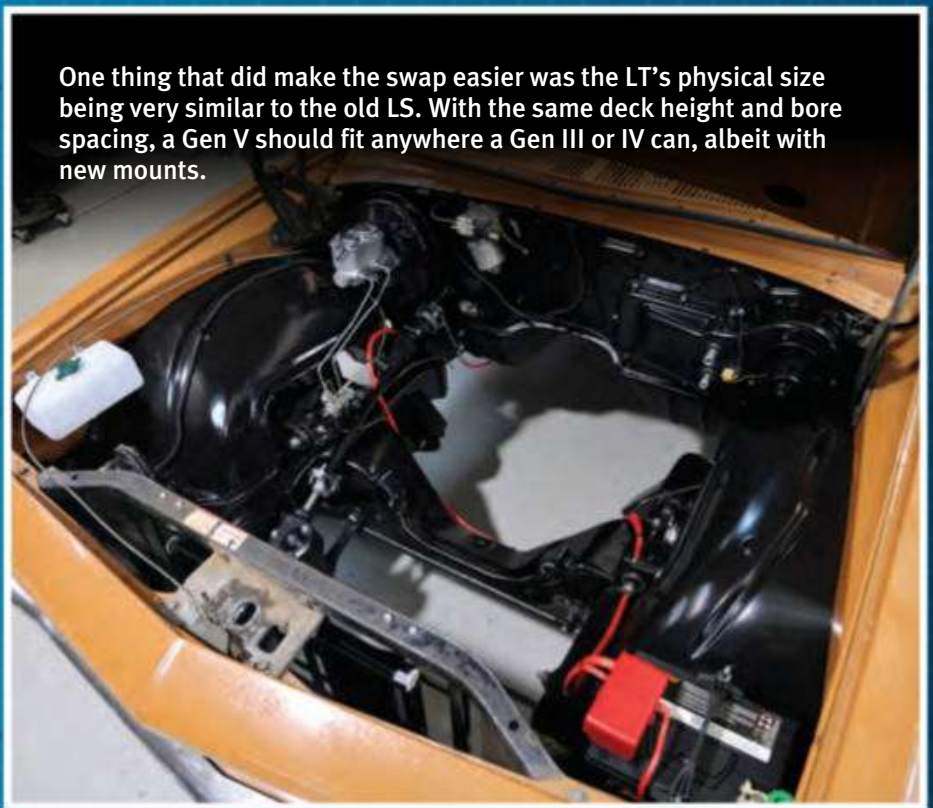
Behind the factory timing cover is an American-made Katech billet oil pump, chosen so that Jason didn't have to deal with the complexity of controlling the LT's factory variable-pressure pump.



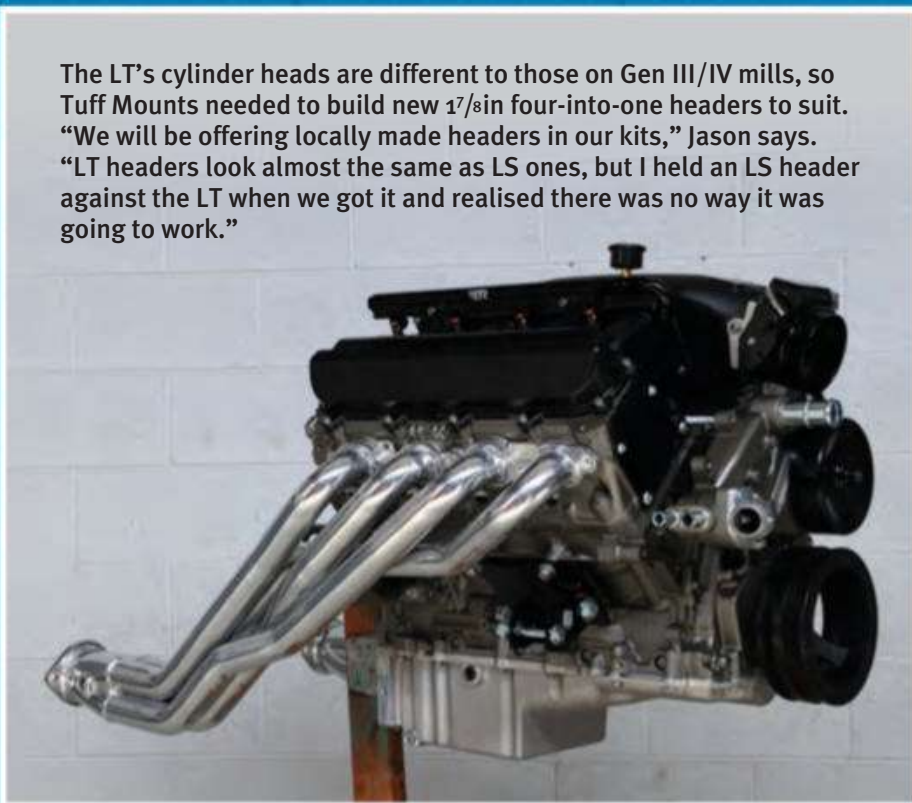
A BTR 225 bumpstick is hiding behind this new Tuff Mounts VVTi-delete cam plate. While variable valve timing can improve the spread of power, it's not super-beneficial in a typical street machine application. The plug on the front of the cover is for the Gen V cam position sensor.



The BTR Trinity port-injection manifold is a popular option for people pushing serious power through Gen V mills. General Motors itself ran a port-injection manifold on top of the direct-injection system on the 755hp, supercharged LT5 V8 used in the C7 Corvette ZR1.



One thing that did make the swap easier was the LT's physical size being very similar to the old LS. With the same deck height and bore spacing, a Gen V should fit anywhere a Gen III or IV can, albeit with new mounts.

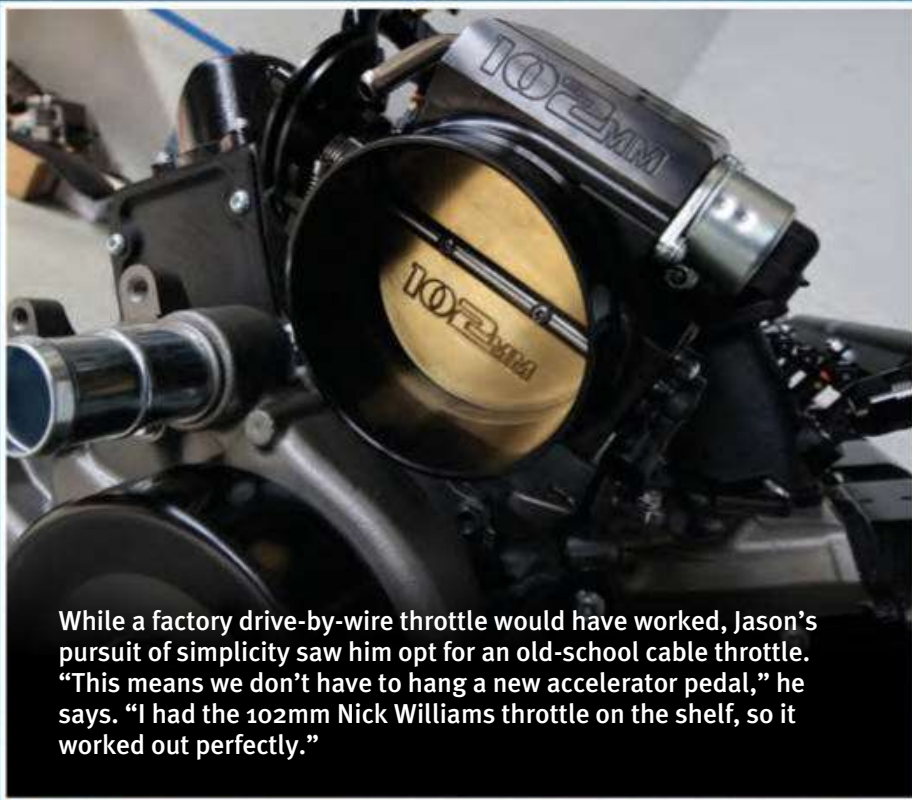


The LT's cylinder heads are different to those on Gen III/IV mills, so Tuff Mounts needed to build new 17/8in four-into-one headers to suit. "We will be offering locally made headers in our kits," Jason says. "LT headers look almost the same as LS ones, but I held an LS header against the LT when we got it and realised there was no way it was going to work."

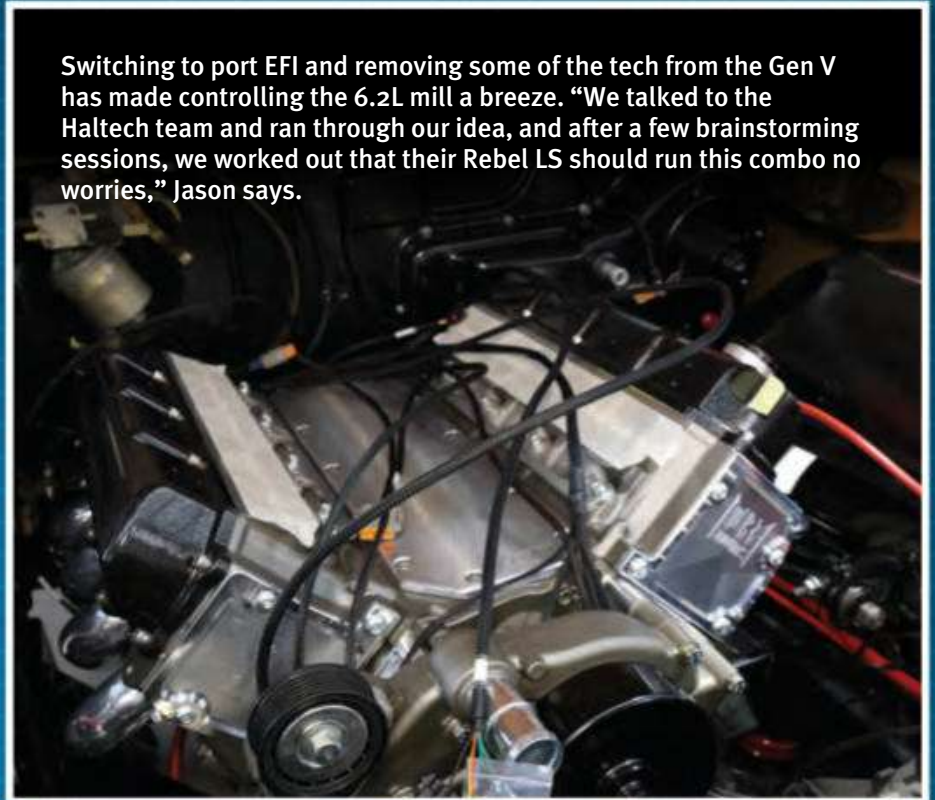


"In America, the LT platform has been going for years, but there is nothing out here," Jason says. "The swap wasn't difficult to do, but it took heaps of time and reading to understand how to make it work. Bill at RaceMAX Direct provided a lot of advice, and having a direct line to the guys at BTR through him was key."





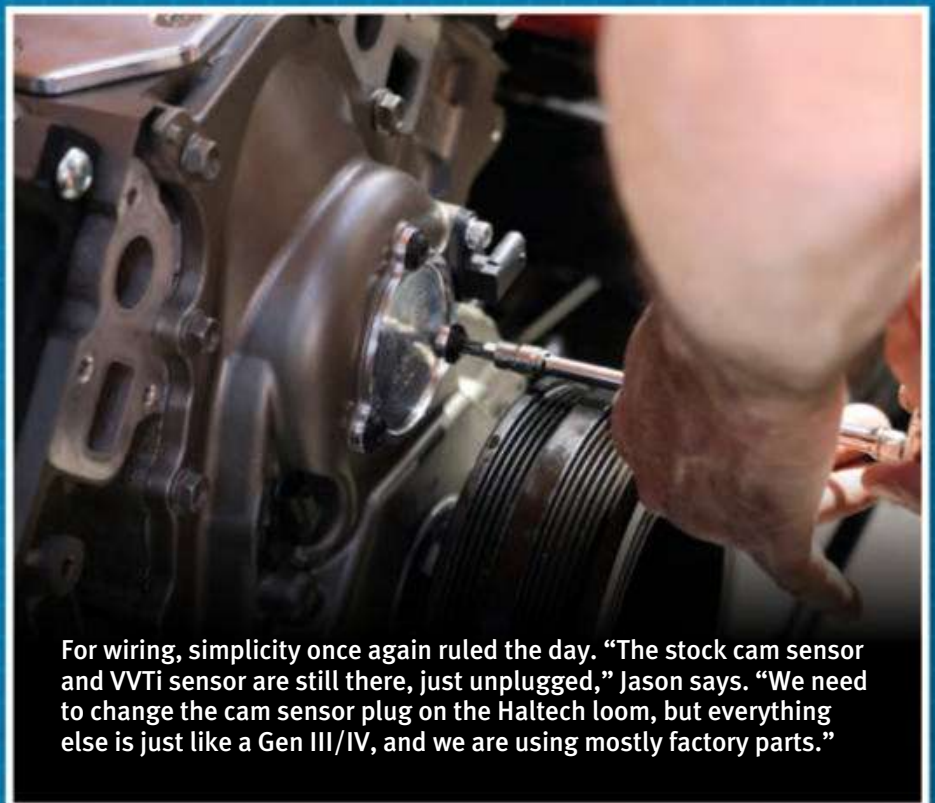
While a factory drive-by-wire throttle would have worked, Jason's pursuit of simplicity saw him opt for an old-school cable throttle. "This means we don't have to hang a new accelerator pedal," he says. "I had the 102mm Nick Williams throttle on the shelf, so it worked out perfectly."



Switching to port EFI and removing some of the tech from the Gen V has made controlling the 6.2L mill a breeze. "We talked to the Haltech team and ran through our idea, and after a few brainstorming sessions, we worked out that their Rebel LS should run this combo no worries," Jason says.



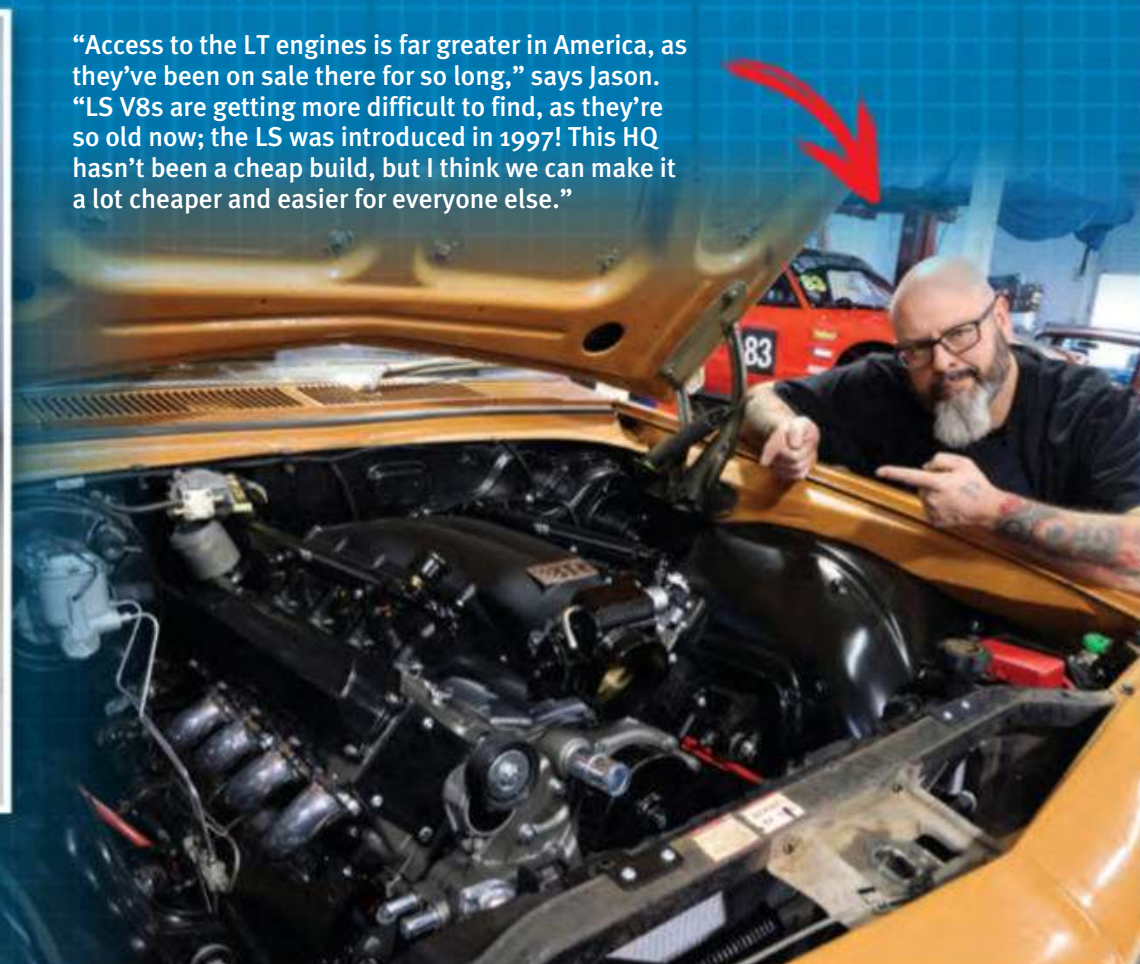
"We received a lot of help from companies like Haltech and RaceMAX, even though we had some weird requests for them," Jason says. "The LT platform is largely unknown down here, but these companies were so eager to help us out and really made it possible."



