THE HOME OF AUSTRALIA'S *Toughest* STREET CARS

KILLER Rider

www.killerrides.com.au

ISSUE #3 -AUGUST 2018

PUMPED!

520 CUBES OF PROCHARGED AUSSIE MUSCLE

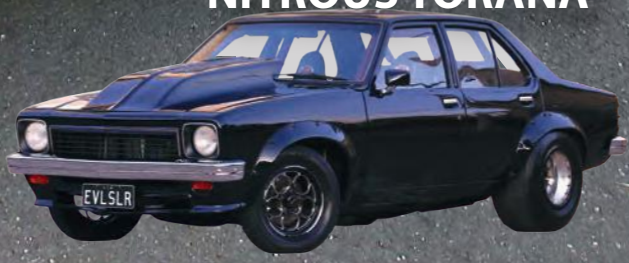


First Look!

15 PAGES OF GRUDGE KINGS!

BLOWN LS-1 CAMARO - 500ci DODGE DEMON - PRO-TOURING '65 MUSTANG WINDSOR CHARITY CAR SHOW - IN THE BUILD T-BIRD AND MUCH MORE!

8-sec 598ci NITROUS TORANA



SPEEDPRO DISTRIBUTORS

ALL THE BIG BRANDS AT BETTER PRICES!

RaceQuip®

Best Value in Safety Since 1975!













SPEEDPRO DISTRIBUTORS

SHOP ONLINE NOW @ WWW.SPEEDPRO.COM.AU

11 AIRLIE AVENUE, DANDENONG VIC 3175 PHONE 03 9794 5177



From the Desk

STREET OUTLAWS – IS THERE A PLACE FOR IT IN AUSTRALIA?

As far as hard-core car guys go, the Discovery Channels Street Outlaw TV show is a big hit. The show has a massive global following thanks to the shows mix of racing, fun times and of course drama – no US-based reality show can be complete without it! But is promoting "illegal" street racing on TV the right thing to do for legit street car enthusiasts?

I've heard numerous people say they are going to set up an "outlaw series" on the streets in Australia. Whilst the concept would mimic the US TV-show, what they maybe don't understand is that whilst it appears that the '405 guys' just rock up to a public road and race all night hoping they don't get caught by the cops, the truth is a lot different to what they show on TV.

The reality is that the TV crews organise for the road to be blocked off from all traffic, they ship in enough lighting to turn night into day and have plenty of safety people on hand in case the unexpected happens – which it inevitably does. The cops know all about it and no one gets hauled off to gaol.

Imagine trying to make that happen in Australia? On a public street, no less! Common sense tells you that its simply too dangerous, but when the adrenaline's pumping and there's a bucket load of cash on offer, common sense quickly goes out the window. There is a way it can be done and I've mentioned it to a couple of key players. We'll see how it all pans out…

It's been a big year so far for Killer Rides with the first two issues going great guns and people lining up to have their cars featured in Australia's Home of the Toughest Street Cars!

We have lots of things planned for the next 12-18-months so the future looks really bright. Stay tuned…



See you on the Street.

Paul Beck - Publisher, Killer Rides



Contents

REGULARS

06 **WHAT'S HAPPENING** News, views and things of interest
08 **HAVE YOUR SAY** Tell us what you think
10 **SHOW TIME** Events coming up
20 **COMING ATTRACTIONS** The next generation of tough cars
24 **IN THE HOT SEAT** Greg "Ziggy" Sadler Pt-2
36 **THINGS YOU NEED** Interior Upgrades
66 **BLAST FROM THE PAST** A look back at my cars so far!
96 **DARE TO BE DIFFERENT** Alice Coopers LS Hot Rod Citroen
100 **OUT AND ABOUT** Windsor Hot Rod & Custom Show
104 **KILLER PIC** Hemi-powered Torana wheelstand
108 **WINDOW SHOPPING** All the latest new products
110 **FACTORY OPTIONS** ZB VXR Commodore

FEATURES

12 **FIELD OF DREAMS** The US Street Machine Nationals
28 **PARENTAL GUIDANCE** Procharged 520ci XC Falcon Coupe
42 **50,000 REASONS** Grudge Kings Ultimate Pay Day
58 **NUMBER CRUNCHER** 8-sec Nitrous big block Torana
72 **FAST TRACKED FASTBACK** Stylin' in a '65 Fastback Mustang
80 **PROBLEM CHILD** Pro-Touring blown LS-1 '69 Camaro
88 **PURPLE HAZED** 500ci Big block Dodge Demon







4

FIRST L
$50K DRAG
SYDNE

ISSUE No.3 August 2018



78 XC FALCON COUPE

58 '74 LH TORANA





36 THINGS YOU NEED... INTERIOR UPGRADES



STANG FASTBACK

88 '70 DODGE DEMON



MARO



42 GRUDGE KINGS
LOOK AT THE MEET FROM Y DRAGWAY





What's Happening?



MOTOREX TO REMAIN IN MELBOURNE

After a bumper show this year, the new owners of MotorEx have decided to stick with the winning formula and make Melbourne the permanent home for the event.

It was a no brainer really. The venue for starters, allows the organisers more space to be able to incorporate further events to compliment the static indoor show section. The addition of the drifting was well received as was the huge street car section that has grown to be a major part of MotorEx itself. The layout of the buildings allows plenty of indoor and outdoor displays, all confined within one big area. Then of course it's the sheer number of spectators that poured through the doors during the weekend.

To see what all the hype was about from this year's event, make sure you get to the 2019 MotorEx held at Melbourne Showgrounds over the weekend of 11th and 12th of May which just happens to be Mother's Day weekend, so treat your Mum while you're at it!









KILLER RIDES FOR SALE SECTION

Kicking off next month, we are offering a new section called Killer Rides for Sale. As the name suggests, this is an area for people to sell their performance or collectable cars. Initially, this will be a free service, so if you're selling a "special interest" car, send in one great pic and up to 15 words. All ad's must have a price and contact detail. Email to paul@killerrides.com.au



OUR PROJECT GETS A NAME CHANGE!

Initially dubbed KILR51, I wanted to give my '51 Studebaker a name which summed up the reasoning behind the build. Whilst this one, won't be as wild as my previous Stude – from the Extreme Magazine days, it will still be an angry ride but will always remain a street car! Hence the new name – Project Road Rage!



We've planned out the entire build and have been getting some arts collected, but we are a long way from hitting the street. I still hink there's a good two years left in it, and that's if I can find the time n between deadlines to get some of the ground work done.

So here's where we are at right now. I have the Gen 3 Hemi engine sitting there. It will cop a full ebuild and will stretch out to 392ci before being topped with a 6/71 blower and Joe Blo EFI hat. acking that will be a Turbo 700 auto and of course a nine-inch diff. We are heading down the ro-Street road with this one, so the wheels will be 15-inch – big on the back and narrow on the ont. The wheel tubs are already taken out to the chassis so there will be no mods done to the nassis at all. The interior will feature a fabricated dash, four VE Commodore bucket seats and ilduff lightning rods that are already in place. I'm not sure on colours just yet for the trim and ody, and have narrowed it down to just a couple.

So that's about it for Project Road Rage right now. More info will be added when more work is one. Hopefully it won't be too far away…






CARS UNDER THE STARS MOVES TO LARGER VENUE

These events have been growing and growing, and Barney Kodsy once again has found a new and improved venue to cater for the increase of cars – especially for the warmer months ahead. The event will now be held inside the Trash and Treasure Bazaar grounds located on Camden Valley Way in Horningsea Park. It's still strictly Pre '88 Cars only and is on between 5pm and 10.30pm. Put the following dates in your calender. Sept 15, Oct 20, Nov 17 and Dec 15. More info can be found on their Facebook page.





VIDEO HIGHLIGHTS

When you see this logo throughout the magazine, make sure you click on it to see a video feature on that car or event.





Have Your Say

Got something to say? Send it into paul@killerrides.com.au or message us on Facebook!

MOVING WITH THE TIMES

G'day Paul,
Congrats on the new mag! Although I am more old school and enjoy flicking through a paper magazine, I know things have changed and being online is the future. And to be honest, I have enjoyed the first two issues of Killer Rides. It's great to see you back into the magazine game again Paul and look forward to each new Issue. Good luck for the future and bring back the tuff cars!
Simon Cordello
Via Email

Hi Simon,
Thanks for supporting Killer Rides. It's great to be back in the Editors chair again and yes, I will keep the tough cars coming. Good things to come…

LOVE THE INTERACTIVITY

Hi Paul,
Great to see Killer Rides magazine online. I love the Video clips and the fact I can jump onto an Advertiser's website with just one click. Those that don't like online magazines need to read Killer Rides. Keep up the great work.
Tony K
Via Email

G'day Tony,
Online Magazines are the future, no two ways about it. Killer Rides was meant to be a magazine right from the outside and being able to do it online was definitely the best option for us. Thanks for the support.

VICTORIA #1 FOR TOUGH CARS

G'day Killer Rides,
Loving the mag! After reading your editorial, I reckon you're bang on the money. I am only relatively new to the modified car scene (having spent most of my adult life with bikes) but I do travel lots for work and can see a noticeable difference from state to state with the scene in general. For me, Victoria is the tough car state! Keep the tough stuff coming!
Alex via Email

Hi Alex,
I reckon you're right about Melbourne. The social media platforms are full of tough Victorian cars and the fact that they come out in droves to any and all events proves the point. Can't wait to head back down there to shoot some cars soon. Thanks for the support…

W DO I GET FEATURED?

y Paul,
do I get my car featured in Killer Rides? What you looking for and what's the process lved?
via FB

ob,
easiest way is to send me some pics and info to @killerrides.com.au and we'll go from there. main criteria for a feature is that the car needs e tough! It needs to be clean and presentable l areas. It doesn't have to be a show car – but it s need to be tough! If you have a late model modore with a set of 20-inch wheels but with dard trim and engine then that won't make it, f you have an old-school car with a modified eline, trim, wheels and slick paint, then nces are you'll get a look in. The last thing is the car shouldn't have been featured elsere recently. There's no use in me running feas on cars that have appeared in other mags in last twelve months or so unless the car has nged in some way. From there is just a matter ooking in a suitable date and make the shoot pen. Hope that clears it up.