For wiring, simplicity once again ruled the day. "The stock cam sensor and VVTi sensor are still there, just unplugged," Jason says. "We need to change the cam sensor plug on the Haltech loom, but everything else is just like a Gen III/IV, and we are using mostly factory parts."

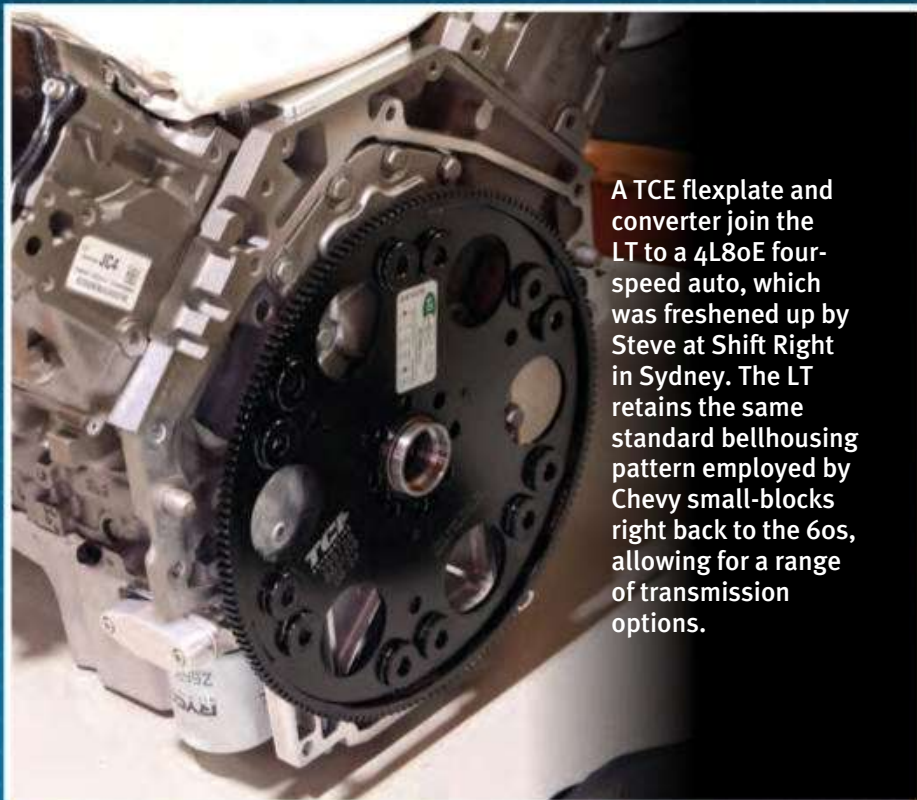


"We don't have plans to go crazy with the power, as the HQ is just a street car; I don't want to put a 'cage' in it," Jason says. "Our LT kits will be available by the time of Drag Challenge 2024; we're waiting for confirmation on one final part before we're good to go."



"Access to the LT engines is far greater in America, as they've been on sale there for so long," says Jason. "LS V8s are getting more difficult to find, as they're so old now; the LS was introduced in 1997! This HQ hasn't been a cheap build, but I think we can make it a lot cheaper and easier for everyone else."

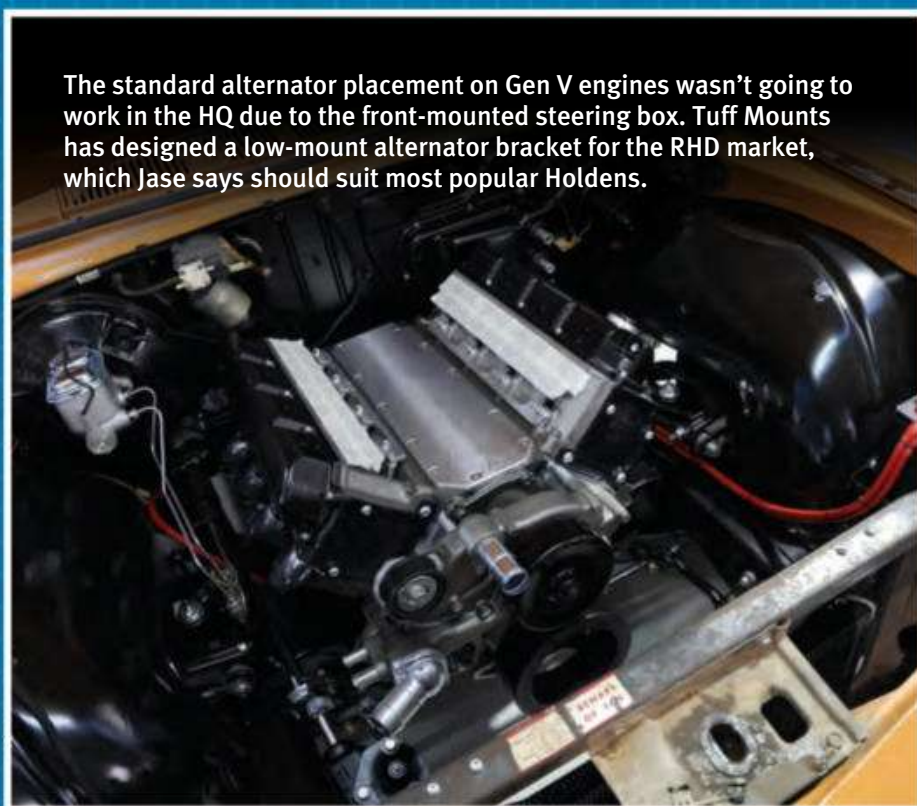




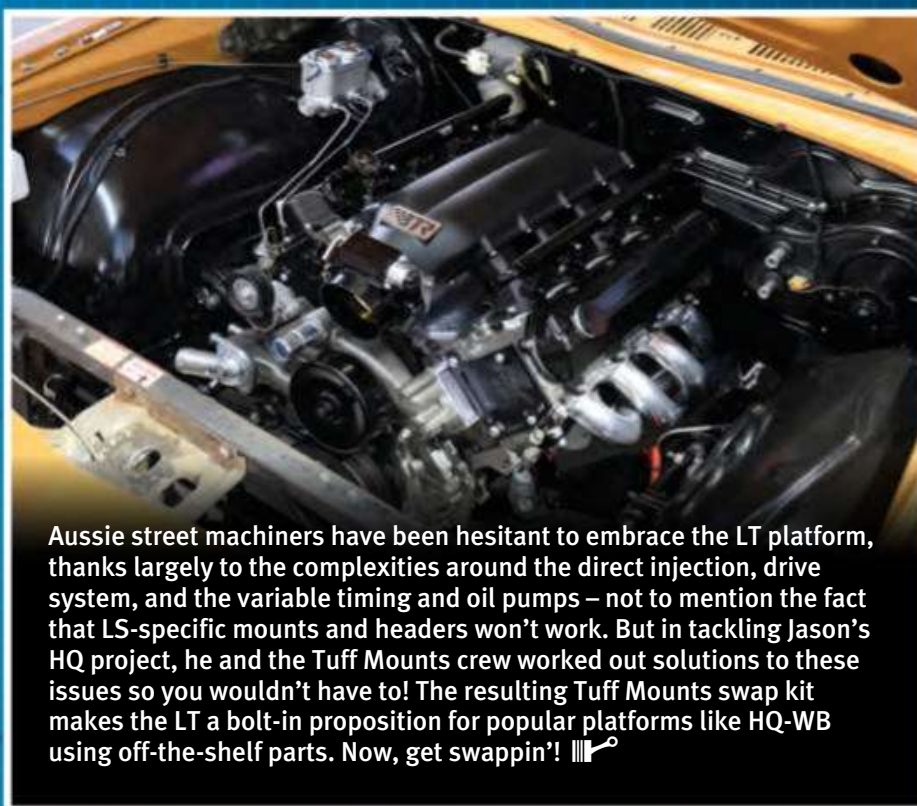
A TCE flexplate and converter join the LT to a 4L80E four-speed auto, which was freshened up by Steve at Shift Right in Sydney. The LT retains the same standard bellhousing pattern employed by Chevy small-blocks right back to the 60s, allowing for a range of transmission options.



A new transmission crossmember and rear mount have been designed for the Tuff Mounts LT swap kit. The crossmember includes pass-throughs for dual exhausts and was designed to work with a range of transmissions. Jason found he only had to do a little massaging of the HQ floor to fit the big 4L80E, despite it being noticeably fatter than a TH400.



The standard alternator placement on Gen V engines wasn't going to work in the HQ due to the front-mounted steering box. Tuff Mounts has designed a low-mount alternator bracket for the RHD market, which Jase says should suit most popular Holdens.



Aussie street machiners have been hesitant to embrace the LT platform, thanks largely to the complexities around the direct injection, drive system, and the variable timing and oil pumps – not to mention the fact that LS-specific mounts and headers won't work. But in tackling Jason's HQ project, he and the Tuff Mounts crew worked out solutions to these issues so you wouldn't have to! The resulting Tuff Mounts swap kit makes the LT a bolt-in proposition for popular platforms like HQ-WB using off-the-shelf parts. Now, get swappin'!

## SWAP SHOP

IF YOU'VE read this far and found yourself dreaming about chucking one of GM's new, 1064hp, twin-turbo LT7 V8s (Tech Torque, *SM*, Sep '24) into your HQ-WB, we have some bad news. The 5.5L, DOHC LT6 and LT7 mills are part of GM's Gemini Program, which shares no DNA with the production LT engines, so the Tuff Mounts LT kit won't work for them.

The good news is that the iron-block 6.6L L8T truck engine does share family architecture with the LT, so Jason is already looking at cooking up a seriously spicy L8T project in the future. "Commodore LT kits will be what we bring out next, and then I think we should have a look at the L8T and see how far we can go with that platform," he says.

## TOTAL CONTROL

REBUILT and toughened up by Steve at Shift Right Transmissions, GM's beefy 4L80E overdrive transmission shifts gears in Jason's Quey. But how is he planning on running the electronically controlled auto?

"I've been mucking around with a prototype version of Haltech's new Ti4L transmission controller," Jason explains. "It plugs into the ECU and has been super easy to set up and configure."

The Haltech Ti4L looks to be a great solution for those wanting to run a modern, electronically controlled GM 4L-series trans in their street machine, and we'll bring you more info upon its public release.





# BOOMERANG

> AFTER YEARS APART, STEVE HODGES' SUMMERNATS TOP 10 HG HOLDEN UTE HAS FOUND ITS WAY BACK TO HIM

WITH two *Street Machine* features (Jan-Feb '87 and Jun '93), Top 10 placings at Summernats 6 and 8 and a Top 20 spot at 'Nats 7 to its name, the pedigree of Steve Hodges' 1971 HG Holden ute is beyond dispute.

Powered by a stout 327ci small-block under Steve's ownership, the HG was built for drag racing, but the lifelong truck mechanic eventually sold it on after becoming frustrated at the lack of dedicated drag venues in Sydney at the time. Somewhat ironically, the ute then spent 15 years tearing up drag strips in Perth.

Happily, Steve had the opportunity in 2020 to

buy the HG back, and he's since been making up for lost time by getting it out and about around Sydney. Now powered by a 427, the ute still looks as slick as ever, so we thought it was time to catch up with Steve for a chinwag and get a closer look at SH-396.

**The SH-396 plates have always been a signature feature of the HG, but did it ever actually run a big-block?**

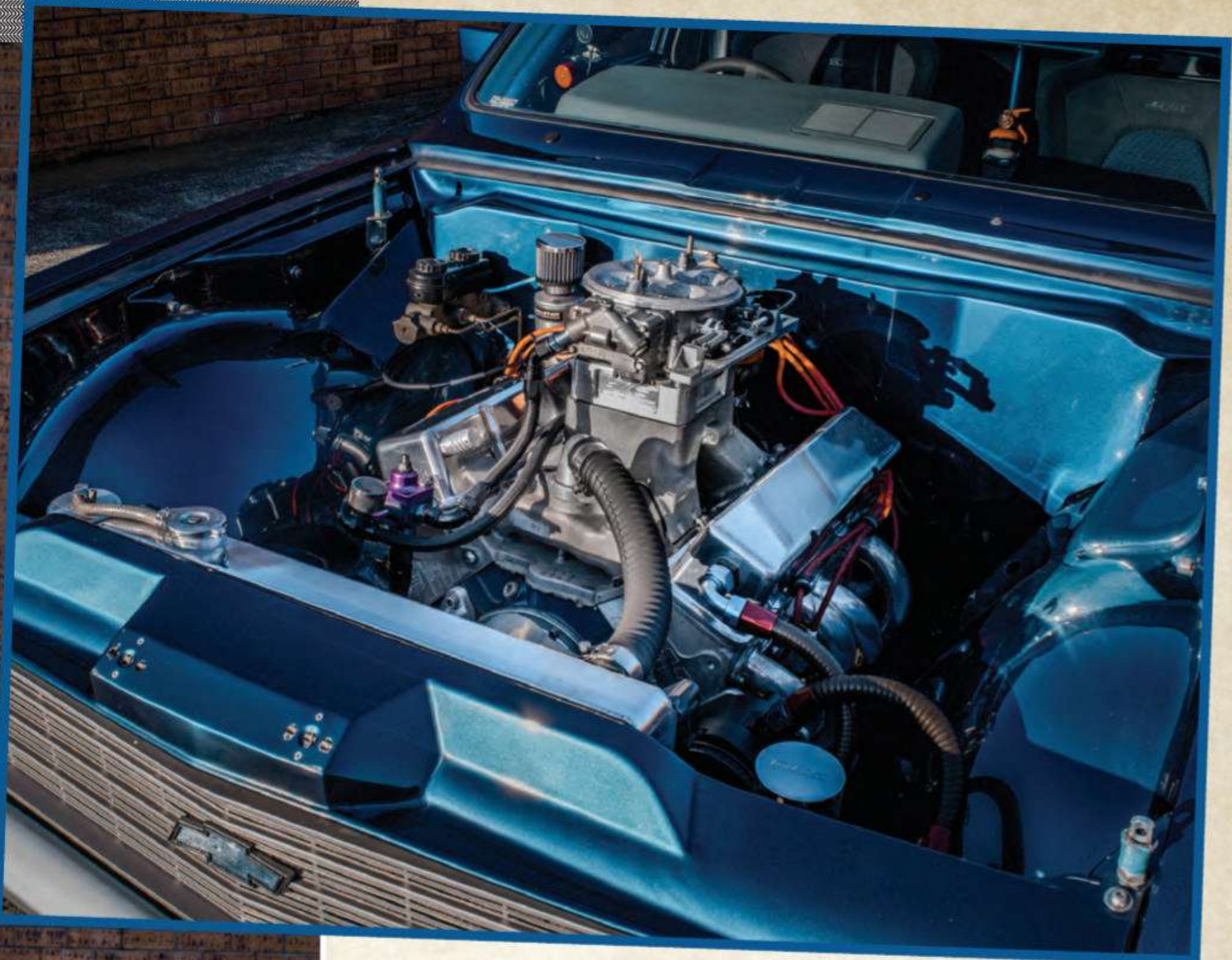
No, but lots of people thought it did, as it was good for 12s at Eastern Creek. In its day, the 327 went really hard, especially for a little small-block. But no, I never considered going big-block. I ordered SH-000 plates, and SH-396 is just what came; that's just how it was back then.

**How did it evolve over the time you first owned it?**

It changed a lot in the early days. It had a succession of hot sixes, along with lots of broken Aussie four-speeds, axles and diffs, before I went to the 327 in '84. It went from a Ford eight-inch diff and 15x10 12-slotlers hanging out of the guards, to small tubs and a shortened nine-inch to tuck in the 12-slotlers by the time of its first *Street Machine* story in 1987. Then I bought a set of 15x10 Welds and 12-inch Hoosiers back from the US – no way they were going to fit! That prompted me to pull it off the road, four-link the rear, add bigger tubs and the rollcage, and put a lot more detail into it. That's how it was when it was in *SM* again in '94.







**ENGINE BAY:**

Gone is the ute's old 327, replaced by an angry, Dart-blocked 427. With 14:1 comp, AFR alloy heads and a roller cam, the big-cube small-block is good for 650hp. "It's run 9.56@142mph; I found a bunch of timeslips in the glovebox," says Steve. "The comp is stout, so I have to run it on VP Racing Fuel, but it's as angry as snot!"

**BELOW:**

The only exterior change from the HG's show-winning early-90s form is the addition of the reverse-cowl bonnet scoop. It's needed to cover the air cleaner that now pokes through the bonnet. Other than that, the exterior remains exactly as it was back in the day, right down to the Toyota Dark Blue Metallic paint



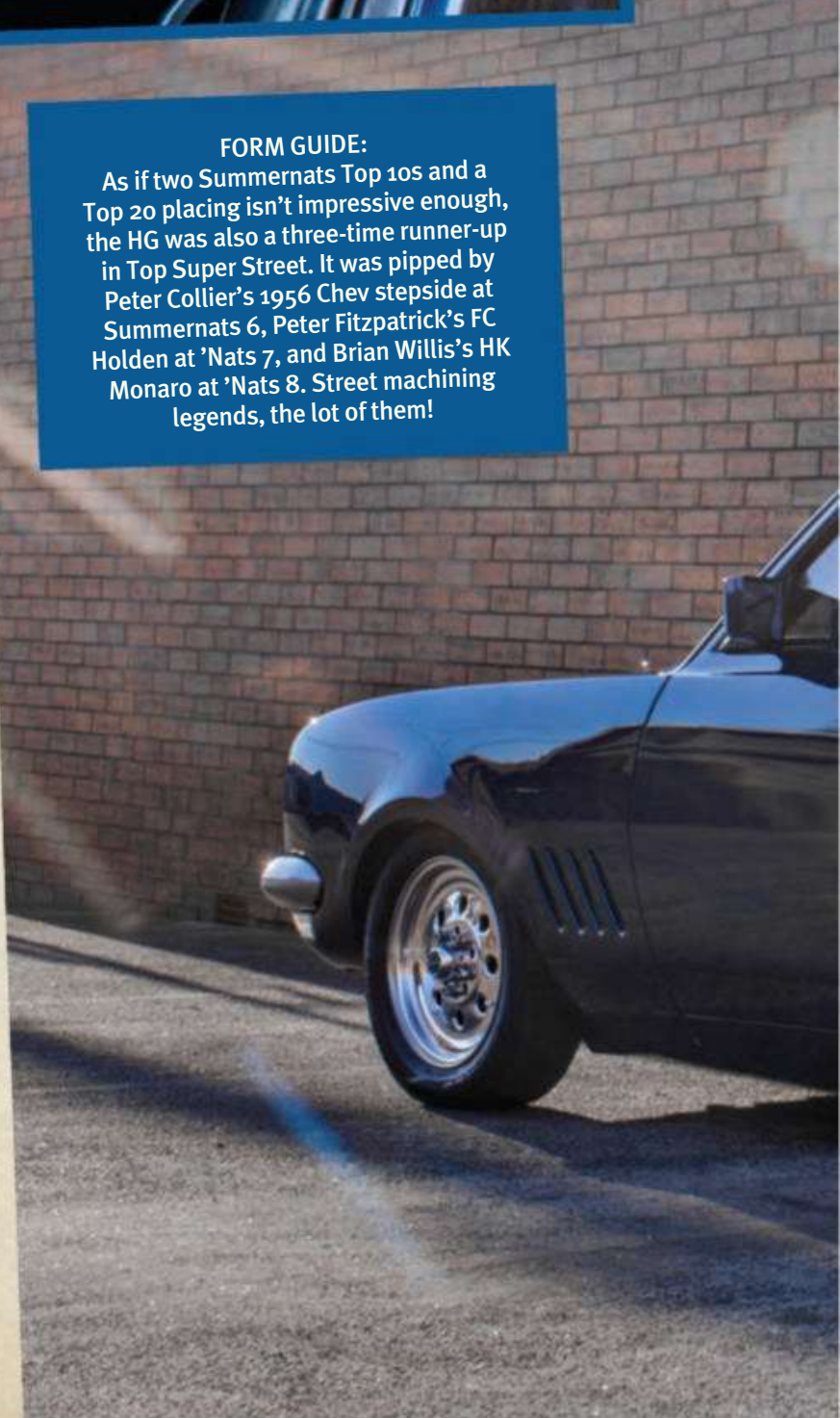
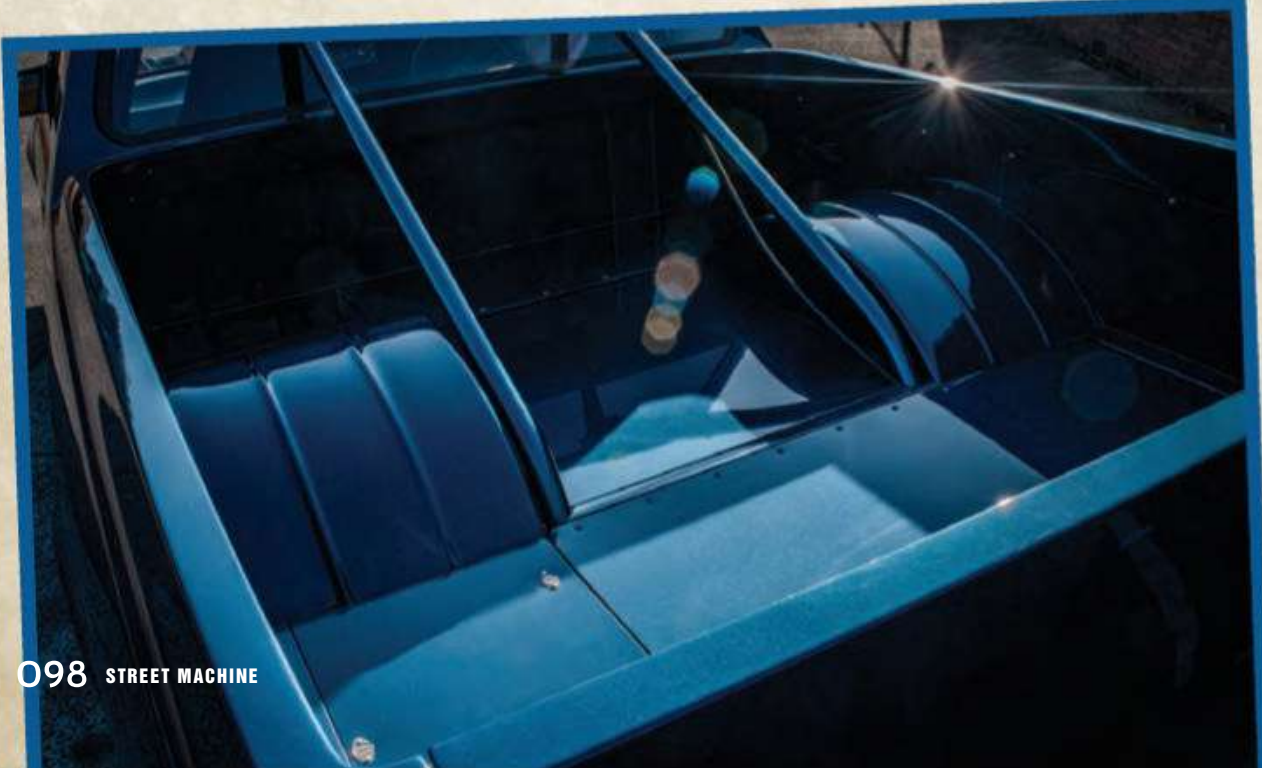




**INTERIOR:**  
 Other than aluminium door trims, switch panel and rollcage, the interior remains much as it was in the 90s. This includes the VH Commodore dash, column, door handles and power windows. On the outside, there's VN door handles and XD side mirrors – all cutting-edge mods back in the day



**FORM GUIDE:**  
 As if two Summernats Top 10s and a Top 20 placing isn't impressive enough, the HG was also a three-time runner-up in Top Super Street. It was pipped by Peter Collier's 1956 Chev stepside at Summernats 6, Peter Fitzpatrick's FC Holden at 'Nats 7, and Brian Willis's HK Monaro at 'Nats 8. Street machining legends, the lot of them!





**You were runner-up to Peter Fitzpatrick's FC in Top Super Street at Summernats 7 in 1994 – that's some illustrious company!**

In the three years I did shows, Pete and I were at a lot of the same events. We were regularly taking trophies off each other. It was a friendly rivalry, and we're still good friends to this day.

**What did you do after selling the ute?**

I used the money from selling the HG to go racing in the V8 Ute Series; I went racing all over Australia. I'd built the HG to go drag racing, but not having a dedicated drag strip here in Sydney for so long, I didn't see the point – that's why I sold it and went circuit racing instead.

**Who ended up with the HG in the meantime?**

I sold it to Kevin Hort, who bought it for his son, Ethan, to race in Perth. They're a great family who really looked after it. We became friends, and I would catch up with them whenever I was over racing at Wanneroo. When they put it up for sale, loads of people messaged me, so I rang

and said I had to have it, as I'd always regretted selling it. Ethan commented that he was glad I'd called, as he felt I should have the car back.

**Did Kevin do you a good deal?**

I paid a lot more to buy it back, but truth be told, I sold it with a 450hp 327 and bought it back with a 650hp, 427ci small-block. It's got a Dart block, AFR alloy heads, 1050 Dominator carb, parachute and loads of good gear, plus a built TH400 with transbrake. Considering the value of these cars nowadays, I reckon I pretty much got a free engine upgrade.

**What condition was it in when you got it back?**

Really good. Underneath was covered in black exhaust soot, as the Horts ran straight headers with no exhaust. I just wiped it down, polished it up and it looked like new. In fact, other than touching up a small scratch on the rear quarter – that I did – it's never been resprayed!

**Have you built other cars?**

A few circuit racers. However, I've got two Toranas. My partner Linda and I joined the NSW Torana Club and love going away with fellow enthusiasts. The red LX SL/R sedan has an LS and six-speed, while the green LX hatch has got everything: a 620hp 427ci LS, twin Holley Terminator X, six-speed, power steering, air con, deep-dish Simmons wheels and SH-427 plates.

**What does the future hold for the HG?**

Not sure. I bought it back with the intention of going drag racing – it was ready to go. But then I did a wedding, so I chucked an exhaust and street tyres on it. I also did Paul Beck's show, as the ute was at his very first show way back. This has brought back great memories; it's just like being in the 80s and 90s again! It's given me that buzz. I do have another straight, rust-free HK ute shell that I already have some crafty ideas for. I love doing all the engineering work. Besides, I already have the encouragement from Linda – it's green lights everywhere! 🏁

**I'D SOLD IT WITH A 450HP 327 AND BOUGHT IT BACK WITH A 650HP, 427CI SMALL-BLOCK, SO I RECKON I GOT A FREE ENGINE UPGRADE!**

**STEVE HODGES**  
**1971 HG HOLDEN UTE**  
Paint: Toyota Dark Blue Metallic

Engine: 427ci small-block Chev  
Gearbox: TH400  
Diff: Shortened 9in  
Wheels: Weld; 15x5 (f), 15x10 (r)  
Rubber: 185/65R15 (f), Mickey Thompson 29x15.50-15LT (r)





# DIFFERENT STROKES

STORY IAIN KELLY PHOTOS BEN HOSKING

## SPECIAL 'K

> JAMES FEROS PRIORITISED SPEED OVER SHINE WITH HIS HOME-BUILT, BLOWN HK CORNER-CARVER



3





GOT something in the shed that you reckon is particularly unusual or interesting? Tell us about it! Send pics and info to [gday@streetmachine.com.au](mailto:gday@streetmachine.com.au).

**T**HROWING a rambunctious classic car around corners is a world of fun, as James Feros well knows. His HK Kingswood looks like a neat survivor, but it packs a Harrop-blown Holden 304, lots of cornering mods, big brakes, and bulk smarts.

You may think such a project would come from meticulous planning, but James didn't intend to go quite so far when he started out.

## I WENT INTO FULL BUILD MODE AND 3D-MODELLED, DESIGNED, AND FABRICATED MOST OF THE PARTS YOU SEE ON THE CAR

"I bought the HK in Tassie about 15 years ago," he says. "I'd had a little browse on Gumtree, and the next minute my girlfriend Rochelle and I were on our way to Tassie to view this car. It presented as it did in the photos – super straight

and honest; an original-paint, two-owner car. We exchanged \$4000 cash for the keys and were on our way."

For the first 12 months, James kept the Holden pretty much as he'd bought it. "Then I decided to stick a 308 in it and got a donor VR Commodore Executive sedan with a factory 304 V8 and five-speed," he says. "I dumped that driveline in the car, and it stayed like that until 2020, when COVID hit."

Living in Melbourne at the time, James was fortunate to be

an essential worker able to escape the lockdowns. "I had a factory I was legally allowed to go to, and it had a fresh car hoist I'd purchased and installed," he explains. "This is when I went into full build mode and 3D-modelled, designed, and

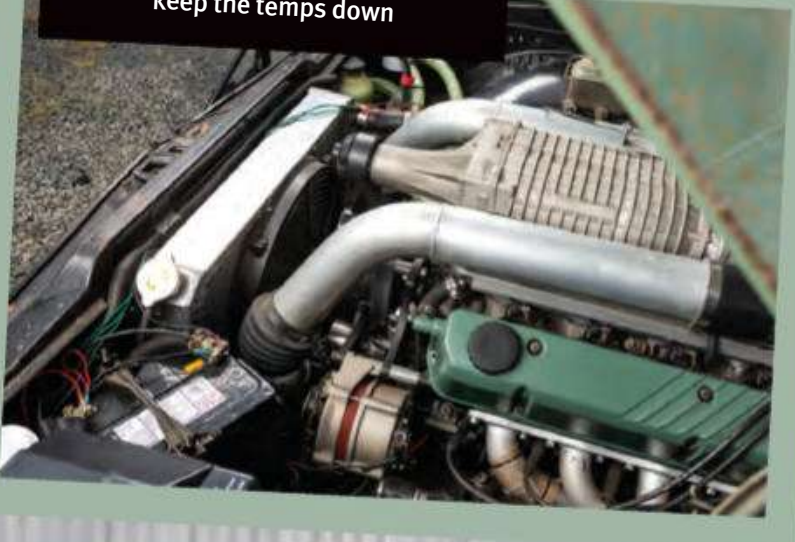






ENGINE BAY: "The biggest hurdle was getting the engine as low and close to the firewall as possible for better handling and weight distribution," says James. "I had to cut out all the centre supports on the underside of the bonnet so it would clear the blower, and there is now 6mm spare"

BELOW: The headers are 1 3/4in primaries, running down into a twin 3in system. A TS Astra electro-hydraulic power steering pump is mounted behind the driver's-side headlight, while an Aussie Desert Cooler radiator and 16in Spal fan keep the temps down





fabricated most of the parts you see on the car.”

James’s initial plan was to bolt a dirty old supercharger to the unmodified, 300,000km 304 and see how much power he could get out of it until it went bang. “One day, it got a bit ugly going around a corner, and I thought, ‘Bugger this – I’m not adding any more power to this thing until I’ve done something about the steering,’” he says. “It snowballed from there.”

James got in touch with Ryan Carter at United Speed Shop in Newcastle for a shortened version of United’s Magnum independent front end. This included the tube control arms,

“I built a clean room that had positive-pressure airflow that I made from a computer fan and a pod filter, and that’s where I built the engine,” James says.

After purchasing a second-hand Harrop HTV1900 supercharger, James cut up the stock bunch-of-bananas intake manifold to fit the blower system, which includes a water-to-air intercooler and twin 304ci 65mm throttlebodies bolted to the blower for quicker throttle response. He then turned up his own pulleys to overspin the blower so it could deliver up to 16psi at 6000rpm.

## THESE CARS ARE HORRIBLE TO DRIVE WHEN STOCK. THE CHALLENGE FOR ME WAS TO MAKE IT SOMETHING THAT IT’S NOT

double-adjustable QA1 coil-over struts, 25mm blade-end sway-bar, power rack-and-pinion steering and an improved crossmember design.

HK-T-G Holdens were never known for their chassis rigidity, so James slapped a set of full-length chassis rails under the Pymont Green more-door. These link to a custom parallel four-link rear end with a shortened VR Commodore BorgWarner diff and Panhard rod, with Viking double-adjustable coil-overs replacing the stock leaf springs.

All that chassis work was needed thanks to the 443rwhp Holden 304ci V8 up front, which James built himself at home using Chevy hypereutectic slugs, stock crank and rods, and the biggest flat-tappet bumpstick that Crow Cams sold.

The blown 304 is backed up by the VR’s BorgWarner T5 with a custom NPC clutch. The third member is the Borgy BTR78 diff, shortened and fitted with a Truetrac LSD. Despite it not being the strongest diff out there, James says it’s actually the clutch that’s the driveline’s weak spot.

“I’m onto my third clutch since the lockdowns, but I feel I would definitely blow either the gearbox or diff if it were any stronger,” he says.

With James building the HK in a very different style to a classic restoration or traditional, drag-oriented street machine, the Kingster draws a fair amount of attention from passers-by. “When I take the car out, I get a lot of comments,” he laughs. “On a few occasions, a random will look around the car and

**RIGHT:** James left the body largely alone, but he did trim the lips off the front guards to clear the custom-made 17x8 steelies wrapped in 245/45 Falken RT615K semi-slicks, adding 6mm round bar to the wheelarch to hold its shape. Custom 17x10 rims with Nitto 275/40 tyres fit snugly in the rear







LEFT: The Harrop blower draws air through a pair of 3in, 3D-printed ducts mounted under the valance. Charge-air passes through twin inline filters and repurposed ladder racking from a HiLux before it hits the supercharger



FUEL TANK: Rather than going through the expense of building a custom tank or fuel cell, James cut out the HK's stock spare wheelwell and fuel tank and replaced them with the donor VR Commodore's set-up. An in-tank Walbro 460Lph pump provides plenty of go-sauce to the hungry 5.0L up front

say, 'You should keep it all-original, mate; they're worth more.' But I've built this car for no one else but me, and I'm not looking to ever sell. These cars suck from factory and are horrible to drive when stock; they look cool and that's it. The challenge for me was to make it something that it's not."