WHAT ARE THE CHANCES?

Hi Paul,
Great to see you "back in the game" but like many people, I prefer to have a magazine I can hold and read, not on my phone or ipad. What are the chances that you'll get Killer Rides out in print every month? I reckon it would make a lot of people very happy.
Tristan via Email.

G'day Tristan,
Going back into print simply is not an option for me. To make that possible, you need a big company to bank roll it. And not just for the excessive printing costs month in and month out. The way that the distribution now works means that I would have to print five or six issues of Killer Rides before I saw any return on my investment and the way the print industry is heading, I am not prepared to take that risk. Sorry mate, online it is…

NNER WINNER

aul,
e first two issues of Killer Rides are anything to go by, you're onto a winner with this publication. e he fact that I can read the mag and watch the video – something I can't get from a printed azine. I hope everyone gets behind you and supports you with Killer Rides. I look forward to and every issue appearing on my news feed. Good luck with it all.
ny O via Email

Johnny, thanks for the kind words. There are so many benefits of having Killer Rides online. and foremost is that for the time being, I'm able to offer the magazine for free! I'll continue o that for as long as I possibly can. The second being the video features that are with each ure car – it gives an insight into the owner and what they have to say. And then there's the ertisers. All ads are linked back to the company via their website, social media pages or il. It makes contacting them instantaneous unlike a printed magazine when you may not be to call or email at the time of viewing the ad and you have to remember to do so when you home or a lunch break etc. With Killer Rides, you simply click on the link and you're there. d things to come as Killer Rides evolves…



Show Time

Have your event listed here for free! Email details to paul@killerrides.com.au

AUGUST

04-05 - VIC
Winton Festival of Speed
Winton Motor Raceway, Benalla

05 - NSW
All Holden Day
Hawksbury Showground
0414 449275

11 - NSW
Killer Rides Live
Moss Vale Showgrounds
www.killerrides.com.au

11-12 - QLD
Gold Coast Car Show
Mudgeeraba Showgrounds
0439 170882

19 - NSW
Lions Club of Narellan Car Show
Onslow Park, Camden
Danny - 0417 676815

19 - NSW
55th EH Holden Anniversary Show
Hubertus Club, Luddenham
Sue - 0431 727782

24-26 - NSW
Mountains to the Sea
Manning Valley Cruzers Club
sharonathans@optusnet.com.au

25-26 - QLD
Jamboree
Willowbank Raceway
www.willowbank-raceway.com

26 - NSW
Lions Motorfest
Maitland Showgrounds
Geoff - 0434 440814

SEPTEMBER

01 - QLD
Brisbane's Unofficial Car Show
56 Wellington Rd, East Brisbane
www.ebsscarshow.com.au

02 - NSW
Outlaw Rod Shop 2nd Annual Fathers Day Picnic
Gledswood Homestead
Chris - 0414 409333

02 - QLD
Chrysler Expo
Goburra Street, Rocklea QLD
chryslerexpo@gmail.com

07-09 - NSW
Kiama Rod Run
Darren - 0410 641926

08-NSW
Cars under the Stars
Luddenham Showground
5pm-10pm
Barney - 0407 419939

09 - QLD
Old School Muscle Car Mania
Nerang State High School
gcmca@bigpond.com

06 - NSW
Appin Wheels Festival
Appin Public School
Melissa - 0420 662396

15-16 - SA
Victor Harbour Rock & Roll Festival
www.rocknrollfestival.com.au

23-24 - WA
21st Albany Show 'n' Shine
Albany
Christine - 0477 562572

OCTOBER

07 - VIC
Aust. National Show & Shine
Euroa, VIC
ross@euroashowandshine.com

13 - VIC
Malmsbury Show & Shine
www.malmsburycfa.com.au

14 - VIC
13th Annual Marsh Rodders Show & Shine
Maddingley Park, Baccus Marsh
info@marshrodders.com

19-21 - NSW
19th Early Falcon Nationals
Club North Haven
www.earlyfalconnsw.com

21 - NSW
32nd All Chrysler Day
Museum of Fire, Penrith
Colin - 4016 290 487

21 - NSW
Hot Rod, Car and Motorbike Show, Gwandalan Public School
Jason - 0438 358803

21 - QLD
2018 Cooroy Car Show
Johnson Park, Cooroy
cooroycarshow@gmail.com

21 - NSW
Damfest
Warragamba Dam
Ray - 0417 292613

26-28 - NSW
Chromefest
The Entrance Town Centre
Janet - 0429 508355

Shanes Race Engines



138 DUNSTERS LANE, CROOM, NSW 2527

20-minutes South of Wollongong









- ***STANDARD AND PERFORMANCE ENGINE REBUILDING SERVICE***
- ***SUPER FLOW ENGINE DYNO***
- ***PERFORMANCE SPARES IN STOCK***
- ***PRECISION MACHINE WORK***
- ***INBOARD MARINE SPECIALISTS***

PH 02 4256 0100 ***Email: sre_mc@hotmail.com*** **MOBILE 0418 431518**

FIELD OF Dreams



35TH US STREET MACHINE NATIONALS
DU QUOIN STATE FAIRGROUNDS, ILLINOIS

WORDS - Paul Beck
PICS - Greg "Beach" Ball





Outrageous. Over the top. Insane. That just about sums up the 35th Street Machine Nationals held in Du Quoin, Illinois.







TOUGH
RULED S
AGAIN
HUGE CO
OF CARS
TO DISPL
PRO-STR

Dubbed the "Picnic of Power", the 35th annual Street Machine Nationals held inside the Du Quoin State Fairgrounds over the weekend of June 15-17 was once again an outstanding event.

Tough cars ruled supreme again with a huge contingent of cars lining up to display along Pro-Street Alley. This is where those cars with the biggest engines, the biggest rear tyres and the biggest attitudes all hang out. From all accounts, this was the most popular section at the Street Machine Nationals.

The big winner in the Pro-Street section was Bradley Gray whose '65 Mustang absolutely brained them in the judging criteria but also from being one of the most talked about cars at the event. As part of the Blown Mafia team, Bradley's Mustang was an absolute standout from the silky red paint to the insane Arias-headed 427ci small block Chev that features on less than three, yes three superchargers and a hint of nitrous for good measure!











I CARS
UPREME
WITH A
NTINGENT
LINING UP
AY ALONG
EET ALLEY.













Called "Trifecta" the Mustang is probably the wildest street machine ever created with a fully f tube chassis, interior and of course that massive mountain motor up front. The car isn't about m geous power, rather than show what can be achieved with a little imagination. And yes, it all wo Bradley machined some "peak" holes into the side of the two smaller blowers to show the intern Needless to say, the detailing and innovation in the Mustang is amazing. At this event, Bradley w with a Legends Choice award, and Grand Champion for the Best Overall Pro-Street. His '69 Cam second overall!

The Mustang is a stable mate to some other cool rides Bradley has including a Camaro powere 14/71 blown big block that mixes it up with twin turbo chargers! Check out his Blown Mafia pag book for more on his Mustang and other cars.









abricated
naking outra-
orks! In fact,
nals at work!
went home
aro came

ed by a
ge on Face-







BLOWN MAFIA IN THE HOUSE!

Bradley Gray bought a few of his cars to this years Street Machine Nationals under the Blown Mafia banner. The most attention was lavished on his incredible 427ci Arias-headed LSX small block Chev powered '65 Mustang that features three blowers and a 250hp shot of nitrous. The all-red Mustang features so many custom touches that it drew huge crowds all weekend. The judges were also impressed enough to award the Mustang Grand Champion Pro-Street.

Alongside the Mustang sat his other, similarly coloured '69 Camaro. It also features an over the top transplant, this time a 14/71 blown big block with a turbo charger hanging off each side! The Camaro also won an award, coming in 2nd behind the Mustang in Top Pro-Street.

The third vehicle from the Gray stable was the twin blown, big block powered early Chev pickup. Looking absolutely stunning in silver, the truck certainly was a standout thanks in part to the power plant, but also the stance and overall good looks…



The most attention was lavished on his incredible 427ci Arias-headed LSX small block Chev powered '65 Mustang











Killer Rides was lucky enough to be sent a heap of pics from the event by our good mate Greg "Beach" Ball who makes the trip to the USA for the event each year as well as the Hot Rod Power Tour the week before.

The event isn't just about the Pro-Street brigade (although it is a huge part) with a Performance Marketplace on hand where many companies had their latest and greatest products on display for the huge crowds who attended the event over the three days.

There's also a Demolition Derby, Miss Street Machine Contest, "Loud Mouth Drags" and a burnout competition that fails miserably in comparison to what us Aussies are more accustomed to. As American's are used to having static burnouts only (although Gup has sent some big hitters from the burnout scene here to the USA Powercruise to show them how it's done), it would be interesting to see just how the Street Machine Nats crew would go in an Australian-style burnout comp!

If you're into tough cars and are planning a trip to the US in 2019, keep the middle of June free and head to Illinois for the Street Machine Nationals. Maybe Beachy can show you around…






Beachy shipped his Commodore Ute over to the US for the Power Tour and Street Machine Nats! It now stays in the US and serves as a run about on every trip he makes Stateside...





1/32 Seasands Drive, Redhead NSW 2290

Phone (0413) 203083

For Award-Winning Custom Paint!



Coming Attractions

Dylan Welsh - 1964 Thunderbird



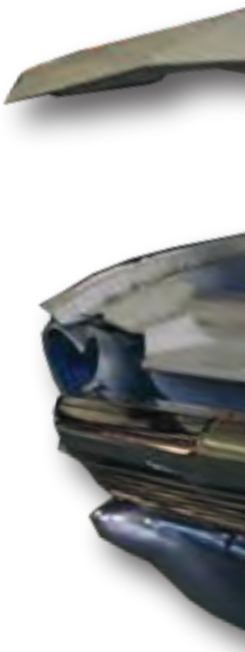
Sometimes, even the grandest plans can go west. That is the case with Dylan Welsh's amazing Pro-Touring '64 Thunderbird. After 12-years of ownership and lots of work to achieve his ultimate goal, Dylan is moving the 'Bird onto a new home..

It's no secret that many long-term, big-money car builds never get finished under the original builders' roof. Circumstances change and sometimes that affects what we do. Whatever the case, Dylan has decided it's time to part company with his Thunderbird and someone is getting the bargain of the year.

Here's the story so far. The body has received a mountain of work and the engine bay has been given the full custom treatment in readiness for its new power plant. This build is all about making the Thunderbird smooth so all the badges, mouldings and anything else that didn't fit the build criteria got the flick.

The body was taken back to bare steel and currently sits in high-fill. Wheel spats have been added to the rear wheel arches - even though Dylan has fitted up big diametre billet Bonspeed wheels. The addition helps give the big coupe a much sleeker look.

The underside hasn't escaped the custom touch either with a full airride system added to slam the 'Bird onto its sills at the flick of a switch. The 9-inch diff is located via a triangulated 4-link set-up.









The hero of this build is what sits in the smoothed engine bay - a 408-cube stroker Windsor filled to the brim with all the best gear including twin Nelson 64mm turbochargers!



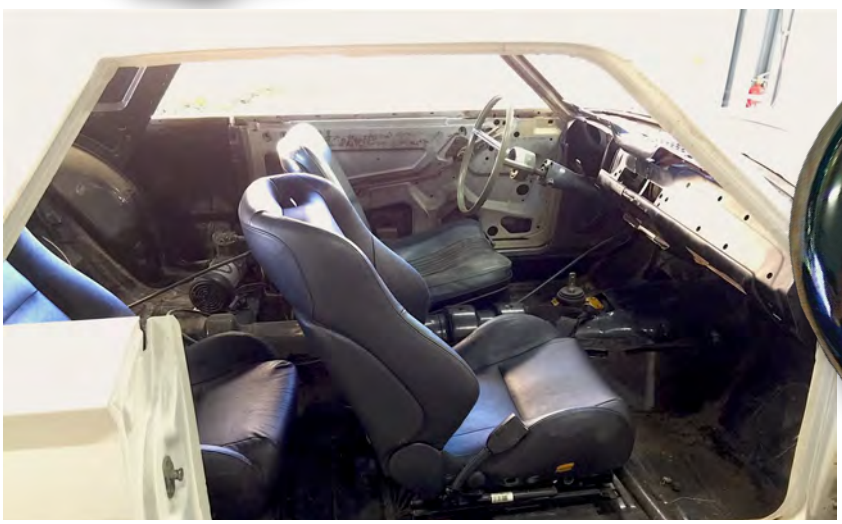






Coming Attractions

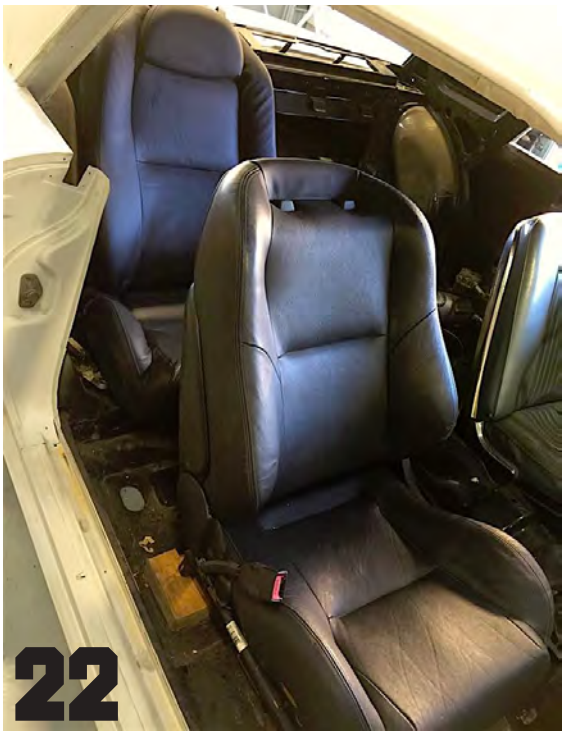
Continued...





The reworked interior features CV8 Monaro seats front and rear giving a full four-seat configuration to bring the '64 Ford into 2018!





Without doubt though, the hero of this build is what sits in the smoothed engine bay. Long gone is the factory fitted 390ci big block engine. Dylan waned more than what the old lump of cast iron could supply so he opted for a 408-cube stroker Windsor filled to the brim with all the best gear he could find. Forget about a single carb though, this tough small block is getting a pair of polished, mirror-image 64mm Nelson Racing turbochargers that will give this big coupe a definite kick in the pants. A T56 manual box will transfer the grunt rewards.

Built along the Pro-Touring lines, this Thunderbird will definitely be one hell of a killer ride when its finished. By the time you read this, I'm sure there will be a new owner putting his ideas into it. Just wish it was me…

NEW PRODUCTS

METAL MAN TOOLS

www.metalmantools.com.au

FREE CATALOGUE AVAILABLE



ELECTRIC & MANUAL BEAD ROLLERS



METAL FOLDERS



GUILLOTINES



ENGLISH WHEELS



PLANISHING HAMMERS



WORKSHOP TOOLS



SANDBLASTERS



LEAD KITS



ROLLERS



SHRINKER STRETCHERS



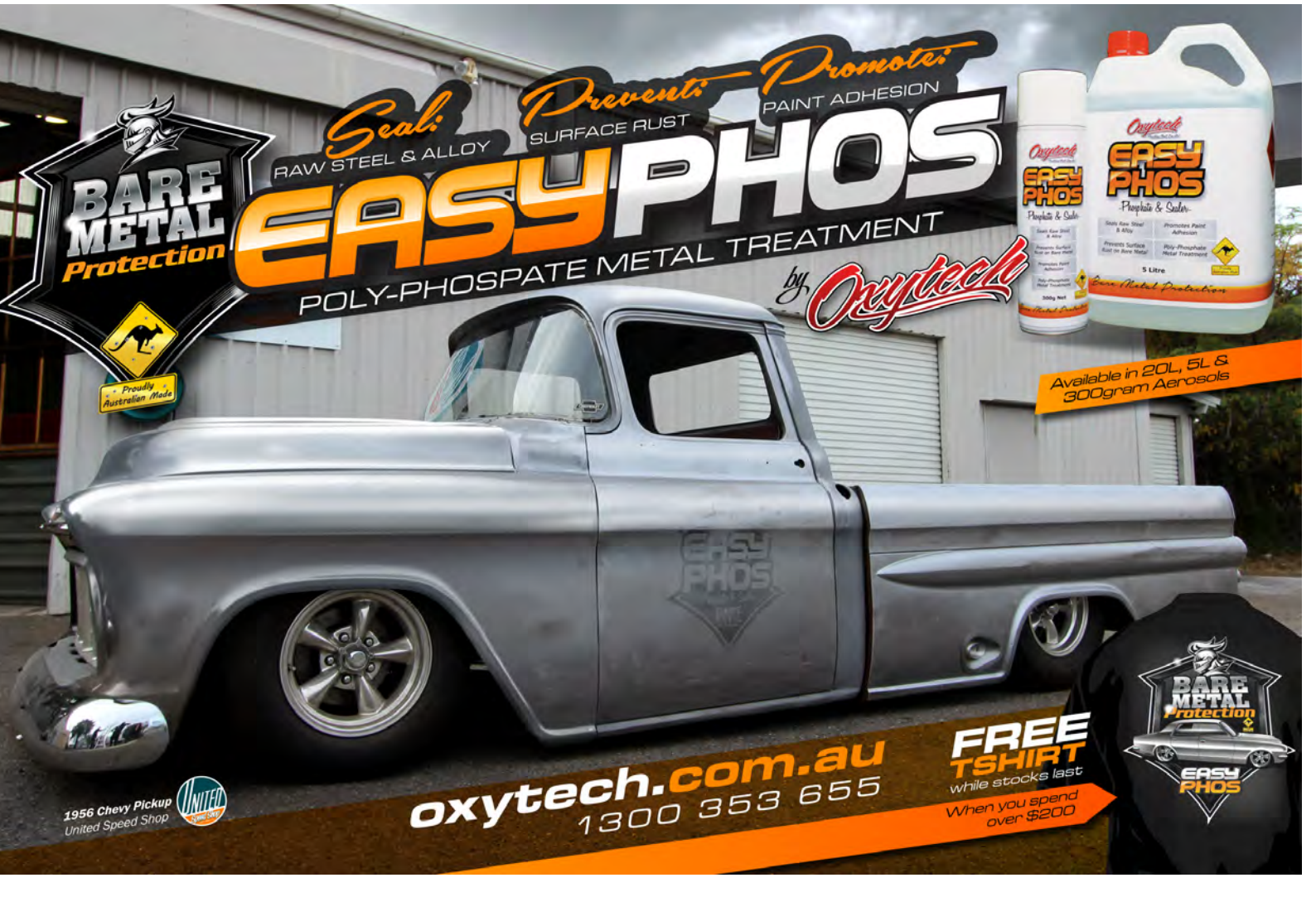
HAMMERS, DOLLIES, SHOT BAGS

NEW WEBSITE

sales@metalmantools.com.au
www.metalmantools.com.au

0447 406 980

Shaping a better Australia





In the Hot Seat

With Greg "Ziggy" Sadler - Owner, Ziggy's Hot Rods

Part 2 - The Birth of Ziggys Hot Rods...

Following this sea change, I decided to look at going back to the Corporate paint company career. I received a call from another long established hot rod builder Bob Bowman. He had a project FJ sedan with a Repco crossflow in it and he heard I was free and asked if I would paint it for him? This, by accident, was the beginning of Ziggys Hot Rods which was started out of our 4-car garage that I had built to be my own garage to build myself a little hot rod project in. Now I had no room for my own project with the workload steadily growing. I processed one job after another, with a lot of paintwork on nice cars but nothing ground breaking.