A corner-carving HK sedan with a supercharged Iron Lion might not be what most people would

## MY INSPIRATIONS FOR THE BUILD WERE PHYSICS, DYNAMICS AND ENGINEERING

build, but you can't deny that James hasn't knocked it out of the park with his sedan. "My inspirations for the build were physics, dynamics and engineering," he says. "That's why I like cars; there's nearly every engineering feat wrapped up in one little package. I also like going around corners fast, so I'm keen to hit the track – perhaps at the Optima Challenge!" 🏁







**INTERIOR:** After a new trans tunnel was installed to fit the T5 five-speed, a Mazda BT-50 bench seat was retrimmed by Auto Image Interiors to match the original upholstery

**JAMES FEROS**  
**1968 HOLDEN HK**  
**KINGSWOOD**  
**Paint:** Pyrmont Green

**ENGINE**

**Type:** Holden 304ci V8  
**Induction:** Custom intake manifold, Harrop HTV1900 supercharger, custom water-to-air intercooler, custom twin throttlebodies  
**ECU:** Remapped Delco  
**Pistons:** Hypereutectic Chev  
**Camshaft:** Crow 222/230/112 flat-tappet  
**Oil system:** Custom VR Commodore sump  
**Fuel system:** Siemens 610cc injectors, Walbro 460 pump  
**Cooling:** Aussie Desert Cooler radiator, single Spal 16in fans  
**Exhaust:** Custom 1¾in headers, twin 3in system  
**Ignition:** MSD 6AL

**TRANSMISSION**

**Gearbox:** BorgWarner T5 five-speed manual  
**Clutch:** Custom NPC  
**Diff:** BorgWarner BTR78, Truetrac LSD, 3.08:1 final drive

**SUSPENSION & BRAKES**

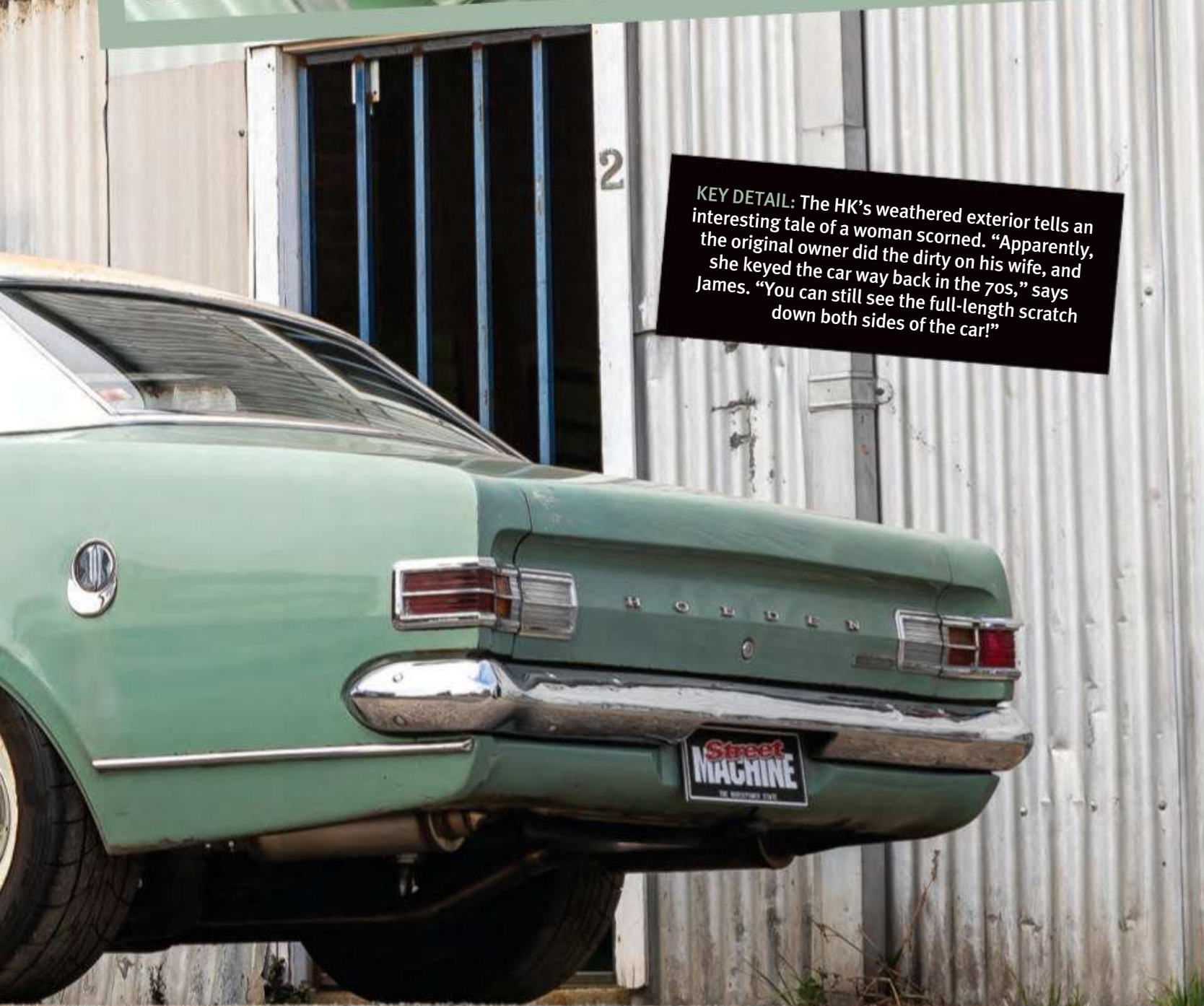
**Front:** United Speed Shop Magnum, QA1 coil-overs, custom steering rack  
**Rear:** Viking coil-overs, custom four-link, VR Commodore Panhard bar  
**Brakes:** Baer four-piston discs (f), VR Commodore discs (r)  
**Master cylinder:** Modified original

**WHEELS & TYRES**

**Rims:** Custom steelies; 17x8 (f), 17x10 (r)  
**Rubber:** Falken Azenis RT615K 245/45R17 (f), Nitto NT555R 275/40R17 (r)

**THANKS**

The Engine Reviver, Epping; Electronic Automotive, Epping; Sam at Auto Image Interiors; my good mates Richie Brownlee, Jason and Richie Roberts; last but certainly not least, the lovely Rochelle



**KEY DETAIL:** The HK's weathered exterior tells an interesting tale of a woman scorned. "Apparently, the original owner did the dirty on his wife, and she keyed the car way back in the 70s," says James. "You can still see the full-length scratch down both sides of the car!"



# IRON MAIDEN

STORY CARLY DALE PHOTOS CHARLIE SANT

## NATALIE McCLELLAND

> SYDNEY, NSW

**A**N ELEVEN-week thrash brought Natalie McClelland's open-top cruiser dreams to life in the form of this V8-powered 1923 T-bucket dubbed 'Grasshopper'. Born into a hot-rodding family, 28-year-old Natalie has always been surrounded by

**How did your T-bucket build come together so quickly?**

My dad, Andrew McClelland (*SM*, Jul '17), and I made the decision in June last year to get my 1923 bucket built for the upcoming Valla Rod Run, as we realised it would be the car's 100th-year

**When did the parts collection commence?**

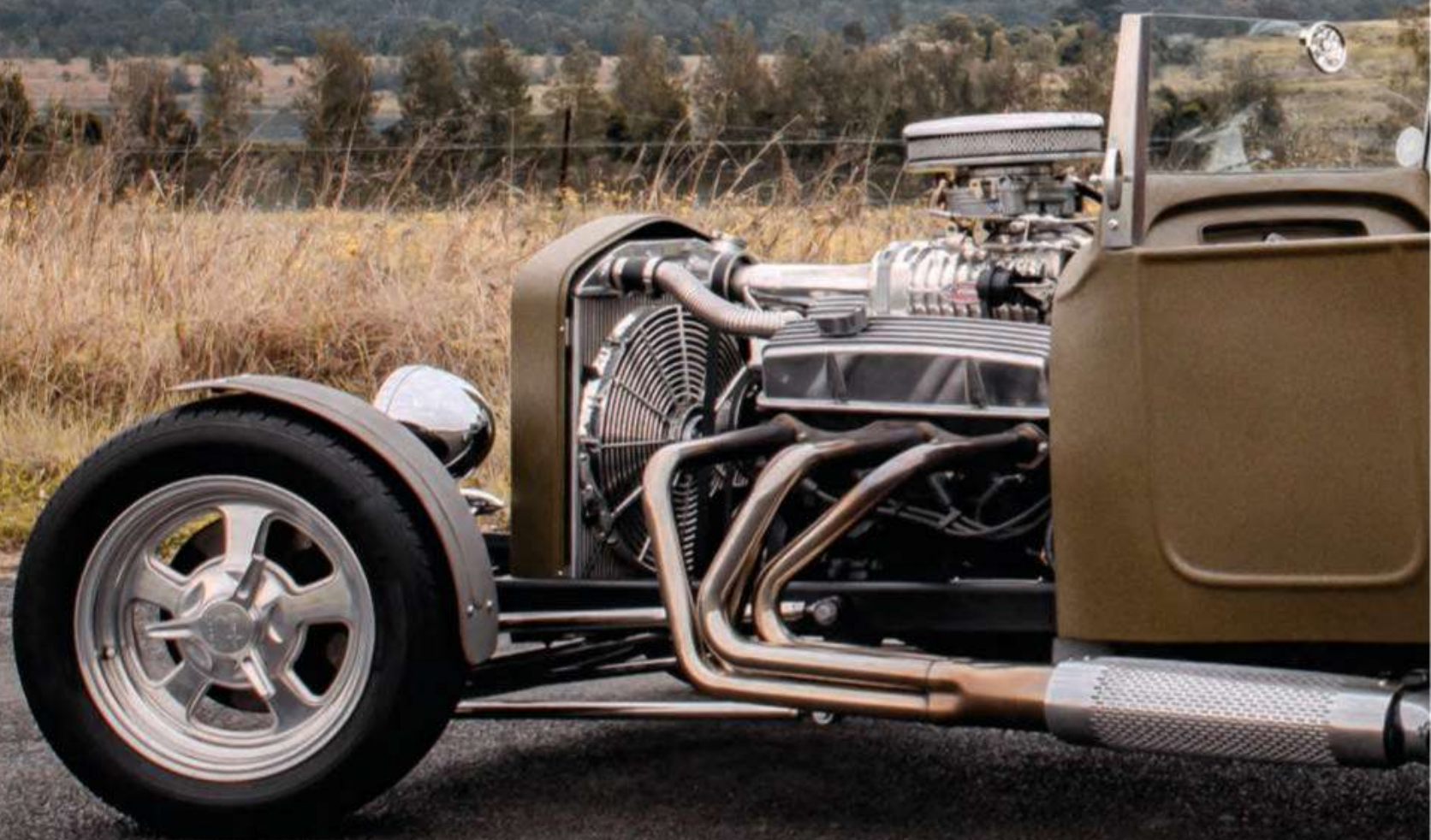
After Valla 2018, I thought, "This is it, I need a car!" At Valla, we'd cruise in topless cars, so I wanted to have something similar, and T-buckets looked like fun – plus they were something different to what Dad had built

## DAD AND I DECIDED IN JUNE 2023 TO GET THE BUCKET BUILT FOR THE VALLA ROD RUN, SO WE HAD 11 WEEKS TO GET IT DONE

modified early rides, which has fostered a rodding passion of her own. Recently, she was welcomed into the Drag-Ens Hot Rod Club as its first female member.

celebration. So, we only had 11 weeks to get it done. As I'd spent the prior five years collecting parts, we could just smash it out.

in the past. So, I bought a body that I'd seen for sale at Valla, and then I found a chassis a couple of months later. Over the years, I slowly collected parts, but I only





Girls – wanna be famous? Become an Iron Maiden! Email car details, pics (2MB+) and contact deets to [gday@streetmachine.com.au](mailto:gday@streetmachine.com.au). You and your ride could appear in the mag!







got serious about the build last year.

**How close to completion was it before the 11-week frenzy?**

It was a rolling chassis at that point. After work every night, there were usually up to six of us working together in the shed – mostly Drag-Ens members and other friends. It was a huge team effort, and

and 18in Billet Specialties rims were originally for Dad's hot rod – I had two rear American Racing rims that I loved, but I couldn't get a matching front set. As it got close to the finish line, Dad agreed to sell me his wheels, and I love them now!

**When was the T driveable?**

I got rego on the Friday before Valla '23,

and drinking more fuel than Dad's worked V8! The drive was tiring, but I had a smile the whole way. And as I drove into Valla, my friends were all smiling and waving at me, which was exciting.

**Is it fun to drive?**

I'm the right height, so I fit behind the windscreen – just. It drives really good,

## ON SATURDAY, I DID A 100KM SHAKEDOWN RUN. THE NEXT DAY, WE HEADED OFF ON THE SIX-AND-A-HALF-HOUR TRIP TO VALLA

it never would've been finished in time without everyone's help.

**What's the driveline?**

It's running a TH350 trans and a nine-inch diff, which Dad had in the shed. The 305ci Chev came up for a good price, so it just made sense to grab it. Those 17in

and on Saturday I did a 100km shakedown run. Then on Sunday, we headed off on the six-and-a-half-hour trip to Valla. I drove the T-bucket and Dad followed in his '34 Ford. There weren't any major problems, although I did run out of fuel, as it was running really rich

and the engine is perfect; there have been no real problems, which has been a shock to me. Already, I've driven it thousands of kays, and I'm keen to keep getting to events, including the Australian Bucket Nationals, and back to Valla, of course. 🗝️





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# SLEEPERS

STORY IAIN KELLY PHOTOS MATTHEW EVERINGHAM

BROWN

FOR

GLORY



## > MARK ANDRISKE'S NINE-SECOND, BLOWN HK WASN'T GIVING HIM ENOUGH THRILLS, SO HE BUILT AN 1100RWHP VH COMMODORE WAGON

**N**OWRA'S Mark Andriske had a problem: his blown LS-powered HK wagon ran mid-nines, but he wanted more. As fate would have it, after receiving a generous purchase offer from a fan of the HK, Mark was able to clear the decks and put his plan into action, which is how he ended up with this sweet VH wagon he calls 'Code Brown'.

"The HK was such a good, tough streeter that I didn't want to pull it apart to put a 'cage in," Mark explains. "I got a great offer on it, so

I sold it off and then found this car for sale in Geelong."

The early-Commodore community is full of supportive, like-minded folk, so Mark reached out to Drag Challenge veteran and all-round legend Todd Foley for some assistance. "Todd went and looked at it for me, and it was in awesome condition," says Mark. "It was only \$3500, which was cheap even back then at the start of COVID. We didn't have to do any rust or anything; it's only had a buff and the Vacationer stickers put back on it."

With the starting point in such good nick, Mark could concentrate on adding horsepower. Troy Worsley from Warspeed Industries built the blown LS in Mark's HK, so he was once again called upon to handle the long motor for Code Brown.

"It's a GM LY6 iron six-litre with a factory L98 crank in it, Callies rods, CP Diamond 10.2:1 pistons, a Warspeed WASP #19 hydraulic-roller cam, and Higgins LS3 heads," says Mark. "The turbo is a Proboost 8896 T6, which I mounted on an entry-level four-



Got a car that looks mild but goes wild?  
Email pics, car details and contact details to [gday@streetmachine.com.au](mailto:gday@streetmachine.com.au).

OPPOSITE PAGE: VT Commodore twin-piston disc brakes up front and VN discs out back offer a significant upgrade over the standard single-pistons stoppers. A manual VH Commodore rack handles steering duties



ENGINE BAY: Mark fabbed up the exhaust and piping for the air-to-air intercooler and had a mate TIG it all together, while the copious AN fittings came from Todd at AFS Industries. With 7psi still up his sleeve, Mark's confident the boosted LS can send the wagon to an 8.50sec ET: "It went 1.3sec in the 60ft, with more in it, as I haven't even played with the Gazzard Brothers rear end yet"








ABOVE: Mark used a spare pair of wheel tubs from a donor Commodore to make the split tubs Code Brown needed to run race rubber. The rear end employs a sheet-metal gin and coil-overs, both from Gazzard Brothers, with the latter using adjustable AFCO struts

LEFT: "The brown was key," laughs Mark of the wagon's unassuming exterior. "After seeing Benny Leat's sleeper wagon in *Street Machine* (SM, Oct '16), I wanted a brown Vacationer wagon with silly amounts of power"





**WHEELS:** Mark has three sets of 15x5 and 15x8 steel BCI Rally wheels and can run different rubber on them to suit his cruising or racing needs. "I've now got a set of bead-locked Rally wheels to run the 28x9 Mickey Thompson Pro Bracket Radials on and get it off the line hard," he says



into-one kit from Darcy at KillaBoost. I used the KillaBoost kit and Tuff Mounts engine mounts, and it all just bolted in with no massaging or fiddling around!"

With twin 525 in-tank pumps added to the stock VH wagon fuel tank, a set of 2200cc squirters in the rails, and a Holley Terminator ECU controlling the whole set-up, Mark was gunning for an eight-second ET with Code Brown. To that end, he wisely added a Reid-case Powerglide from DTM Automatics, coupled to a 3500rpm Shotgun converter, along with a sheet-metal nine-inch from Gazzard Brothers packed with all the good fruit.

"On 24psi and E85, Ricky Fenwick made 1108rwhp on the dyno, which was over 200rwhp more than what the guy who sold me the turbo thought it would make," Mark laughs.

While the car makes plenty of steam, Mark did have to creep up on that eight-second pass. After rolling the dice and getting kicked out of Sydney Dragway on a 10.0-second pass, he set about getting the snoozy five-door tech-approved. HBR Race Cages in Toowoomba supplied the required 'cage, which Mark says worked a treat. "It went straight in – no mess

and no fuss."

He's since raced the car as far away as Lakeside, north of Brisbane, and on only his fifth full-power quarter-mile pass, he was handed a 8.90@153mph timeslip.

"I built it in two years," Mark says. "I drove it into my shed as a 202/Trimatic combo, and it drove out with a base map to go to the dyno. Everything else, apart from the gearbox and engine, was built in the shed, so I have to thank Troy for the engine and Ricky Fenwick for the tune."

Code Brown's street manners are key for Mark, as he regularly uses it for ice cream runs with the kids, as well as other jaunts. It's fun to run race-car numbers, but Mark much prefers to drive his cars with the family on board. "It has to be a street car first and foremost," he says.