Around this time, I was approached by Bruce Morrison of Meguairs Australia/Motoractive to move forward with a plan I had presented to him. I had been lobbying Bruce for some time to create a National circuit to have a 'Best of Breed' award given over the relevant Genre. Auto Salon was very big at the time and I saw it as a way of connecting the whole Industry - that is Street Machine, Hot Rod, Custom and Imports. That was the beginning of the Show Car Superstars series.

I sat down with Dave Clift from the Street Rod Federation and we wrote the judging criteria that was used in the first few years. I had no input into the judging, it was privately conducted.

I also designed and manufactured those massive CNC solid billet trophies, that were presented to the winners. My vision of the trophy was to give the builder of whatever car won, a trophy of quality and substance, like a piece of art to be displayed with pride. This was a labour of love over ten-year period, finishing in 2010, which was the tenth anniversary of Superstars, and also the first year of the Street Elite section of MotorEX.

At the time, we did a lot of private work for a long-time customer who decided to build what turned into project Warhorse 427. This was a really exciting Mustang project and one of my hardest with so many refinements and subtle changes. This build was completed at this time. I approached Warhorse 427 as a whole design package which was timeless in its design and execution. The car looks as good as the day it was built, Good builds are timeless; they don't age, they don't follow fads and trends, they just look like they were built in the factory! Good design is timeless. Just because you change something does not make it good.

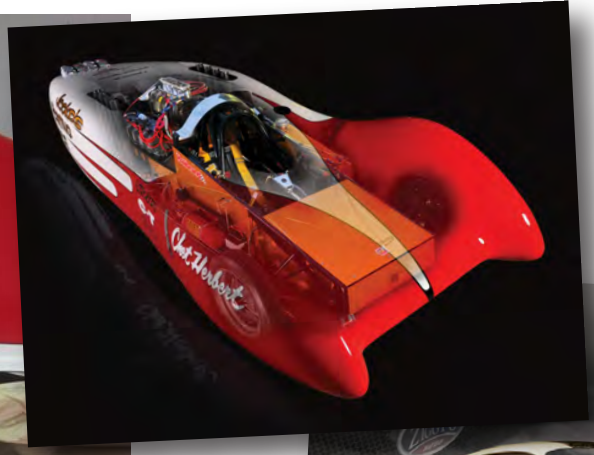
Following Warhorse 427, Norm Longfield asked if we could rebuild the heavily damaged Xtreamliner into a true salute to Jockos original first car. I loved doing this project and researched so much of the history. This was also another challenge. Surfacing that body was a big undertaking. Mick that worked for me at the time had huge experience in fibreglass and another example of a true team effort. Then when we were at Stage 2 to paint it I got it into the white and red scollops and sealed with clear.













Good design is timeless. Just because you change something does not make it good.





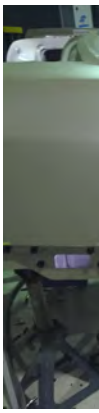
Adrian from Air Brush World came and we worked around the clock for 2.5 days to get all the artwork done and then at 4am Saturday morning he drives back to Sydney to do another job. Adrian is a legend. Then we spent the rest of the weekend masking and clearing only to cut and buff that huge surface. Before buffing was finally complete I was out of time. Mathew that was my panel beater at the time got a crash course on trizac cutting and buffing as I had to fly out to attend the SEMA show attend to my Mothers shine judging commitments. I buffed and finished one side and Matt had to match it by finishing the other side in time for Norm to come and collect the body and finish that assembly process to debut it at the upcoming Rocket Open Day being held on the same weekend that I was judging in Vegas. The team is what it's all about!

Last year 3M asked to have it at the opening of the new International Standardised Training Centre in Sydney. It was a surprise for Chip Foose, as the 3M people know he likes automotive history. I have known Chip for a long time, long before he was famous, but I didn't know that Chips father, Sam Foose, had actually worked on the Jocko liner with Jocko Johnson who originally designed and built this the first streamlined dragster made in 1958. I as a kid sent Sam Foose hand written letters telling him how much I loved his hot rod way of building long before his son, Chip, was famous. It's a big little world!

Not long after Boyd inc. went insolvent in the States I had many long good chats with Chip. During these chats, he would discuss the elements of the then 'in the build Grand Master' with me. These chats I cherish. I have quite a few sketches of the Karman Ghia project that we are doing, done by Chip. Chip is so talented, as we spoke on the phone about the car he would do a sketch and fax it over to me so we could discuss the design elements of the project immediately. Every time I see him he asks about the Karman project.



In the Hot Seat



Continued..

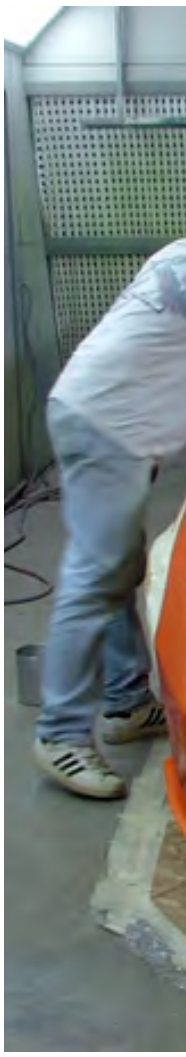
The Karman Project is a true designer car. It isn't owned by a millionaire, but it is owned by a true enthusiast, who is patient, and wants a very special car that requires many hours of creative work. I am honoured to have this build in our workshop being readied for the final phases of its journey. Time, patience, design and execution by a focused team dedicated to the right end result is what it's all about.

Another interesting project we have back on the workshop floor is the Retro Rocket project. This is also a big project, very intense and is going to be very special but by no means a trailer queen. This is being built to be driven. But a true designer car as if it was a factory concept car prototype not unlike EFIGY that Holden did.

A very special, useable concept car. We also have a Shelby GT500 2007 model which is being seriously resto-moded with a full evolution of design concept. This car has a lot of cutting edge technology to make it a truly unique piece that is designed to be used and used well, but you can only be as good as your customer allows you to be.

Proudly we have a great project nearing completion called 'Family Ties', a 1958 FC Holden sedan. Owned by a country lady from a farming family. The FC was her Dad's daily driver from almost new, we are re-creating her childhood dreams. 'Family Ties' will almost appear to be a restoration however it will have many hidden treasures such as stealth EFI Holley injection, 4 speed electronic transmission, Harrop true-trac banjo diff, 4 wheel discs, blue-tooth, air conditioning etc. The list goes on but always remaining very true to the restoration her father had started. We have no preferred badges at Ziggys we just love cool cars, whatever they may be.

Approx. 12 years ago I was invited to become a member of the Mothers Shine Award judging team at SEMA, which is held every November in Las Vegas. SEMA is effectively the largest after market trade show in the world, it is spectacular and should be on everyone's bucket list.







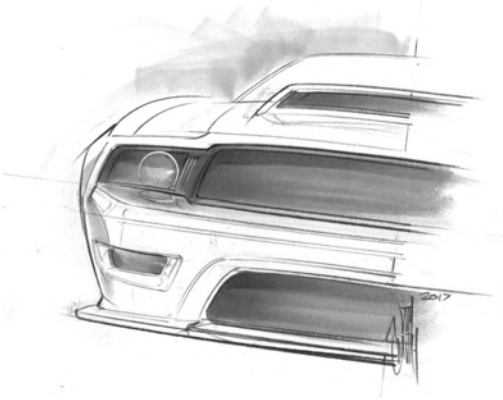






We have no preferred badges at Ziggys - we just love cool cars, whatever they may be.











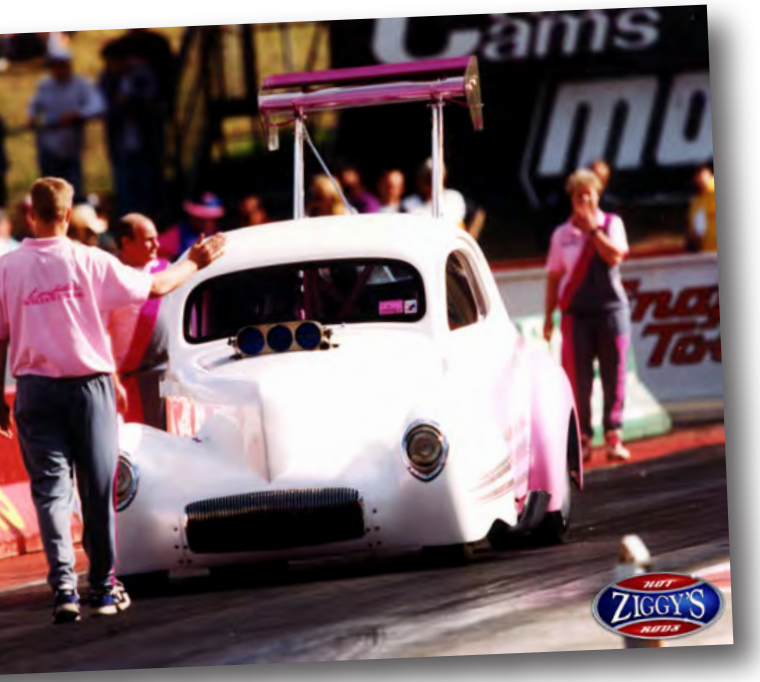


This has been a great opportunity to judge the best most refined builds in the world every year. It's also taught me that there is a lot to learn about the aftermarket system and how that whole commercial and retail scenes work. I have also judged in New Zealand at the "2 Hot to Handle" show. We showcased a tour with Laurie Grima's gorgeous red 55/56 Chevy and Peter Olvers green Hot Rod under the Budnik Wheels / 2 Hot to Handle banner.

Following this I have been invited to judge "4 and Rotary" shows internationally. I don't Judge in Australia as I don't think it is ethical to build and judge in the same country.

We currently have a few really exciting projects and fantastic customers that allow us to be at our best. The team is what makes it happen and I'm blessed to have the team we have. None of this would ever be achievable without the support of my long-time car crazy partner, Sally. We are currently evolving another whole new direction of the business. It's been a long and interesting road with lots of up and downs. We've met some truly talented, interesting people and learned a whole lot from some of the best people in the industry world-wide; for this I am truly thankful!

None of it is easy and none of it is fast, as theses builds take time, but it's the passion that makes it all worthwhile and what drives the team at Ziggys Design Driven.