"If there was a compromise on this build, it was to make it good on the street first. We did 200km of driving last weekend to check the fuel economy on E85."

That trip was part of Mark's preparation for the Hardass 1000 drag-and-drive event in late October, and it looks like his Vacationer is more than up for the challenge. 🏁



**MARK ANDRISKE**  
**1983 HOLDEN VH VACATIONER**

**SPECS**

**Engine:** GM LY6 6.0L

**Cam:** WASP #19

**ECU:** Holley Terminator

**Transmission:** Reid-case Powerglide

**Converter:** Shotgun 3500rpm

**Diff:** 9in, 35-spline axles, 3.25:1 gears

**Power:** 1108rwhp

**PB:** 8.90@153mph





# URBAN WARFARE

STORY MARK ARBLASTER PHOTOS JOSEPH HUI



## SIXES & SEVENS

> **BERNIE MAKHRAZ'S TWIN-TURBO TORANA ALREADY LOOKS SET FOR SEVEN-SECOND PASSES, WITH SIXES NOT FAR BEHIND**

**L**IFE is looking pretty sweet for 49-year-old Sydneysider Bernie Makhraz. Having recently given up working on the tools and retired, he's just started developing his twin-turbo small-block Chev-powered LX Torana into a bottom-seven-second weapon. That goal should be easily achievable, as the car ran sevens with its previous owner.

As its new custodian, Bernie treated the LX sedan to a two-year overhaul that saw it stripped down to its birthday suit and rebuilt in his back shed. In addition to fabrication work and new paint, Bernie also redid the interior, including fitting a new dash, and

rewired the entire car himself to suit the Haltech 2500 platform.

While a long and involved process, the build was made easier thanks to the staunch driveline the Torana already had.

Up front is a monster of a small-block Chev. Weighing in at 447ci, it's based around a Dart block filled with a Scat 4.15-inch crank, Oliver conrods and JE pistons. The block has been fire-ringed to seal compression, and when mated to the Brodix 230cc heads with copper head gaskets, it yields 10:1 static compression. The bulletproof valvetrain comprises a Crower solid-roller cam and lifters, topped off with T&D rockers.

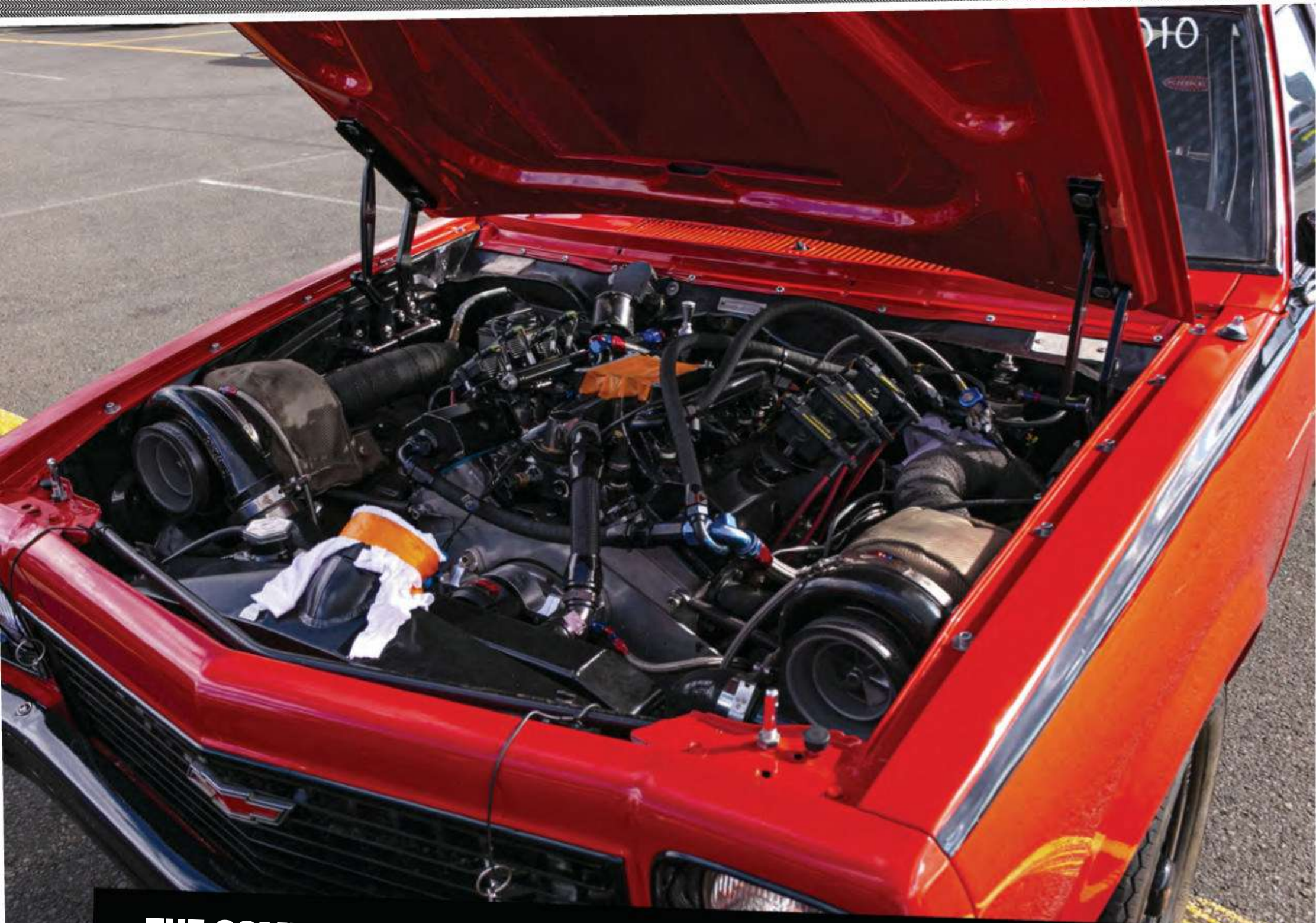
The Holley intake manifold runs 2400cc Deka injectors, fed by a brushless, 10-gallon Aeromotive fuel pump. A large bar-and-plate front-mount intercooler feeds a 109mm fly-by-wire Holley throttlebody.

Other key induction components include a pair of 82/85 Precision turbochargers anchored to steampipe manifolds with twin 50mm wastegates.

Despite buzzing to over 7400rpm, the small-block still retains a wet-sump oiling system.

The Chev's grunt is sent rearwards via a Reid-cased Powerglide containing a straight-cut, 1.8:1 gearset and 10-clutch drum, mated to a 10-inch, spragless, bolt-together Coan





**THE COMBO PREVIOUSLY MADE 1540HP ON 30PSI OF BOOST, BUT TYSON MUNRO WAS ABLE TO KNOCK OUT 1570RWHP ON JUST 25PSI**











**I'D LIKE TO THINK IT'LL GO A 7.1 OR BETTER. THE CAR PROBABLY HAS A HIGH SIX IN IT, BUT IT WILL REQUIRE A FAIR BIT OF R&D**

converter. A Ford nine-inch rear end gets the power to the ground through a Strange nodular centre with 3.2:1 gears and 35-spline axles.

The car still runs factory-style control arms in the stock location. They've been braced but are non-adjustable. The old shocks have been swapped out for Strange double-adjustable coil-overs with the springs removed.

The car now has a sensor for almost everything, but it was a hell of a job for Bernie to get his head around it all for the first time. There are eight EGTs, and sensors for coolant pressure, wheel speed, oil temperature and pressure, and dual-channel wideband O<sub>2</sub>, along with many others.

When the car was ready for action, Bernie took it to Tyson Munro at Autotech Engineering in Sydney for tuning. The same

combination had previously made 1540hp on 30psi of boost, but Tyson was able to knock out 1570rwhp on just 25psi, leaving another five pounds in the tank for a rainy day.

On its drag-strip debut at a recent Sydney test day, the renewed LX immediately showed promise, running 8.7@167mph on its first full pass! It was a great start to the car's racing exploits, but further progress was curtailed, as right before the finish line, the bearing in the bottom of the distributor seized. Unfortunately, bearing material had made its way throughout the motor, so the SBC was pulled out and fully rebuilt.

"We have now pulled all the old technology out of the car and modernised it," Bernie says. "We had a bit of an issue with the distributor first time out, but it's now all sorted with a Holley crank trigger.

"We've also added a laser ride-height sensor, as the car has needed wheelie bars in the past. We've ditched those, and we want to try some technology to keep the nose down."

The car is all steel and glass, and in race trim with driver onboard, it comes in at just 1400kg. Based on the numbers, Bernie is confident of getting the car into the low sevens. "I'd like to think it'll go a 7.1 or better," he says. "I think the car probably has a high six in it, but it will require a fair bit of R&D, which we will be happy to do.

"It's been an interesting journey to date," Bernie continues. "The wiring has probably been my biggest challenge with the car to get it going, but I'm really looking forward to its development and running numbers."

So are we, Bernie!





# DIRTY STUFF

WILLIAM PORKER

**I**N MY earlier years, I often worked all-nighters before race meetings – mostly by myself, as nobody I knew was silly or mad enough to stay with me until dawn. One Friday night at about 11 o'clock, I was preparing a competition FE Holden in a bay of a BP servo, which sat on top of a hill in the middle of the city. The daytime activity had ceased, and it was really quiet. Then I heard a faraway noise: a scraping, tearing sheet metal noise, coming from somewhere on the road that ran down the hill. And it seemed to be slowly moving closer.

I walked outside to the forecourt to see what was going on – prepared to run if things got nasty, for the noise was increasing in volume – and saw the reason for that tearing metal racket, so loud in the silence of that night. There was an old Holden Statesman being driven erratically up the hill, and it was dragging something that was trapped under the front metal work. As the car got closer, that something appeared to be a road sign, complete with its metal pole, and the driver wasn't stopping to get rid of this hitch-hiker.

At the top of my hill was a four-way intersection, and the Statesman was aiming to go straight across, still carrying the sign it must have crashed into. But as I watched, gobsmacked, the car steered away from the centre line and veered to the left towards a pipe-and-rail fence on the pavement. Beyond that was a sheer drop of some 10 metres onto an empty car park.

Without slowing, the Holden burst through

that fence. It hung in mid-air for a few seconds, still fully horizontal, before tipping forward into the car park below. There was a loud 'whump!' as tyres hit the ground.

I was sure the occupants of that Stato were going to be in all sorts as I ran across the road and down into the car park, but I arrived to find the car neatly backed up to a concrete wall, with five blokes still inside.

The men got out, collecting their thoughts and evaluating the situation at hand. The amazing part was that nobody was apparently injured! Just a bunch of stunned mullets trying to work out why their car had suddenly stopped moving. I couldn't for the life of me fathom how, but there wasn't a scratch on any of them!

Race meetings always came with official scrutineers. They were there to inspect stuff left unchecked that could possibly cause a crash or discover anything you'd done outside the CAMS rules to make your machine faster.

At one stage, those rules changed, forbidding certain engine modifications and limiting cylinder overbores to  $\frac{1}{16}$ in, or 1.5mm. As most competitors ran special, oversized, lumpy pistons, which cost bulk dollars, they were reluctant to change things, with many simply crossing their fingers that they wouldn't get pinged when they entered the next meeting.


I was involved with a team that had just bought a really good race car, but the engine had been modified heavily, and I knew the bores had to be well oversized. We got to the track and the scrutineers immediately sealed the engine so we couldn't do anything to it, saying they'd

remove the cylinder head later to check the bore size. They used special wire to wrap the engine from sump to cylinder head, locking it down tight with a clamped-on piece of lead.

The next day was a holiday without racing, so the scrutes said they would be in our shed to check that afternoon. We figured we were gone, but we considered our problem and decided that it would be possible to lift out the illegal engine, complete with the scrutes' wire, and simply slide that off intact, before grabbing an old stock engine and reversing the process.

We began early and successfully got the wired-up engine removed from the car. We then grabbed a dead taxi engine that had holes in the pistons and painted it the same gold colour as the race engine, before using acetylene gas to blacken the piston tops. Then we fitted the wire to it, making sure we didn't damage or break it, and carefully installed the dud engine. We weren't going to be pinged for being illegal!

The official scrutineers eventually arrived to inspect the donk, checking their wire was still intact. They then cut the wire to allow us to remove the head. The CAMS guys looked at the holey, black pistons and figured they knew what we had done, but we demanded that they measure the bores. They did, and as they left, they were not smiling!

There was a similar case shortly afterwards where the scrutes wired a suspect engine to the front crossmember, but the guys simply dropped the lot and slid in a legal engine! 



“  
**THE SCRUTINEERS  
WRAPPED OUR  
ENGINE WITH WIRE,  
BUT WE LIFTED IT  
OUT AND SLID THE  
WIRE OFF, BEFORE  
GRABBING AN OLD  
STOCK ENGINE AND  
REVERSING THE  
PROCESS**  
”



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# DRAG CHALLENGE

STORY KIAN HEAGNEY PHOTOS LUKE HUNTER

## SUPED UP!

### > ROSS HARRIS'S TOYOTA SUPRA HAS DITCHED THE 2J FOR LS POWER

**T**HE Toyota Supra and the JZ engine go together in tuner folklore like a beer at the footy, so why the hell does Ross Harris have an LS in his?

That story began the way all should: a few mates in a shed, beers in hand, scheming new ways to go quicker. "The 7M that the car came with was really tired, and one night my mates were daring me to LS-swap it," Ross says. "So, I found a crashed V8 VY wagon on Marketplace and jumped on it."

As you can imagine, an LS into a Supra is not exactly a common swap, so Ross needed to get

a few things sorted to install the GM donk. "I found some billet mounts online, and we had to change to a rear sump," he explains. "Headers were a bit of a nightmare, too. I actually copped a lot of hate from the Mk3 Supra clubs – I even got some proper hate mail!"

Ross eventually got it all running with a toughened-up 4L60 and the LS ECU and wiring, and then hit the strip. "I'd never really drag-raced before, but it went 12s on the first day, and from there I was hooked!" he says. "I guess that's when things started to escalate."

Research began on potential power adders,

and having observed the successes of Drag Challenge veterans Luke Foley and Mark Drew with their turbo LS combos, Ross knew what he wanted. "I also ended up speaking to Tony Webb about a rear turbo set-up, and he was great in advising me to get the STS rear turbo kit from Summit Racing," he says.

With the good help of Ross's mate Matt Robinson, a rear-mount turbo kit was fabricated to suit the Supra. "Space in the engine bay was tight, so it was more about dealing with that than anything else," Ross says of the rear set-up.

**THE LS3 MADE A COMFORTABLE 770RWHP, AND THE SUPRA HAS RUN A 9.75@143MPH BEST**

Ross intends to give the Supra a fresh lick of silver soon, but Drag Challenge is right around the corner – and paint won't help you go quicker!







With limited space in the engine bay, Ross opted for a rear-mount solution to fit the Pulsar G42 turbo, which helps the LS3 make 770rwhp







ABOVE & LEFT: A 65L fuel cell keeps the LS well fed with ethanol, while the Supra's cockpit combines 80s Japanese goodness with a splash of drag racing paraphernalia



LEFT: Sneaky! It's not often you poke your head under the backside of a car to find a 1400hp-capable turbocharger hanging out, but it was the ideal location for Ross to get his turbo fix in the Supra





The Supra ran a 10.70@132mph back at Heathcote with the turbo kit installed, but trouble struck not long after. "We got near-on 1000hp out of that LS on the dyno, but then it finally broke," says Ross. "The plan then was to build the 427ci Dart LS Next I have here for it and do it all right this time, but then this LS3 popped up."

With the full-fat Dart build taking a while to piece together, Ross elected to slap together the LS3 to get the Supra ready for Drag Challenge 2024. The bottom end is standard, with the rings gapped to suit boost. Mods include a VCM16 camshaft, upgraded valvetrain, and Blackwell CNC heads topped by the Holley Lo-Ram intake.

The turbo also was upgraded to a Pulsar G42 1450, and the VY LS ECU was ditched for one of Haltech's new Nexus Rebel LS units. "That's an amazing product; I can't speak highly enough

of it," says Ross.

While everything was apart, the 4L60 was swapped out for an ATS Automatics-built Powerglide. Surprisingly, the rear end is still the factory IRS, with Import Drag Solutions coil-overs.

The LS3 made a comfortable 770hp to the hubs on 12psi with E85, and to date, the Supra has run a 9.75@143mph best. "That'll be the goal at Drag Challenge; to run nines – and, obviously, finish!" Ross laughs. "I know I'm in for it with this event, but after following *Hot Rod* Drag Week and Sick Week in the States, I can't bloody wait for it."