PARENT

Gu

RUBIN NIKOLOVSKI - 1978 XC FALCON
Words / Pics - Paul Beck



***When you're an impressionable young boy and you're Dad ta
delivery of a brand-new Falcon Coupe, there's every chance t
some of his love of cars would be handed down the line...***

AL
idance



kes
hat

Not only did Rubin Nikolovski get lucky in the Gene pool and scored his Dad's passion for tough street cars, but eventually the Falcon coupe was handed down the line too. That was many years ago, and the version you see before you now, is nowhere near how the journey started out for Rubin.

When dear old Dad rocked up into the family driveway in his new acquired Falcon two-door, it was hard to tell who was smiling the most – Dad or Rubin. Back then, this car was bright yellow, had a black vinyl roof complete with a sunroof, a spoiler kit, wider chrome wheels and blackout over the yellow body. The driveline consisted of a 302, C4 and Borg Warner rear end. Hardly exciting by today's standards, but wild enough in 1978 to have both father and son feeling like they were on top of the world.

The time had come for Rubin to take possession and like most young guys at the time, Rubin wanted more. More power, more style and much more attitude!

The engine bay soon scored a new engine – this time with a lot more cubic inches than his Dad had ever intended to shove under the Falcon's bonnet. A big block sporting 460-cubic inches was jammed in between to those damn shock towers to almost overfill the engine compartment. Rubin was all about making an impact with his version of the coupe. He soon added an 8/71 blower and two big Holley carbs to feed the fire.

While the look was awesome, not everyone shared the same belief of "bigger is always better" with Rubin.





Not only did Rubin Nikolovski get lucky in the Gene pool and scored his Dad's passion for tough street cars, but eventually the Falcon coupe was handed down the line too.







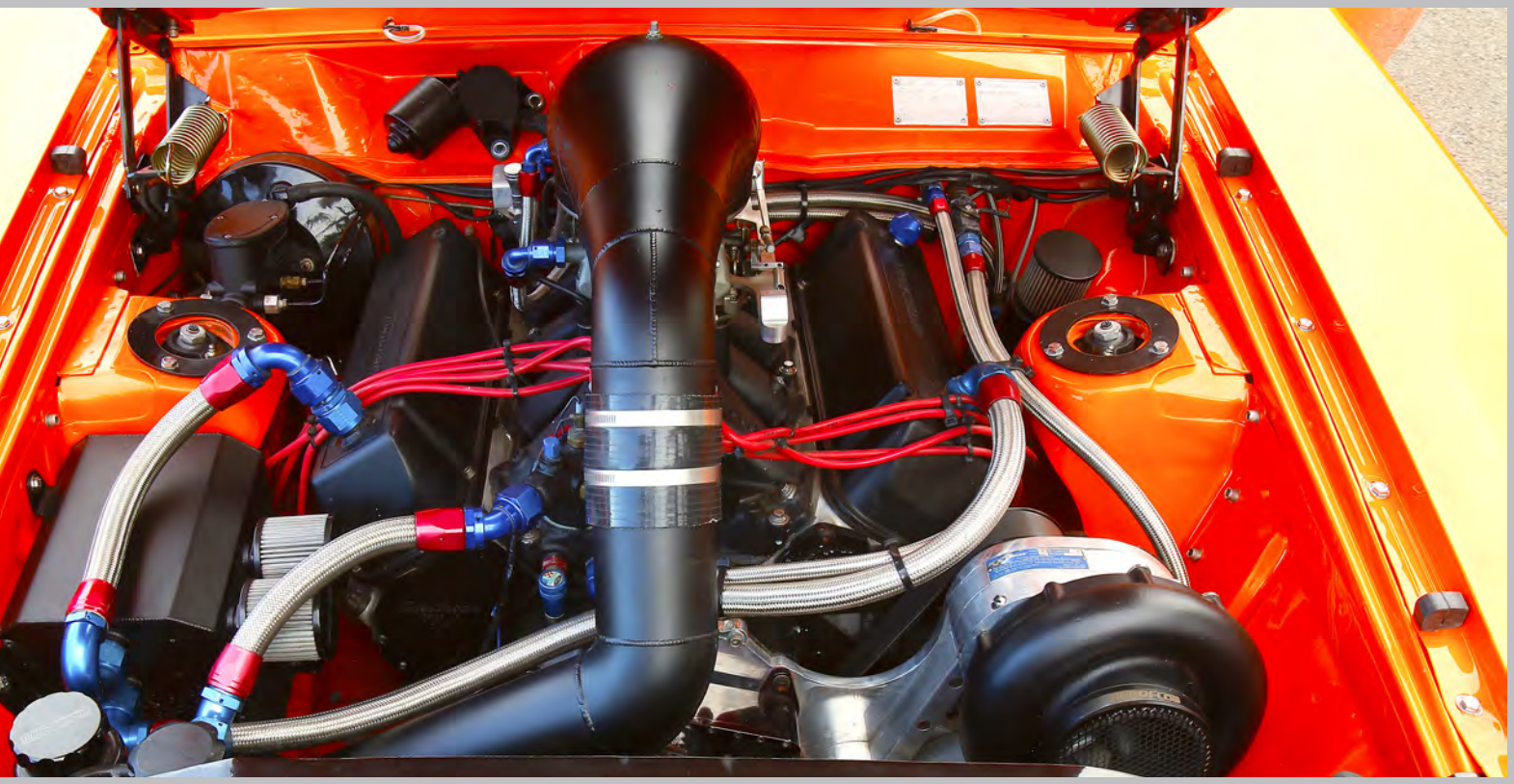


He persiste
make the c
induction c

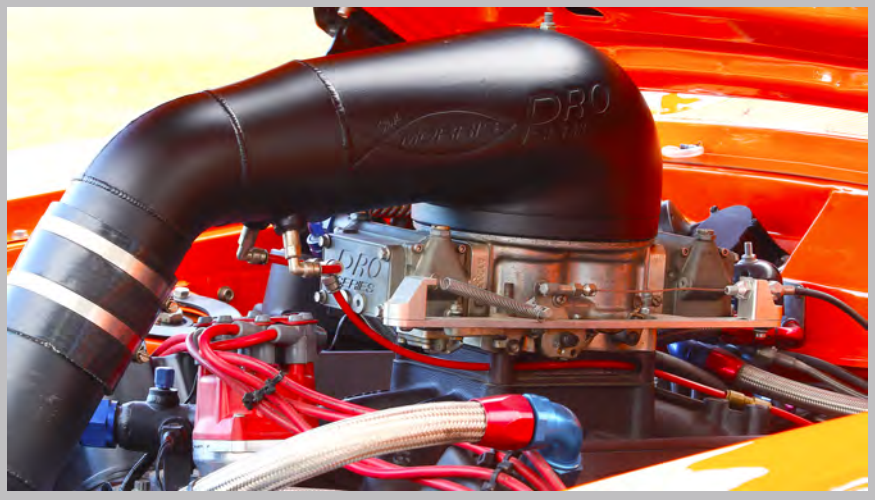
The blow
with a Proc
1395cfm B
Check out t
together. A
will have a
that should

OK Ford c
the pumpe
Raceglides
cuber can c

The facto
Rubin pulle
axles and a
4800rpm to







d with the "through the bonnet" look for years before deciding it was time to make amends and ar more user-friendly when cruising the streets. What was just going to be a quick tidy up and change turned into a complete rebuild.

er and carbs were unbolted from the 460 leaving a huge hole for Rubin to fill. And fill it he did, harger hanging off the side of the now 520ci big block stroker. Fuel supply is handled by a single G Carby that has been modified by Jakes Racing Engines to operate as a blow-through system. the spec list – the engine package features some of the Industries finest companies hanging out lthough it is still to have a proper tune, the Falcon has shown some promise of its abilities and crack for some serious quarter-mile action soon enough. With approximately 1500hp on tap, d be wild ride.

diehards, just walk away for a minute while I explain to the people, what sort of gearbox backs ed 520ci Monster. C10? Nope. C6? Guess again! How about a GM-spec Turbo 400 built by Al's ! Rated at 2500hp, the three-speed box will handle anything Rubin and his Procharged 520- dish out.

ory Borg Warner rear-end remains in place… No not really, it would self-destruct the second ed it in to gear. A suitably modified 9-inch diff is ready for action and carries 3.5-gears, 35-spline a Detroit Locker centre. A TCE converter fronts the bullet-proof box and has a stall speed of o handle the excesses coming from the 520ci engine.

Lots of work has been made to the Falcon's underpinnings including chassis-connectors, bra
were swapped over for the Weld Magnums you see here. These wheels once served time on Tri
When Rubin decided to give the big coupe a makeover, a change of colour was always going
so much impact that Rubin knew it was the right choice for the XC. In its first incarnation, the F
(cool at the time) front spoiler. This time around, everything has changed – except the colour!
Whilst the Tangelo Orange Pearl remains, it has been given a new coat or two of colour thank
black-outs added - just enough to add some contrast to the body colour. An intercooler now si
Essentially the body looks untouched except for the bonnet, but upon closer inspection, the
modified and an engine plate is used to locate the engine into place.