Ross will be taking on the Hare & Forbes Machineryhouse Dial Your Own class at Drag Challenge 2024, 30 October to 3 November, and we're looking forward to seeing the Supra on track. 🏁

**I COPPED A LOT OF HATE FROM THE  
Mk3 SUPRA CLUBS – I EVEN GOT SOME  
PROPER HATE MAIL!**

**HARE & FORBES**  
**MACHINERYHOUSE**

**ROSS HARRIS**  
**1986 TOYOTA SUPRA Mk3**

**Class:** Hare & Forbes Machineryhouse  
Dial Your Own

**ENGINE**

**Brand:** LS3

**Induction:** Holley Lo-Ram, 105mm  
throttlebody

**ECU:** Haltech Nexus Rebel LS

**Turbo:** Pulsar G42 1450

**Heads:** Blackwell CNC

**Camshaft:** VCM16

**Conrods:** Standard

**Pistons:** Standard

**Crank:** Standard

**Oil pump:** Melling

**Fuel:** E85

**TRANSMISSION**

**Gearbox:** ATS Automatics Hughes  
Powerglide

**Converter:** Dominator 3500rpm

**Diff:** Standard

**WHEELS & TYRES**

**Rims:** Race Star 92 Drag Star;  
17x4 (f), 15x8 (r)

**Rubber:** Nankang 155/70R17 (f), Mickey  
Thompson ET Street 275/60R15 (r)

**THANKS**

JPA Performance; Matt Robinson; Haltune  
Performance Cranbourne; ATS Automatics;  
Import Drag Solutions, USA; Tony Webb;  
Marcus Hamilton; Heathcote Park  
Raceway; Performance Exhaust Echuca;  
Automation & Robotic Services





# IN THE BUILD



## ROTARY CONNECTION

**NICK SKARAJEW**  
**MAZDA REPU**

"HERE'S my 1974 Mazda REPU (Rotary Engine Pick-Up), which I imported here from Florida in 2022. I'd purchased it back in 2020 to do Rocky Mountain Race Week in the US, but that unfortunately didn't go ahead due to COVID travel restrictions. The previous owner was running it with a 408ci SBC, with nitrous, a TH350 and a 9in. It was quite a successful grudge racer, with a PB of 10.8@126mph, but it was well overdue for a birthday. I got to work overhauling it with the goal of running it in Tuff Mounts 235 Blown at Drag Challenge. I started with a body-off restoration, blasting away the rattle-can matte-black paint and then coating it in epoxy. After that was a solid year of rust repairs and blocking. The paint is A4J Mazda Lightning Yellow, with just the engine bay, tailgate and bonnet to go. I've got the full factory sticker pack ready to go on it. I then replaced the Chev drivetrain with an extended semi-peripheral-port 13B from a Series 5 RX-7 13B Turbo, built by Buzzme Rotomotive. To make sure the motor can survive the rigours of drag-and-drive events, it has been dowelled and fitted with a 10mm stud kit, with a clearanced and balanced rotating assembly. Other goodies include an isotropic-finished eccentric shaft, 95psi oil regulator and Metal Tech apex seals. The mill is backed by a built three-speed Jatco auto and a 9in diff. I decided to keep my REPU left-hand drive; not only does this preserve some of the car's originality, but it's also better for weight distribution and exhaust clearance. The diff is the only component retained from the previous owner's build; everything else has been redone, including new plumbing and fabrication work, Wilwood brakes and a front-to-back rewire with a Haltech Nexus R3 and PD16. At the rear, we stuck with split mono-leaf springs and CalTracs, just in case I ever want to run no-prep, where a four-link might bump me out of a class. The wheels [not shown] are Billet Specialties Comp 5s."





GOT a sweet ride that's currently in the build and want to share it with our readers? Email photos of it (2MB+ each) along with some details on the build to [inthebuild@streetmachine.com.au](mailto:inthebuild@streetmachine.com.au).



BLUE OVAL HOLDEN



**NAT BUDDEN**  
**VALIANT S-SERIES**

"I BOUGHT this S-Series Val in 2000 but kept getting distracted with other cars, so I'm finally getting into the build properly. It runs a BF Barra block and head with Spool H-beam rods, CP pistons, a Ross balancer, 1000cc injectors, Garrett To4Z billet turbo and a 45mm wastegate. Behind the Barra is a BTR transmission with a 2800rpm converter, and a 9in with Truetrac and 3.5:1 gears. There's QA1 adjustable shocks and Wilwood discs brakes all 'round. Inside will be VF SS-V seats and Auto Meter Cobalt gauges. I'm looking forward to getting it on the road!"

**CALLAN DONNAN**  
**HT MONARO**

"I'M CURRENTLY building this Monaro here at Cal's Garage in Toowoomba. The customer wants it to be useable as a street car but also suited to Powercruise and drag-and-drive events. They left the engine option up to us; the only instructions were that it should be something different and stand out. We think this Atomic Performance-built turbo Barra does the trick, although it's not the easiest engine to install. We had to modify the K-frame and steering rack and make custom engine mounts to get the mill in there, as Barras are very long and tall. We also had to make a custom transmission crossmember to suit the TH400 auto. The mini-tubbed rear end will run a Race Products sheet-metal

9in and Gazzard Brothers rear suspension, while a Castlemaine Rod Shop IFS will sort the front end. The engine bay will be painted in factory white, but the rest of the car is going to be left in old undercoat for the time being with different-coloured doors and guards. The whole floorpan has been Raptor-coated. The interior will be re-trimmed, and a race shifter and Haltech dash will be installed. The Monaro's been in the build for a year so far and is roughly six months away from completion. All fabrication and assembly has been carried out by the team here at Cal's Garage, while the paint is by Kustom City Paint & Panel, and Goleby's Parts has supplied many of the build components."

BARRA OF FUN





# IN THE BUILD

## ANTON BROWN

### VB COMMODORE

"AFTER I completed the build on my 1973 HQ ute (Readers' Rockets, SM, Jun '21) and my wife Anne's 1972 One Tonner (Iron Maiden, SM, Oct '23), we decided it was time for a new project that would keep another classic Holden on the road. After some research, we decided on a VB Commodore, as parts are readily available for them and the cost to buy one is not yet beyond the reach of most of the population. We bought this one about a year ago but haven't got very far with it yet, as we are missing three important things right now: time, space and money. It is completely stock and original, right down to the 173 motor, four-speed gearbox and vinyl interior. There's only a little rust that needs attention, and the paint looks like it was put on with a roller, but it's complete and an extremely good base to start from. Currently, the goal is to get everything back in working order and ship-shape. So far, we've refitted all the emissions lines, bought a new fuel tank and got it running. Down the track, we'll spice it up a little with a new carb, intake and exhaust, and treat it to fresh paint, wheels and interior. Then it'll be off for rego. We're not aiming to make it into a quarter-mile animal or Elite Hall contender, just something Anne and I and our friends can cruise and have a great time in."

## CRAFTING A CRUISER



## MARCUS OHMS

### 1948 WILLYS

"IN 2008, I showed my wife a derelict Willys truck on eBay and mentioned that I had dreamed of building one since I was 10 years old. Much to my surprise, she said I should bid on it! Well, then I had to build a workshop to put it in, and the build finally started in 2011. It is now a 1948 Willys truck blended with a 2008 Jeep Grand Cherokee. We've used the Jeep's Hemi V8 drivetrain, suspension, firewall, floor and dash, but to fit it all in, the cab had to be made 225mm wider and 175mm longer. A new lowered roof was made, and every single panel has been modified. I completely hand-formed the bed, along with the hardlid, which lifts electrically. It passed engineering, EPA and roadworthy testing first go, and is fully registered. I've been to 30 events and covered 4000 trouble-free kilometres in the truck's first nine months on the road. However, it's now been fully stripped back down for painting; hopefully it will be back on the road soon. I did all panel, mechanical, electrical and upholstery work myself at home, with the undying support of my wife Lisa. You can find more photos and info about the build process at [willyshotrod.com](http://willyshotrod.com)."

## CHEROKEE TRUCK







TUNNEL  
VISION

**MATHEW ALEXANDER  
VL COMMODORE**

"THIS is my uncle's 1986 VL Commodore that he's had for a few years now; it's currently in the process of being built into a tough streeter. It runs a tunnel-rammed LS2 built by Warspeed Industries, with a built TH400 sitting behind it. It's mini-tubbed and sitting on 20in matte-black Simmons wheels." Words: Riley Alexander

**MIC HOUSE  
HD HOLDEN**

"MY WIFE and I bought our 1965 HD wagon in 2012 for the bargain price of \$1000 from a farmer who had used it to tow his airplane in and out of a hangar since 1985. Around 2014, we added a 202 six and the wagon became our weekend cruiser. In 2022, I was pit-crewing for Matt Carpenter's 'Problem Child' XP Falcon at *Street Machine Drag Challenge Weekend* Victoria, and that's when I knew I had to enter my own car. So, we've spent the past 18 months getting the HD ready for drag-and-drive action. We started by disassembling the wagon for Zakk Gabriel to repaint it a new green colour. I decided that the old 202 was just not going to make our DC dreams come true, so it was swapped out for 6.0L V8 from a Holden Caprice. With the help of Corey Edwards, the engine was completely stripped down, cleaned and honed, with new rings and bearings added. It also runs a new VCM camshaft and LS7 lifters. The heads were completely refreshed with new valve springs and given a full CNC port job by Blackwell Race Engines. It's topped by a carby-style single-plane intake manifold, but it retains the factory drive-by-wire throttlebody. Of course, we had to finish it off with a 300hp Nitrous Express Stage 6 kit. We crafted our own engine conversion kit to install the Caprice mill, including engine mounts, a crossmember, and custom stainless-steel headers that exit through the fenderwells. Burko Transmission built a two-speed Powerglide for the car with all the bells and whistles, matched to an SDE stall converter. Underneath, it's got a full Motor Fab rear suspension kit with traction bars, split mono-leaf springs and sliders, while the diff is a brand-new 9in with billet axles and 4.11:1 gears. We can't wait to finish off the car and get out to Drag Challenge!"

UP FOR THE  
CHALLENGE





# IN GEAR

To have your product featured here, call Kim Simonsen on 0439 422 285 or email [kim.simonsen@streetmachine.com.au](mailto:kim.simonsen@streetmachine.com.au).



## 01

### **CARNAGE TESTED!**

PULSAR Turbo's popular 75G turbochargers feature dual ceramic ball bearings, a 10-blade billet compressor wheel, and a nine-blade Inconel turbine wheel. The range consists of the 7375G (pictured), good for 1200hp, and the 1450hp-capable 7975G. Both turbos are also available as compact versions for when space is limited, or as a mirror-image twin set for twin-turbo set-ups. We've used two mirror-image 7375G turbos in our *Carnage* 427ci LS Next-powered VS ute, with mid-8sec results at the drag strip so far! Each turbo kit also includes V-band flanges, clamps, gaskets and oil drain fitting. To find out more or to order, scan the QR code or visit [pulsarturbo.com.au](http://pulsarturbo.com.au).







02

02

**PRIME THE PUMP**

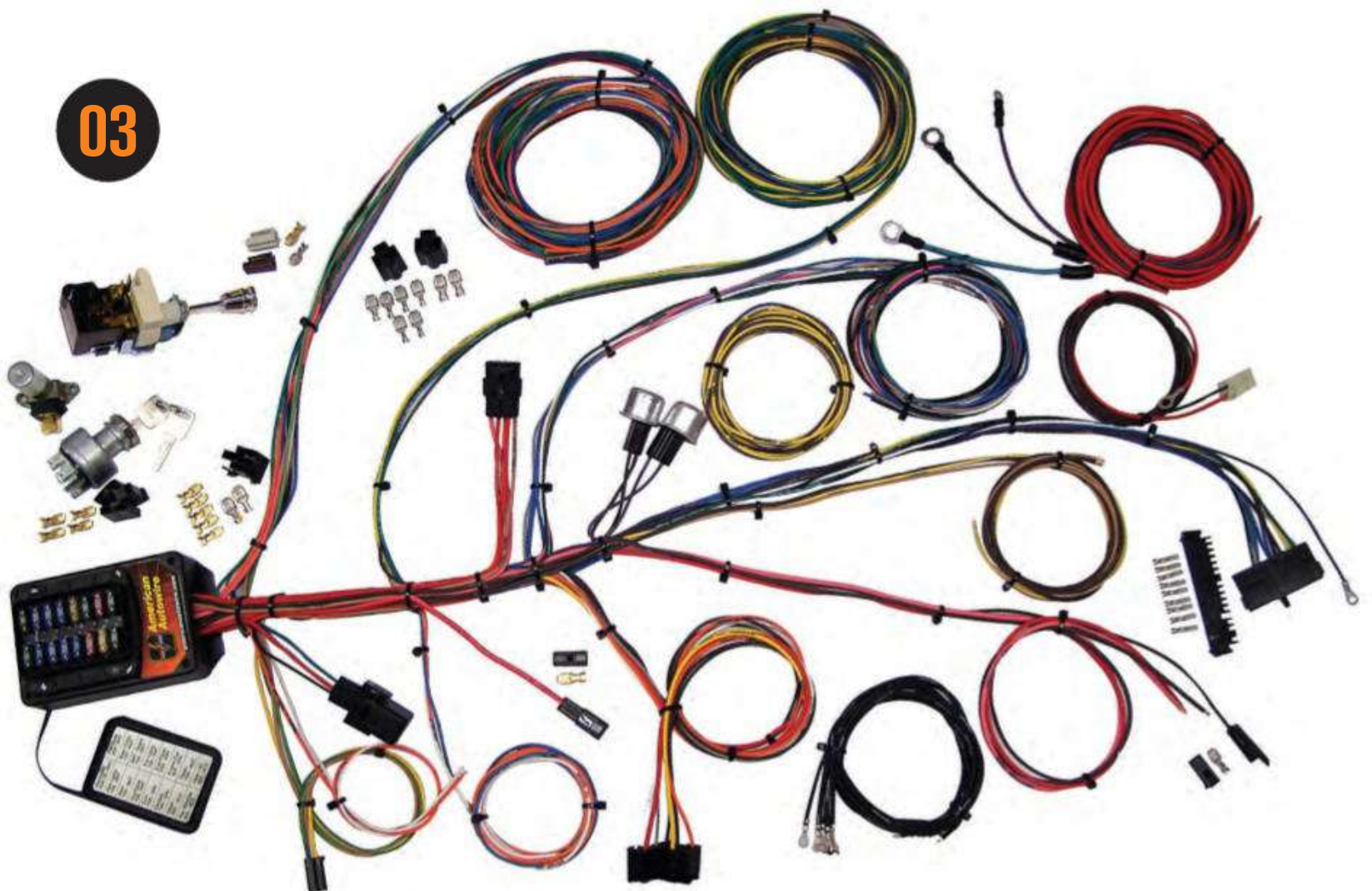
CASTLEMAINE Rod Shop has just released a complete VE Commodore-style EFI fuel pump and weld ring kit. The specially designed weld-in ring allows you to install the VE-style pump to your car's original fuel tank, and the pump can be mounted in a range of tank heights while still maintaining contact with the bottom of the tank. The kits are rated for 500hp naturally aspirated, and they include everything you'll need for installation. Check them out by scanning the QR code or visiting [rodshop.com.au](http://rodshop.com.au).



**DOWN TO THE WIRE**

AMERICAN Autowire's Builder 19 Series wiring kit is the perfect underdash choice for tight spots in kit cars, roadsters, coupes, and any other car where space is at a premium. Despite its streamlined 6.5in x 3in x 2in footprint, the Builder 19 Series offers the same superior spring-steel reinforced terminals used in the company's Highway Series wiring systems, making it second to none in durability and reliability. Check them out and get more info by visiting [cruisinautomotive.com](http://cruisinautomotive.com), or just scan the QR code.

03







04



06



05



07



## 04 OIL'S WELL

PROFLOW'S SuperMax transmission oil cooler kit will help increase your vehicle's transmission life expectancy by significantly lowering operating temperatures. It has a large, 32mm-thick powdercoated dual core with an integrated mounting bracket and AN10 male connections. The kit also comes with an efficient, 350cfm Panasonic 7in electric fan already mounted, offering huge airflow for its size, as well as a thermal activation switch and pigtail. All you'll have to do is find a spot to mount it on your car! For more info, visit [vpw.com.au](http://vpw.com.au).

## 05 SEISMIC SHIFT

ON THE lookout for a new gear lever knob or shifter boot surround for your Commodore resto? Look no further than Rare Spares! The company now offers a wide range of knobs and boot surrounds to suit manual VL-VS Commodores, with the VL kit also suitable for five-speed manual Nissan Skylines. They're available as individual components or as a full knob and boot surround kit, so spruce up your Commodore's cockpit and get shifting in style! To find out more and order yours, visit [rarespares.net.au](http://rarespares.net.au).

## 06 NEED A FIX?

EVER found yourself drained after a night in the shed or from living life in the fast lane? Turbocharge your morning routine with Hoon Coffee! Mark Boxer, well known for his popular *HoonTV* YouTube channel (and a long-standing *Street Machine* contributor to boot!), has hunted down the perfect blend of beans and joined forces with a top-notch coffee roaster to create the Hoon Coffee range. You can choose from three different blends: 98 Octane (mild), E85 Race (medium), and Methanol (strong). Each blend contains high-quality, ethically sourced beans that are bold, robust and unapologetically full of flavour. Whether you're an early-morning riser gearing up for a day in the shed or need a pick-me-up before hitting the road with your mates, Hoon Coffee has your back. To get yours, head to [hooncoffee.com](http://hooncoffee.com).

## 07 RIDE 'EM!

WHEN you want to slam your ride as low as possible to terra firma, you need airbags, and Air Ride has been helping street machiners do just that for years now, thanks to the company's huge range of air suspension solutions. Now you can celebrate this fact by donning one of Air Ride's fresh range of T-shirts and hoodies! These quality AS Colour garments come in a wide range of designs, including the cool 'Mighty Pedro Pucks' and 'Pedro' designs pictured, and are available in sizes S to XXXXL. You can pick up a T-shirt for just 30 bucks, while a hoodie will only set you back \$60. Visit [airride.com.au](http://airride.com.au) to check out the range and order, or call Air Ride on (03) 9729 5556.



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# READERS' ROCKETS

WANT your pride and joy featured in the mag? Just send some photos of your car (minimum file size 2MB each) and a few details of what went into the build to [readerscars@streetmachine.com.au](mailto:readerscars@streetmachine.com.au).