OK Ford diehards, just walk away for a minute while I explain to t
what sort of gearbox backs the pumped 520ci Monster. C10? N
Guess again! How about a GM-spec Turbo 400 built by Al's Race



OWNER: Rubin Nikolovski ***VEHICLE:*** 1978 XC Falcon Coupe
ENGINE: 520ci big block Ford built by Gabby at Proform. 460ci 4-bolt block, Scat 4340 stroker
kit, Edelbrock Victor Junior heads, Manley valves, Victor Junior 460 intake manifold, 1395cfm B
volume sump, Aeromotive fuel pump, custom extractors with 4-inch collectors with two-sets o
TRANS: Turbo 400 by Al's Race Glides, transbrake, built to handle 2500hp, B&M Bandit shifter, 4
WHEELS: Front: 15x4" Weld Magnum Rear: 15x10" Weld Magnum ***SUSPENSION:*** Front: Co
BRAKES: Front: Wilwood discs and calipers. Rear: Wilwood Master cylinder, CVR Vacuum pump
THANKS TO: My Dad for parting with the car, Al's Raceglides, Gabby at Proform, Rod Z

kes and suspension upgrades. At one stage, Rubin fitted B45 Simmons to the Coupe, but they stan Ockers MINCER Capri and look awesome sitting under the big XC's guards.
to happen. He was inspired by FAT57 when it first appeared in Orange Pearl. The colour had alcon had a blower and carbs hanging through the bonnet, Gold Simmons wheels and a

s to Rod Zilla from Empire Customs. A big cowl scoop was fitted to the bonnet and minimal ts where the front spoiler once did. I know which one I prefer…
shock towers have been notched to allow the big block to fit, the radiator support has been

he people, ope. C6? eglides!







crank and rod combo, CP pistons, Total Seal rings, Manley pushrods, solid roller cam and lifter G Carby with Pro-Series bowls set up for blow-through system, Steve Morris plenum, high- f mufflers, MSD ignition include 6BTM and Blaster coil. ***POWER:*** Approx. 1500hp 800rpm TCE converter. ***DIFF:*** 9-inch, shortened, 3.5-gears, 35-spline axles, Detroit Locker. il overs, custom rack and pinion set-up. Rear: Reset leaf springs with Cal Tracs.
COLOUR: Tangelo Orange ***BUILD TIME:*** Ongoing!
illa at Empire Customs.





Planet Trim redid the interior trim in black leather for a more modern feel. Rubin once again added his own personal touches to the insides by removing the centre console and fitting the B&M Bandit shifter. While in the modifying mood, Rubin replaced the factory gauges with a host of more reliable and much better looking AutoMeter dials that sit just behind the MOMO wood-rimmed steering wheel. A full sound system is fitted in an effort to drown out the noise of the pumped big block.

Rubin has no plans to ever sell this car. It will stay in the family forever. The plan is to keep adding power to it, and with a new set of Oliver rods and stronger crank, he is hoping to push the power to around 2000hp! That doesn't mean it won't remain a street car though. A 2000hp street car? Yeah, that could work…





The time had come for Rubin to take possession and like most young guys at the time, Rubin wanted more. More power, more style and much more attitude!





"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."



Shannons insurance is for motoring enthusiasts just like you, with features like:

■ **Choice of repairer** ■ **Agreed value** ■ **Multi-Vehicle & Multi-Policy discounts** ■ **Limited Use & Club Plate cover** ■ **Laid up cover** ■ **One excess free windscreen claim per year** ■ **Total Loss Salvage options** ■ **Home Contents Insurance including $10,000 enthusiast cover for your collectables & tools** ■ **Towing & storage costs as a result of loss or damage** ■ **Pay by the month premiums at no extra cost**

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.

SHANNONS

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



Things You Need

...INTERIOR UPGRADES

You spend more time inside your car than anywhere else, so unless you're building a faithfully restored muscle car or collectable classic, why stay stock? We show you plenty of gear you need in your interior makeover to stand out in a crowd.

SEATS

Seats are the one item in your interior that has to be right for you. If you're not comfortable, chances are you won't enjoy driving your car. There's several aftermarket companies offering great seating, but there's also some bargains to be had from many factory interior as well. Just be careful when buying seats from a wreck. Always check the seats aren't bent and the mounting brackets aren't broken.



SHIFTERS

Whether you run a manual o
there's an aftermarket shifter f
latest sequential shifters for
range of B&M auto shifters, y
thing to suit everyone's tastes
set of the Kilduff Lightning
Road Rage – our '51 Studeba
personal choice…





STEERING WHEEL

Updating your steering wheel only applies to those with older cars. The last thing you want to do is start mucking around with airbags. MOMO seem to be the biggest supplier of aftermarket steering wheels but you can also get the cool billet ones from Billet Specialties and other manufacturers.







STEERING

Again, this ai
the look and
adjustable to
isn't collapsib
get the right



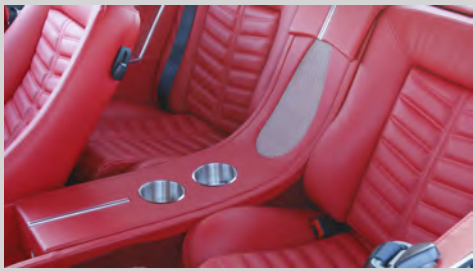
TEREO / REVERSE CAMERA

you're like me, you enjoy your music and hen you're out cruising the streets, it's mportant to have a good sound system. oday's head units though do so much more, o much sure you get one that can run your mobile hone (and its apps) as well as provide an outlet for a eversing camera.









CONSOLES

Custom consoles come in all shapes and sizes. The trend these days is to go from the dash right through to the parcel shelf, though some people prefer just enough to go around the shifter and finish well before the dash. Again, it's about finding what works best for you.

or auto gearbox, for you. From the Tremec's to the you'll find some- s. I am running a Rods in Project ker. It's all about





SWITCHES / BUTTONS

We all need switches and buttons to control fuel pumps, fans, lights, ignition systems and even a starter. But what type and where to you mount them? If using a custom console, you can easily mount them in it, or you can go the traditional way and fit them in the dash. Or, if you're really tricky, you can hide them away in a secret compartment for that smooth look.







COLUMN

med at the older car owner. Adding a new column (especially a billet version) will enhance feel of your interior. More often than not, they will be tilt adjustable and sometime reach o. Check with your local engineer first though as they may not pass the swap if the column ble. You can always adapt one from another model vehicle if need be. Just check lengths to one!







Things You Need

SEAT BELTS

Again, this relates to the tough street and strip style of car. Putting harness belts into a classic '59 Cadillac would just be silly. If you are after that street racer look, or occasionally run your car at the track, think safety first and mount them correctly. But for every one else, you can order seat belts through Seat Safe in any colour to match your interior theme!







CUP HOLDERS

Like the design of the console, whether you use alloy cup holders is a personal choice. For me, they are a necessity, even if you have a short console.



GAUGES

There's so many different types of gauges on the market now that if you aren't sure what style you want, you'll be scratching you head for months. Digital? Analogue? Single? Multi-dials in one cluster? The choices are varied and many. Check out what other people have done and make your decision from there.





STAINLESS TRIM

In years gone by, the factories were using stainless trim in their interiors to match the abundance on chrome work on the outside of the car. Fast forward many years and the aftermarket are once again adding stainless pieces to their door trims, seats and centre consoles. It certainly adds to the interiors contrast.



BL AUTOMOTIVE

- STREET AND STRIP ENGINES
- HIGH PERFORMANCE MODIFICATIONS
- FUEL INJECTION
- STD & HP TRANSMISSIONS
- ALL MECHANICAL REPAIRS



OUR ENGINES ARE ASSEMBLED IN A DUST-FREE ROOM

CONTACT BIG LEO
38 Pringle Road, Fairy Meadow NSW 2519

02 42850 300 | 0415 939 307

Seat Safe

3/120 Gardens Drive
Willawong Qld 4110

(07) 3137 0044

Seat belts for almost anything!



Building that dream project car or Hot Rod that needs seatbelts? Seat Safe supply a huge range of seatbelts, harnesses and buckles for custom vehicles and racing cars in a wide range of colours and designs.

We also carry an extensive range of seatbelts accessories for most makes and models of passenger cars, trucks, buses and industrial and mining vehicles.



Made in Australia!

Email: sales@seatsafe.com.au
www.seatsafe.com.au

ACE COMPETITION ENGINES

VICTORIAS HOME OF HORSEPOWER

EMAIL- james.melmoth@gmail.com PHONE- 0425 717 668

Precision Engine Assembly
Every engine combo custom designed
In house Superflow Dyno Service
Race cyl head preparation and flow testing





9.18@150MPH HOLDEN 355 N/A



9.36 @ 146MPH SBC N/A



9.59@139.9MPH HOLDEN 383 (Cast Heads) 8.99@152MPH S/C LS3

Our aim is to build the fastest engines on the street and track.
Our engines are fully backed up by our real customer service!

TUFF mounts THE ORIGINALS

ENGINE & TRANSMISSION MOUNTS

HOLDEN + FORD + CHRYSLER + CHEV + NISSAN



PROUDLY AUSTRALIAN MADE

ENGINE CONVERSION KITS & COMPONENTS
LS ENGINE PARTS & ACCESSORIES
TUBULAR GEARBOX CROSSMEMBERS
SUSPENSION & CHASSIS + MORE!

MUSCLE garage

Call Us +61 8 8374 0011
or email sales@tuffmounts.com.au



10 Coongie Ave, Edwardstown South Australia 5039

www.musclegarage.com.au

Rocket

THE PARTS TO BUILD YOUR DREAMS

HOT RODS . CUSTOMS . MUSCLE CARS

Whether your building a killer burnout car, a muscle car, an all out show car or just restoring your street machine, Rocket has the parts you need to build your dream. As Australia's biggest importer of performance parts we specialise in street/performance & hard core engine parts for all types of engines. We also represent some of the biggest performance brands in the world like AutoMeter, B&M, MSD, Billet Specialties and Edelbrock just to mention a few. So visit our website www.rocketind.com and have a look around, make sure you get yourself one of our 600 plus page catalogues, it will be a valuable reference to see what's available for every part of your build from chassis to suspension, wheels and even door handles. You'll be amazed at our range.

www.rocketind.com

(02) 88251900



Holley EFI

Latest Holley EFI display screens and ECU's for replacement & custom EFI setups on most engines.

NEW Auto Meter

GPS KPH SPEEDOMETERS

With internal GPS Antennas.

These speedos need no calibration Just connect power and go.

AEROMOTIVE

TANK & PUMP COMBOS

Race, Street & Muscle fuel tanks with Aeromotive pumps factory fitted.

50,000 Reasons



With a winner takes all $50,000 on th
this history making Drag Race called G
Kings has set the standard for years to



GRUDGE KINGS - Sydney Dragway - July 14th 2018
Words – Paul Beck
Pics – Paul Beck / Tim McCormack

e line,
rudge
come.

I'd imagine the idea for the Grudge Kings come about like this. P
Brad Cini having a conversation about the state of drag racing in Au
would say to the other, "You know what we need? A street car n
other! Let's invite 32 of the baddest, quickest cars in the country
Dragway in a battle for the ultimate bragging rights! And then le
winner $50,000 for their efforts!" To that, the reply would have
yeah!"

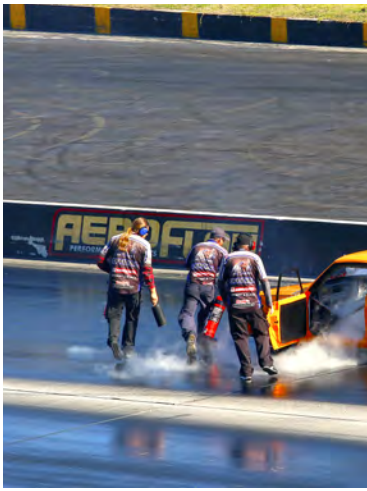
Ok, so that may not be exactly how it went down, but the end resu
same. The prize pool of $50,000 was enough incentive to drag (pu
racers from all over the country in a bid to take home the cash. T
Kings event is made up of more than just the 32 of the wildest ca
the ultimate pay day, with many other brackets making up the pr
for us, the variety and challenges in the main deal had us glued
every time the dwindling field took to the well-prepped racing sur





***Let's invite 32 of the baddest, quickest cars in
the ultimate bragging rights! And then let's giv***





Po Tung and
ustralia. One
meet like no
y to Sydney
et's give the
been, "Hell

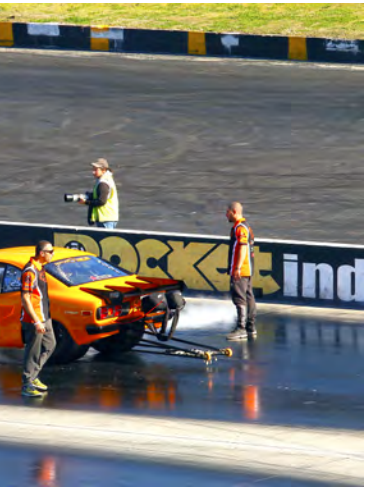
ult is still the
n intended)
The Grudge
ars vying for
rogram, but
to the track
rface.







***the country to Sydney Dragway in a battle for
ve the winner $50,000 for their efforts!"***





Po and Brad did an amazing job setting up this event. Along with the racing, there was a show and shine held on the eastern hill which drew a huge number of entrants. So many in fact, that they had to turn people away with no room left for those to show their pride and joy. When I drove in to the area, I was ushered right down the back and was lucky to find a spot to park. To be honest, I expected to see maybe 30-40 cars (going by past show and shines held with drag meets) and gladly I was proven wrong. There would have had to have been at least 150 cars on display and some big hitters in the mix like the KINGXY Falcon, TOZZA – the twin-turbo LS-powered Holden Ute and more American muscle than you could poke Donald Trump at! It really provided a great start to an amazing day.



I expected to see shines held with a

















e maybe 30-40 cars (going by past show and drag meets) and gladly I was proven wrong.









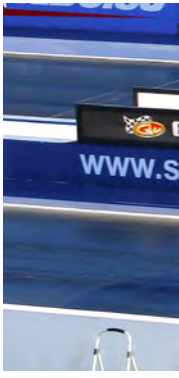







ROUND 1

As to be expected, the racers were there to give their all – fifty grand will do that! Right from the first pairing, you knew this was going to be a day full of action and without doubt some upsets. Big wheel stands were the order of the day and none were bigger or more impressive than Andrew Micallef's twin-turbo Hemi powered LJ Torana. After sitting it on the dual para-chutes, the Torana came down with a thud and then went straight back up on the 'chutes yet again. As impressive as it was, Andrew's chase for the cash was over. Others that were unable to progress to round two included some big hitters that were expected to go a lot further. Amongst those put on the trailers were Craig Lewis, Paul Todarello, Craig Burns, Craig Hewitt and Danny Makdessi to name just a few.



Big w and t than powe











wheel stands were the order of the day none were bigger or more impressive Andrew Micallef's twin-turbo Hemi ered LJ Torana.













The sole remaining Supercharged car driven by Br
passed Dale Hellier after his Commodore suffered some







uno Matijasevic got
e mechanical failure.



ROUND 2

With half the field out, it came down to the next 16 racers edging closer to that big pay day. Whilst some drivers over-powered the surface, others simply had too much grip and proved you don't win races with the front wheels in the air.

The sole remaining Supercharged car driven by Bruno Matijasevic got passed Dale Hellier after his Commodore suffered some mechanical failure. Jet Martin lined his Commodore up against Dave Hellyer's aspirated big block Torana but Dave couldn't match the Commodore's 3.970-sec pass. Mark Hayes moved to Round 3 with a bye run and Joe Sabato joined the growing list of those who broke on the day.

In a turbo big block battle, Jeremy Callaghan pulled alongside of Dom Luppino's Mustang. Both rattled off low 4-sec passes but the better reaction time in the Camaro sealed the deal for Callaghan who was through to Round 3. Others to go another round included Steve Bezzina, whose Falcon out-muscled Rob Godfrey's Torana and Perry Bullivant who was almost a second quicker to the beams than Jarrod Wood's Mustang.

ROUND 3



After two drivers couldn't front for Round 3, we were down to just six drivers. Things were getting interesting and no doubt there was plenty of smack talk happening between the drivers in an effort to get the upper hand. Teams were inspecting the track and trying to work out a suitable tune to get down the track with minimal hassle.

The Callaghan Camaro was on a single pass, and broke, but was still through to the next round. Jeremy Martin continued his winning ways with a big win – taking out who many thought would win the event – Perry Bullivant in the Snickers Camaro. Perry's 5.271-pass just wasn't in the same league as Jet's 3.982!

Bruno's blown HG sedan overcame the Mark Hayes Nitrous 763c Torana for a birth in Round 4. The blower guys were riding with him all the way…









ROUND 4

Just 3 cars fronted for the fourth round of eliminations. Bruno in the Blown HG, Jeremy Callaghan with his Camaro and Jet with the Commodore who had a single run into the finals.

So, it was blown versus turbo in the second last pass in the battle for the fifty grand. Callaghan got the better light but the blown Monaro ran the quicker time against the odds and was set to face off with Jet Martin in the final.

FINALS

This is it. Either Jet Martin or Bruno Matijasevic was going home S the last two standing, but one by one, Bruno's sedan got past his co could have been anyone's race.

Unfortunately, it wasn't Bruno's night. The HG suffered a mechani elated Jet Martin. For the record, the final pass was a lazy 5.125 @ 1 winning the biggest pay day in Drag Racing history in Australia.



Winner - J



THE BADDEST GRUDG
GRUDG
Syd
Southern Cross
Crane Service

$50,000 richer. I don't think anyone expected a blown car to be in mpetitors. Jet found his way there by being consistent as well. This

ical failure on the light handing the race and the cash to one very 121.97. Lazy or not, the pass put his name in the history books for



Jet Martin!









The win couldn't have come at a better time for Jeremy and his team. A week after Grudge Kings, the Commodore was loaded into a container and shipped across to the other side of the world to do some Pro-Street racing in the USA. I can give you 50,000 reasons why Team Martin were going to enjoy that trip!

To Po Tung and Brad Cini, you guys ran an awesome event and should be very proud of what you achieved. All the racing was first rate and I reckon everyone went home happy – even if they did spend much of the day watching. Well done to those behind the scenes too, they are the back bone of the scene and make things happen. I for one can't wait for the 2019 Grudge Kings event. Bring it on.





Where Custom is Driven by You

Superformance



CUSTOM FABRICATION
CUSTOM PAINT & PANEL
DRIVELINE UPGRADES
UPHOLSTERY
ELECTRICAL
CHASSIS'



PROJECT VEHICLE'S
STREET MACHINE'S
MUSCLE CAR'S
HOT ROD'S

CUSTOM CAR BUILDING



AUSTRALIA'S LEADING ENGINE BUILDERS FOR 35+ YEARS

Chev - Holden - Ford - Mopar
Specialising in Turn Key Packages



AUTO TRANSMISSIONS & CONVERTORS



Custom Built to suit all Horsepower.

STEEL REVERSE COWL SCOOPS



Available in 2.5" & 5"

www.superformance.com.au
info@superformance.com.au
Int'l Ph: +61 7 3488 7823 Int'l Fax: +61 7 3206 4801
Trading Hours: Monday to Friday 8am - 5pm, Saturday 8am - 12 noon

Ph: (07) 3488 7823 Fx: (07) 3206 4801
539 Redland Bay Road, Capalaba,
Queensland, 4157, Australia
Over 35 Years in Business

ANDREW SIMMONS - 1974 LH TORANA
Words / Pics - Paul Beck

NUMBI

It's all about the number
You don't need to be an a



ER CRUNCHER

s! 598ci. 800hp. 350 shot of Nitrous. 8.6-second ET!
accountant to know that these numbers stack up!



Andrew didn't just stumble into a tough, 8-sec street and strip Torana overnight. He built his cars and horsepower up over the past 20-years. A mechanic by trade, Andrew has owned so m over the years leading up to this latest Torana that he has probably forgotten one or two. Prov one-make owner, the mix of cars to occupy his driveway not only include the usual Holden's a also Skylines, Minis and anything else that was fast, with some two-wheeled weapons also ma

Andrew found this Torana in Maroochydore, Queensland. And whilst it may appear to be jus when the purchase was made, the truth is that every part of this car has been redone. From th the interior and of course, the driveline. Whilst that wasn't ideal, he did get what he had alway project he could share with his son.

Putting a big block into a Torana means only one thing, it was destined to be punted down Starting as a 572ci GM big block, Andrew had Dave Hanley rebuild the torque monster using crank, H-Beam rods and forged pistons as the centrepiece of the engines new lifeline.











Proving he's not a one-make owner, the mix of cars to occ
Fords, but also Skylines, Minis and anything else that was f

s passion for
many cars
ving he's not a
and Fords, but
aking the list!
st how it was
he paint to
ys wanted, a

the drag strip!
a Scat stroker













cupy his driveway not only include the usual Holden's and fast, with some two-wheeled weapons also making the list!