## BEN MORTENSEN 1966 FORD GALAXIE

"WHILE working on a property in the Lockyer Valley, Queensland, I noticed a big old Ford sitting in the long grass. I asked the owner about it, and he told me it was a 1966 Ford Galaxie, an Australian-delivered American Ford – a big brother of sorts to the Aussie Fairlane. I bought the car for \$800 with no idea what I was going to do with it; I just knew it had to come home with me. It had rust in the floorpans and other areas, but otherwise, its bones were good. It came with an FE 352 big-block with a 390 crank, which had been sitting in the dirt next to the car for a few years. This is when I decided to put a Barra in it. I began the build by finding interior pieces such as seats, door cards and other missing bits. I

had plans for a full resto, so I started sanding the paint back – until I came to the Ford Power sticker, which was cool as hell! So, I stopped sanding, and then time and money put a halt to the project for another five years. Over the past two years, I've started working on it again, deciding to get the car on the road as it is. With the time-consuming rust repairs done, it was time to start the fun bits of strengthening my LPG greentop Barra with the typical recipe of head studs, billet oil pump gears, valve springs and timing chain. It's paired with a built TH400, and it all easily fitted into the big Galaxie's bay without any problems! In the rear, the factory 9in has now been fitted with a Truetrac LSD centre. I built my own four-inch

stainless exhaust and turbo manifold to carry the Pulsar GT42-1450 turbo, which blows through an ARE cooler and custom Proflow alloy intake, all controlled by a Haltech 2500 Elite ECU, PD16 PDM and iC-7 dash. It was taken to Forced Performance for a tune, where it punched out a healthy 630rwhp on E85. Soon after, I went to Rockynats 3, and on the drive home, I made the decision with my mate Rob to enter our unfinished project cars for Rockynats 4. From that, we got some great feedback from the people, so we will definitely be back again for Rockynats 5 with a few new mods to the cars! The Galaxie has been built with cruising, car meets and some Drag Challenges in mind." Photos: Ashleigh Wilson











▲ **LUKE TOWNSEND**  
**HQ HOLDEN MONARO**

"THIS genuine HQ GTS Monaro has been in my family for over 30 years. I bought it off my brother in April 2022 and wasted no time in getting stuck into a full nut-and-bolt restoration, which took us roughly 18 months. It was finished and on the road in September 2023. First, we had it stripped back to bare metal and professionally painted back to its original Monterey Green colour. The rest of the build we completed ourselves in our back shed. The engine is the matching-numbers, high-compression 253, which we fully rebuilt along with the Trimatic transmission and 10-bolt Salisbury diff. We also fitted a brand-new black and Houndstooth GTS interior. Our plan for the car now is to enjoy it by taking it to a few car shows and cruises, as well as to any local charity fundraising events for a good cause."

▼ **JAIDYN McINTOSH**  
**VT COMMODORE**

"I PURCHASED my 1998 VT Commodore in the Burdekin region in North Queensland in 2021. My dad found it sitting in a backyard, unregistered, with terrible paint and wheels, and a bunch of leaves sitting on it. My dad and I bought it with the intention of just giving it a good detail, adding new wheels and selling it for a profit, but as every enthusiast knows, I couldn't just do that. So, over three years, my dad and I completely stripped the car of its interior, engine and trans, and then rebuilt the engine with a 232/234 cam and supporting mods like an upgraded timing set, LS7 lifters, dual

valve springs, new pushrods and oil pump, and an underdrive balancer. Behind the motor is a built, shift-kitted 4L60E with a 3000rpm stall. It has stainless Manta 1<sup>7</sup>/<sub>8</sub>in headers and a 3in stainless cat-back exhaust system, which makes it sound tough-as. The suspension now consists of coil-overs in the front and airbags out back to tuck the nice, 20in staggered Walkies. Inside, we added HSV Coulson seats and white rear venetians, and had the interior trimmed in red leather. After that, Dad and I sanded the car back and had it painted in the original Raven Mica Pearl."







▲ **JOHN TEARLE**  
**XB FALCON**

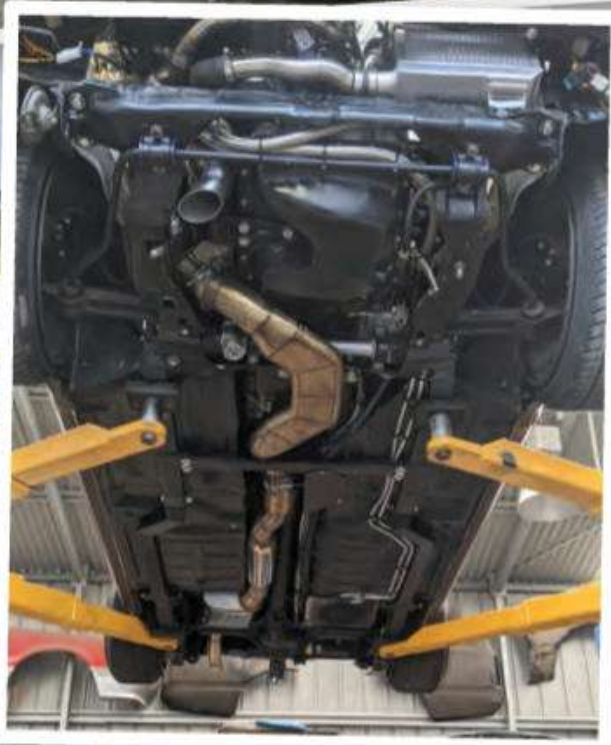
"MY 1973 XB coupe was purchased about 23 years ago for \$1200 – it was due to go to the wreckers the next day. At the time, it was running a 250 2V six-cylinder and single-rail four-speed, but it's since had a 351C and the current 302C. I've done everything on

the car myself, from mechanical to paint, and it's never been off the road for longer than a few days since I've owned it. With the original purchase price, the cost of two engines and everything else, it only owes me about seven grand! I get offers on it all the time!"

▼ **CAMERON ROCHOW**  
**SUZUKI MIGHTY BOY**

"I'VE owned my Mighty Boy since around 2006, and in that time it's gone through a lot of changes, from completely stock to where it is now. It's been converted to rear-wheel drive and runs a Mazda extended-port 13B Turbo rotary, rebuilt by Warick Massey. Behind that is a fully rebuilt, transbraked Jatco three-speed from GZM Automotive, while the rear end is a shortened, 31-spline, full-spool Commodore BorgWarner. The Mighty Boy currently makes 335rwhp, and I've run a best of 10.61 @130mph. The GT3582R

turbo is currently on 16psi, as I'm at the limits of pump 98 at the moment, but I'm currently upgrading the fuel system and moving some things around so it can run E85. Then I can bump that boost up and make some more power. I did all the body, paint, fabrication, wiring and mechanical work at home – it's 100 per cent shed built! My goal is for the Mighty Boy to be a genuine nine-second street car that's driven on the track in the exact same form as it is on the street. And of course, I have a matching barbecue trailer for it!"







▼ **BLIGH ENDACOTT**  
**HUDSON WASP**

WE SPOTTED Bligh's '51 Hudson Wasp at Dubbo Motorfest (see full feature, p. 40), where it was awarded Best Custom in the Street class. We had to know more, so Bligh's son Indy filled us in: "The Hudson build started as a distraction for Bligh after his best mate, Dave, was sick with cancer, but unfortunately, he passed away before it was complete. It was originally a four-door, but Bligh has made it into a two-door sitting on an HQ chassis. It has

also been chopped six inches in the back and three in the front. Other mods include a single-spinner front windscreen, an upside-down FJ Holden rear window, and airbags all 'round. Powerwise, Bligh used all-VN Commodore running gear: 304 V8 stroked to 355ci, Turbo 700 gearbox, and BorgWarner diff. It also has mod cons like electric windows, a/c and heater! It drives unreal, and it's probably the most low-maintenance car we have."

▲ **BRAD CROLE**  
**HQ HOLDEN UTE**

"I BOUGHT this HQ ute as an unfinished project from a car industry bloke, who had done some quality work on it during his ownership. I've since finished it off, and it's now fully engineered. It runs a healthy 355 V8 by Competition Engines, and I recently sourced a custom Harrop/Morrison Motorsport intake for it. The 355 is backed by an auto and 9in. The ute runs a Castlemaine Rod Shop front end and a McDonald Brothers rear, and it rolls on Weld 15x4 front and 15x10 rear wheels, with Wilwood disc brakes all 'round. There's also lots of fibreglass pieces throughout: the custom dash, guards, inner guards, nosecone, bonnet, tailgate, and the entire tub."







**▲ TROY APPLETON  
VL COMMODORE**

“HERE’S my 1988 VL Turbo, powered by a Nissan RB25DET from an R33 Skyline and backed by the VL Turbo five-speed manual and 28-spline LSD. That work was done by Allen White in 2016. I have upgraded the turbo to a GT30 and put in a twin-plate racing clutch from Direct Clutch Services, along with a bigger alternator and a new 3in exhaust system with high-flow cats. It rolls on VE Series II SV6 wheels. The car will be getting new 3.9 diff gears in December, along with 31-spline billet axles. It’s painted Marlin Blue, but I’m having new paint done in January next year – the same colour but with metallic fleck added.”

**▼ RYAN GOSLING  
NISSAN 300ZX**

“MY 1986 NISSAN 300ZX has been a project of mine over the past year-and-a-bit. It’s an ex-Pro Stock drag car originally built and owned by Bullet Bob Campbell, which he raced at Ravenswood Raceway in Perth and across Australia. In the 90s, it was raced by George Separovich at Ravenswood in A/Gas, and he got the class record in 1996. Shane Holmes then raced the car in A Stock in the early 2000s. He held the A Stock record until the end of the class. The rebuild of the car took around 18 months overall due to waiting for parts and me working away. The Nissan originally ran destroyed big-blocks with a four-speed Lenco, but it’s now equipped with a 388ci small-block. I also have a spare 412ci small-block Chev with a Powerglide, as I’m going to run the car in Super Sedan.”





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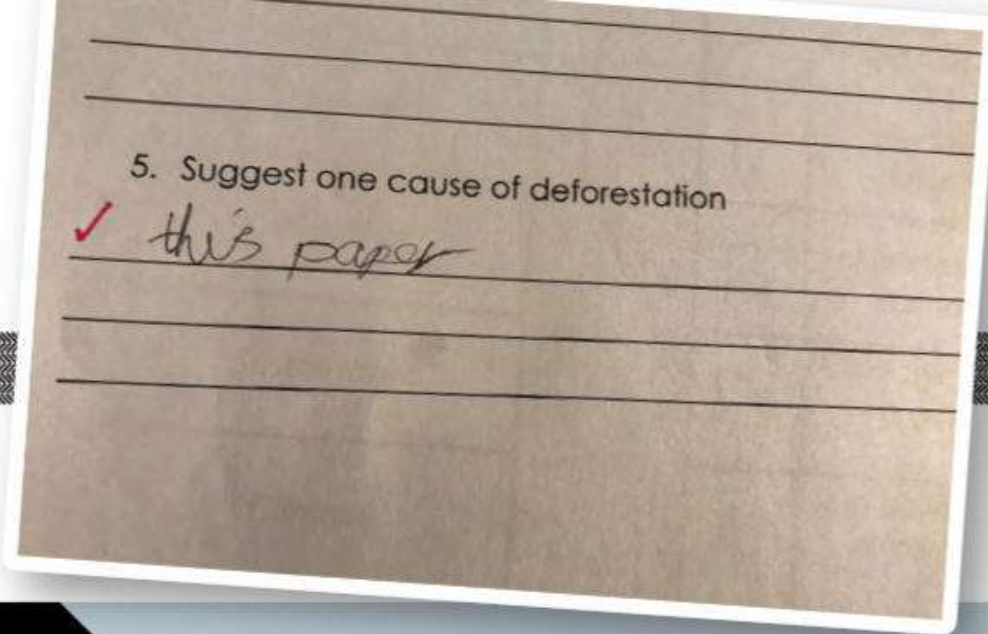
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## > GAG OF THE MONTH

### TROUBLE BREWING

A **BLOKE** stumbles into a pub, looking flustered and anxious. He rushes up to the bartender and says, "Quick, give me a beer before the trouble starts!"

The bartender's a bit puzzled, but she's used to all sorts in this pub, so she shrugs and pours him a cold one.

The man downs it in record time, then immediately says, "Another one, quick! I need a beer before the trouble starts!"

The bartender is now wondering what this bloke is on about, but she dutifully serves him another beer.

The man drinks it just as fast. "One more, please, before the trouble starts!" he demands.

The bartender, now genuinely intrigued, continues to serve the man, but after he's downed several beers, she asks him, "Hey, are you planning on paying for all these drinks or what?"

The bloke lets out a sigh of resignation and says, "Looks like the trouble's started."

**Owen Cash, email**

### AGED CARE

**THERE'S** this 85-year-old man who's married to a beautiful, 25-year-old woman. Despite their vast age difference, the young woman loves the man and is very conscientious about caring for him in his older years.

One day, some of the woman's friends invite her on a week-long 'girls holiday' away from their partners – a chance to let loose for a week and have a bit of fun. The woman is keen to go, but she's worried about her husband's care.

So, she has a chat to her husband about the possibility of having a nurse come to their house every evening while she's away to make sure he's okay and has everything he needs. The old man isn't that keen on the idea, but he loves his wife and knows she could do with a break, so he agrees.

The young wife arranges for a nurse called Julie to come in the evenings to help her husband, and then jets off on her holiday.

Julie arrives on the first night to make sure the old man is okay. Before she leaves, she gives him a large glass of whisky and a Viagra pill before he goes to bed. The old man is a bit confused by this, but he drinks the whisky and takes the tablet before going to sleep.

## > FUNNY FOTO

The kid's got a point there!

Every night while the wife is away, Nurse Julie continues to give the old man a large glass of whisky and a Viagra pill before he sleeps.

When the young wife comes home from her holiday, she thanks her husband for allowing her the time away and tells him she can now resume his care. But the old man tells her he doesn't want Julie to stop visiting, as he gets a large glass of whisky and a Viagra pill each night.

The wife is furious. She calls Julie demanding to know why she'd been doing this every evening.

"Well, the whisky is to help him sleep," Julie replies.

"And the Viagra?" the wife queries.

"That's to stop him falling out of bed!"

**K Ickstand, email**

### ANGER MANAGEMENT

I **CAME** home from work today to find that my son had been sent home from school. Apparently, he had pushed and shoved a student, thrown his food on the floor in the cafeteria, and swore at the headmaster.

I sat him down, looked him in the eye and said: "Son, have you ever thought that teaching just isn't the job for you?"

**Anita Newjobb, email**

### WOMAN OF LETTERS

A **WIFE** asked her husband, "How would you describe me?"

"ABCDEFGHJKLMN," the husband replied.

"What does that mean?" the wife asked.

The husband replied: "Adorable, beautiful, cute, delightful, elegant, funny, graceful, helpful, intelligent."

"What about JK?" the wife asked.

"Just kidding," the husband replied.

**Al Fabett, email**

### IN BRIEF

**MY WIFE** was complaining the other day that I never buy her flowers. I didn't even know she sold them.

A **MAN** just assaulted me with milk, cream and butter! How dairy!

**TO THE** person who stole my glasses: I will find you. I have contacts.

**TWENTY** years ago, using Botox was such a taboo thing to admit to or discuss. But now nobody raises an eyebrow.

**THE** other day, I was struck by a bottle of Omega 3 pills. Luckily, my wounds were only super fish oil.

**MY LOCAL** theatre is doing a show all about puns. It's a play on words.

I **USED** to be addicted to soap. But I'm clean now.

**WHAT** do you call a soldier with no legs? Army.

I **TOLD** my cat that I'm going to teach him to speak English. He looked at me and said: "Me? How?"

**Juan Liners, email**

### COME AGAIN?

A **MAN** and a woman are sitting beside each other in the First Class section of a plane.

At one point, the woman sneezes, takes a tissue, gently wipes her nose and shudders quite violently in her seat. The man observes this, frowns and goes back to reading.

A few minutes pass, and then the woman sneezes again. She again takes a tissue, wipes her nose and shudders violently in her seat. The man is becoming more and more curious about the shuddering.

A few more minutes pass, and the woman sneezes yet again. Once more, she takes a tissue, gently wipes her nose and violently shudders.

The man turns to the woman and says, "Three times now, you've sneezed, wiped your nose, then shuddered violently! What's all that about?"

"Oh, I'm sorry if I disturbed you," the woman replies. "You see, I have a rare condition. Whenever I sneeze, I have an orgasm."

The man, now feeling a little embarrassed but even more curious, says, "I've never heard of that before. What are you taking for it?"

The woman looks at him, smiles and says, "Pepper."

**Arch Hoo, email**

## > THOUGHT OF THE MONTH

**You can only be young once.  
But you can always be  
immature - Dave Barry**





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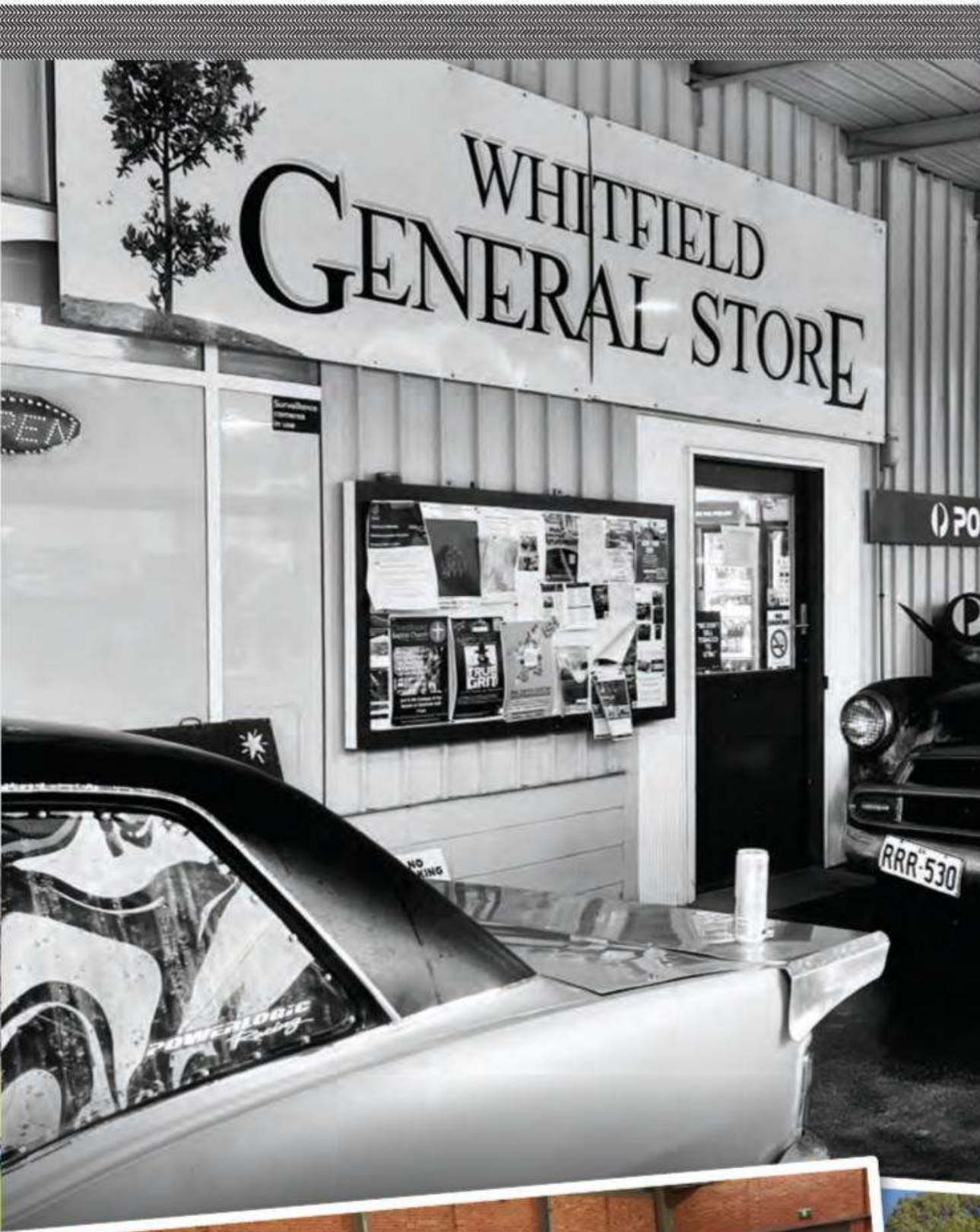


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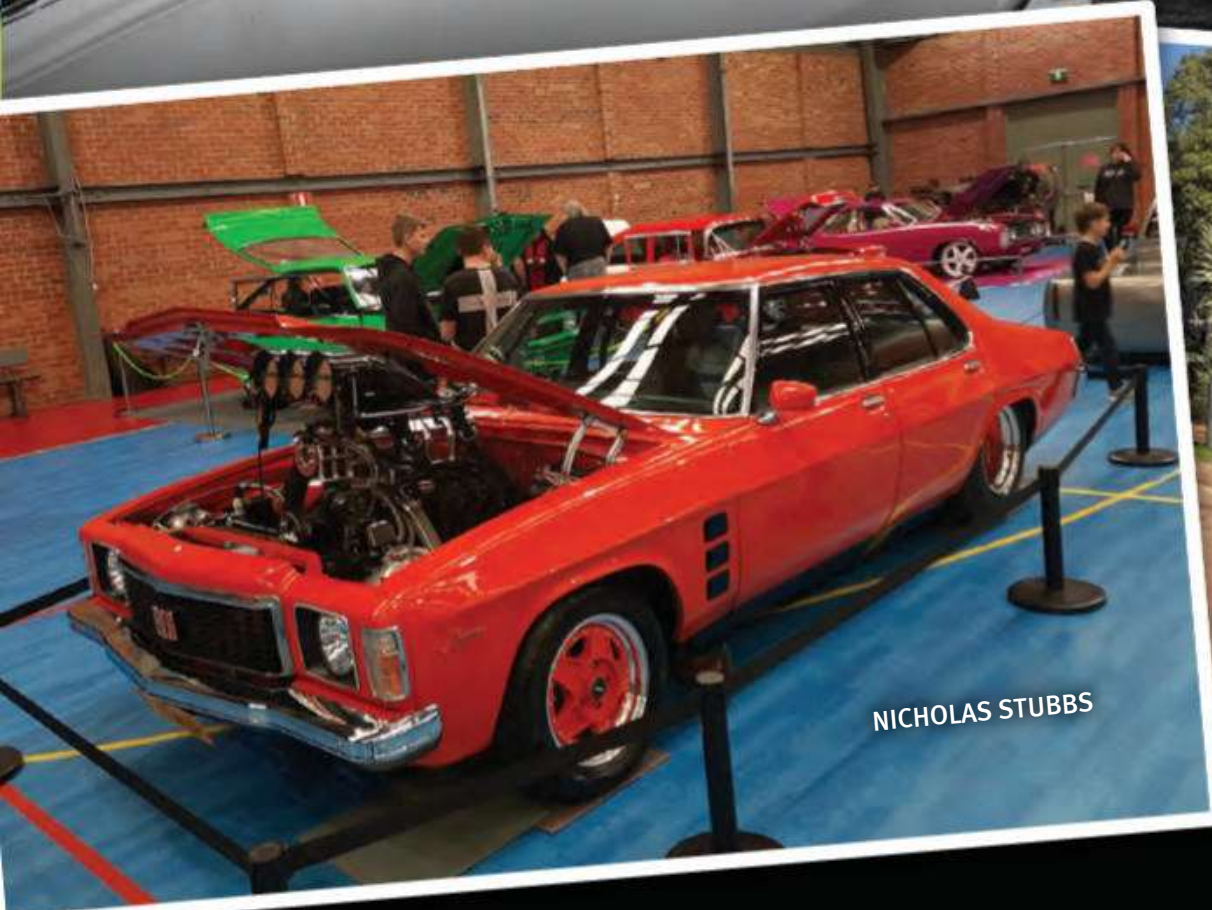




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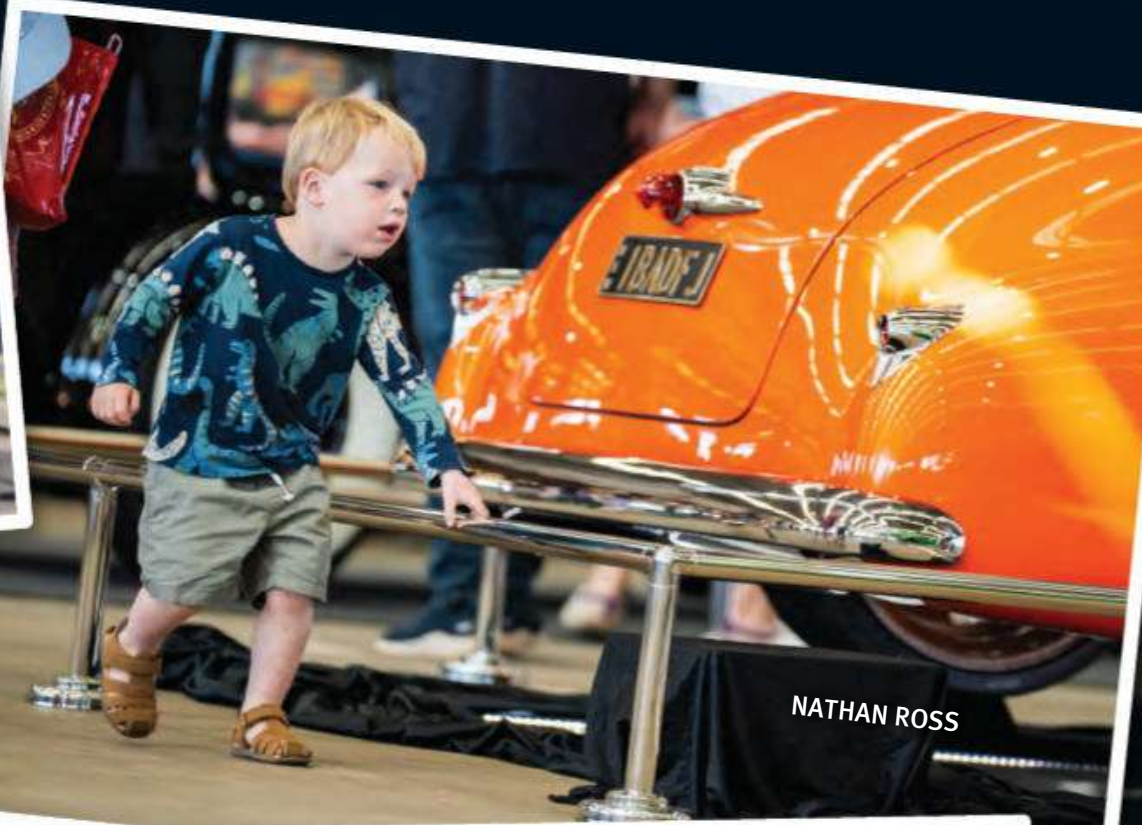
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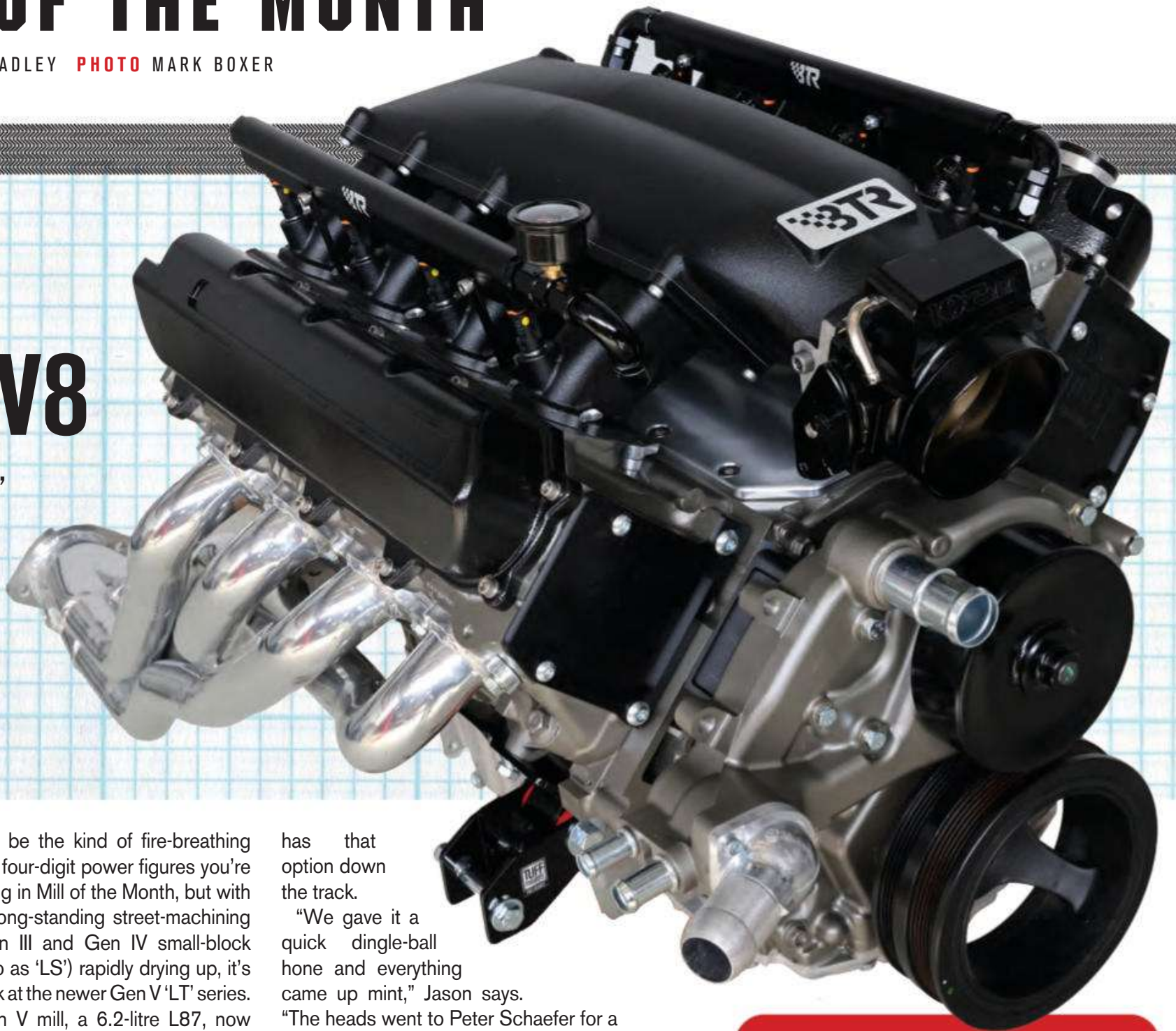


# MILL OF THE MONTH

STORY ANDREW BROADLEY PHOTO MARK BOXER

## 6.2L L87 V8

> TUFF MOUNTS,  
ST MARYS, SA



**T**HIS may not be the kind of fire-breathing monster with four-digit power figures you're used to seeing in Mill of the Month, but with stocks of a long-standing street-machining staple (the GM Gen III and Gen IV small-block commonly referred to as 'LS') rapidly drying up, it's important that we look at the newer Gen V 'LT' series.

This particular Gen V mill, a 6.2-litre L87, now powers the Tuff Mounts HQ Holden wagon, and you can read all about the installation process in this month's tech yarn from page 90. While it has little more than a cam kit, lightly fettled heads, an inlet manifold and an aftermarket ECU in terms of performance-focused mods, it should still spit out around 650hp at the crank. Importantly, it also features a number of clever tweaks to make retrofitting it into an older car a lot easier.

Take-up of the LT-series engines for conversions here in Australia has been painfully slow, largely due to Aussies shying away from the complexity and expense surrounding the direct-injection (DI) fuelling, variable valve timing (VVT), and variable-pressure oiling system. Fortunately, Jason Wayne of Tuff Mounts has already done the hard work and hopes to make these mills a viable option for Aussie street machiners. "We set out to simplify everything, and that meant converting to port injection and ditching the VVT and variable oil pump so that running this engine was a lot like running an LS – even though they are actually very different," he explains.

The L87 is essentially the truck version of the LT1, and the two are fundamentally very similar. This ex-Silverado donk came to Jason with a spun bearing, so it was pulled down and treated to a freshen-up. The crank was machined 30thou and the pistons and connecting rods were reused, with new rings sufficiently gapped for nitrous so Jason

has that option down the track.

"We gave it a quick dingle-ball hone and everything came up mint," Jason says.

"The heads went to Peter Schaefer for a clean and tickle; he faced them, tidied up the ports a bit, and fitted the BTR locks, springs, collets and retainers."

The engine was assembled by Cory at Read's Mechanical, with a BTR 225 camshaft kit that included the cam, lifters, pushrods and all the associated valvetrain components matched to suit.

"The cam kit comes with a VVT delete, so you can choose to either retain VVT or get rid of it," Jason explains. "Deleting it made the most sense for our application, so we fitted the billet blanking plate. It makes it more like an LS; it just simplifies everything."

To that end, Jason also ordered a BTR Trinity port-injection inlet manifold, as well as a DI delete kit from ICT Billet. "The DI delete comes with injector plugs and brackets," he says. "A lot of people just leave the original DI injectors in place, which is fine, but we went this way just to make it look a bit nicer."

A Katech billet oil pump was used in place of the factory variable-pressure pump, which is controlled by the factory ECU in a standard application. The Katech pump is also a stronger and more reliable item.

Seeking to further simplify the LT-based donk, Jason also had it 3D-scanned and has developed CNC-machined adapters to fit a more widely available VE water pump. "It looks a lot nicer and centralises the water pump, making more room for

### IS IT QUICK?

THE Tuff Mounts HQ hasn't seen the dyno as we go to print, but Jason is hoping for an honest 500hp at the tyres from the cam-only combo. With plenty of cubes and an impressive 11.5:1 static compression ratio from the factory, it's not hard to see the performance potential of these engines. "We're hoping to see 11sec passes out of the full-weight HQ at Drag Challenge, and we'll probably look to spray it into the 10s sometime in the future," Jason says.

other engine ancillaries. Importantly, it still lines up with the standard LT crank pulley," he says.

For the ECU, Jason went to Aussie engine management gurus Haltech, and with the switch to port injection and the deletion of the VVT and variable-pressure oil pump, the Haltech crew advised that their popular Rebel LS would do the job, so it got the nod.

With a few carefully prescribed mods, it turns out swapping a Gen V Chevy small-block into your street machine isn't such a scary proposition after all. "These engines are cheap and plentiful out of the States, and they're fast becoming more popular here in Australia, too," Jason says. "We're looking forward to helping people with their LT swaps and will be developing plenty more conversion parts in the future." ■





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