The new internals saw the capacity increase to 598-cubes as well as being prepped for a little p handled the direct-port nitrous install. The cam of choice isn't wild, but it works – both in street system makes light weight of getting rid of the gases. On the dyno, the big cube big block ma sedate tune. Getting that power through to the tough nine-inch rear end is left up to a Pro-Tra converter with a 2500 stall speed.

The driveline is housed in essentially a stock bodied Torana – at least visually. Whilst it may a the floor has been fitted with a strengthening kit to handle the torque of that gassed big bloc the engine bay. The bar work stops the Torana from twisting inside out when Andrew jumps on t pension set-ups and much of the fabrication.



On the dyno, the big cube big block made 820hp in aspirated 764nm of torque resulting in an ET of 8.6-seconds on a fairly

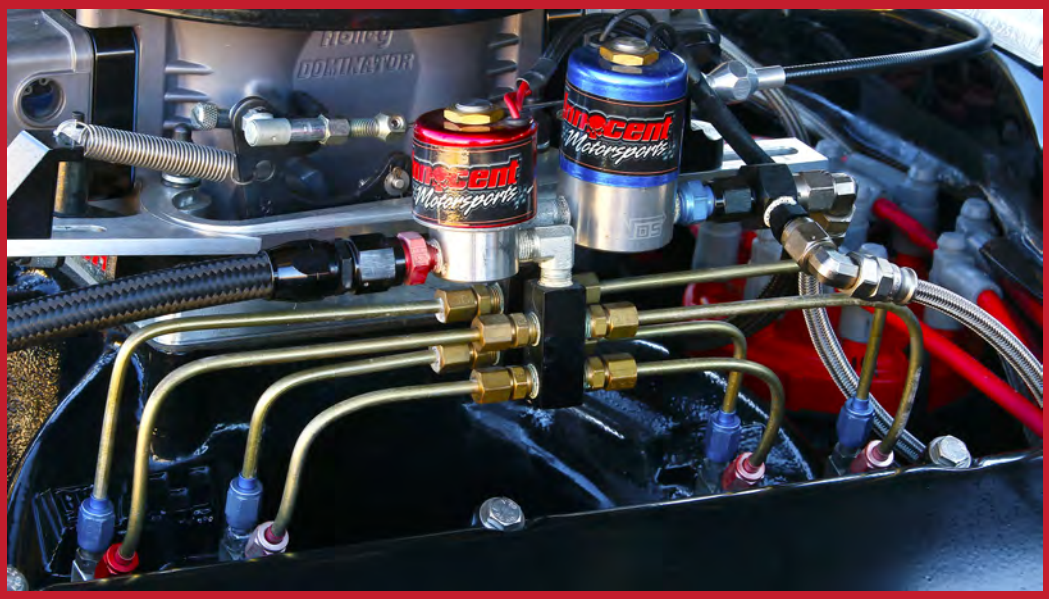
power adder in the form of Nitrous. Dave cleaned up the stock alloy heads, whilst Simon Kryger t mode and on the 1320 stretch of black top! The fabricated, Racers Choice dual 4-inch exhaust ade 820hp in aspirated form with 764nm of torque resulting in an ET of 8.6-seconds on a fairly ns built Powerglide that is set up to handle around 2000hp and with fronted by a Nitrous-spec

ppear like just another Torana with an SL/R flare kit and larger reverse cowl bonnet, the fact is k which works in with the roll cage mounted in the interior and alongside each inner guard in the go pedal at the flash of the green bulb. Sam Keck from Ktec Industries handled all of the sus-



l form with
sedate tune.







Speaking of the interior, Andrew didn't want it to be "race-car spec" only as he always intended of time cruising the street with his family in tow. To be legal to run in the 8-second zone, there's are necessities such as a multi-point roll-cage, harness belts and more appropriate front seats. T all.

The basic rear seat is still in place and although the cage covers much of the interior space, i whenever Andrew wants to carry rear passengers for a cruise to the local hang out. A fabrica transmission tunnel is now in place and the factory console has been given the flick. There's switches between the seats and sits just behind the B&M shifter.

The dash is now carbon fibre and plays host to nothing more than the Racepack digital dash. T of Holden inside Andrew retained the factory steering wheel and door trims.

Andrew definitely hasn't stopped on the Toranas transformation. He has firm plans in place inc the front suspension and upgrading the braking system. The stock heads will get a major overh complete interior make-over earmarked for the not too distant future too. But while that is all h intends to cruise the streets and hit the quarter mile as much as he can. Who said you can't hav both worlds?











Speaking of the interior, Andrew didn't want it to be "race-car spec" only as he always intended to spend plenty of time cruising the street with his family in tow.

d to spend plenty
some things that
This interior has it

t's still accessible
ated and painted
s now a panel of

To keep a little bit

cluding replacing
aul and there's a
appening, he
e the best of







OWNER: Andrew Simmons
VEHICLE: 1974 LH Torana
ENGINE: 598ci big block Chev built by Dave Handley, 1050cfm Dominator carb, direct-port Nitrous by Innocent Motorsport, GM alloy heads, hydraulic roller cam, forged pistons, Scat stroker crank, H-Beam rods, BG400 fuel pump, MSD 7AL ignition, MSD leads and distributor, custom headers and 4-inch dual exhaust system by Racers Choice.
HORSEPOWER: 820hp plus the gas.
TRANS: 2000hp-spec Powerglide built by Pro-Trans, 2500rpm Nitrous converter, B&M Shifter.
DIFF: Ultra 9-inch, 3.25-gears, full spool.
WHEELS: Front:15x3.5" & 15x12" Weld Wheels
SUSPENSION: Front: Standard Rear: Standard with adjustable trailing arms.
BRAKES: Wilwood Master cylinder, HQ front discs and calipers, Commodore rear discs and calipers.
COLOUR: Black by Sydnam Smash Repairs.
BUILD TIME: Always ongoing!
THANKS TO: Dave Handley. Simon Kryger at Innocent Motorsports. Stuart at Racers Choice. Fred at Pro-Trans. Sam Keck at Ktec Industries.The crew at Sydnam Smash Repairs. My son Peter and my Fiancée Joanna.



My Car Life...

One question I am constantly asked on photo shoots or at shows is are building anything or have you built anything interesting? I bought my first car – 1966 HR Holden sedan just after I left school. I traded in beloved CR250 dirt bike on that car. It was lowered, had a sprinkling of chrome under the bonnet, widened chromies and an untouched original interior. That car kick started my career in modified cars…

Thirty something years later, here I am still living, breathing and playing with cars. It's been an interesting ride so far. There's been ups and downs, twists and turns and it's been all consuming at times, but it's been fun for the most part. Check out the cars that have been in my garage over the years and what I am currently up to…



1966 HR HOLDEN

This is the car that started it all. It was a typical first car for the era. Mild Holden six, Powerglide auto, lowered and wide chrome wheels. I did find out later that this car had a history as being quick as it had at one time, been powered by a turbo 186! I traded it on the Monaro and the new owner wrote it off…

1969 HT GTS MONARO

When I saw this HT Monaro, I had to have it. Mum and Dad were a little worried at first being a V8 (307ci Chev), but I talked them around. It was completely stock and only $5000. It would be worth 20 or 30 times that now. I made lots of changes to that car, but grew tired of it and sold it to a local guy and never saw it again. I did hear that it was in Tasmania, but who knows?



81 VC COMMODORE

iginally went to Sydney to look at an SL/R Torana. t didn't work out and a mate of mine told me about super quick Commodore. It didn't do much for me ually, but once I went for a drive in it, I had to make it ne. That car taught me how to drive! The supercar c 308 had a habit of breaking manual gearboxes, but witch to a turbo 400 soon fixed that. I spent a bucket d on this Commodore in the driveline especially. ce again, I sold it and the new owner wrote it off.



62 CHEV BELAIR

bably my most well-known car! I actually built this Chev twice. m the original two-tone tan and brown paint with silver frosted eel came the first make-over in white with blue trim, detailed 283 d glide and a set of 14-inch Dragway wheels. The first show I went n that car I had a white '62 Chev pull up either side of me. A aint was in order. The repaint (in Pink – look, it was cool at the e!) also included a re-trim in grey velour and a completely new veline including a big block Chev (surrounded by an alloy sheeted gine bay), turbo 400 and nine-inch diff. The rear wheels increased 15x10-inch. Yes, the injection was just an air-cleaner but it got nty of attention – both positive and negative. The "Get-In, Sit wn, Shut Up and Hang On!" on the dash also got a laugh and the ntning rods shifter baffled most people. It was a cool car and now ides in Melbourne – though I have never seen the car since I tched the then owner drive it back to Qld from Sydney airport!









Blast from the Past

Continued...

1938 FORD COUPE

I originally saw this "project" when working in Spare Parts for a local Ford company in Wollongong. I only saw the body shell initially and knew it could be cool to have. Before long, the body and a Ute full of parts were heading home. Unfortunately, I succumbed to an offer to buy it and have regretted it ever since. I have heard the car is still local and has had a few new owners since then. Hopefully one day I'll see it on the road.



1998 HARLEY DAVIDSON

One of my biggest regrets was selling my Harley. The last ever Fat Boy to be painted in Violet Pearl. For the first two years, I rode that bike every day. When work became stressful, I would go for a ride along the coast to clear my head, then back to work fresh. Kathy and I spent every chance we got cruising the Harley. Two years of hardly using it resulted in selling it. To this day, I don't know why I did that and have vowed that one day I will have another…one day.



1964 CHEV IMPALA

I bought this slammed Impala wagon for an everyday car whilst I built up my freelance photography business. It was rough and suffered an engine failure on the way home from Melbourne one day, but with the rebuilt 283 in and fitted with air-con, the Impala served me for many years. I pulled the car apart with the vision of turning it into a two-door delivery. With the body sandblasted and the centre-pillars about to be moved to accommodate the coupe doors, the Studebaker came on the market and with no room for both, the wagon soon housed all the parts that went with it and was sold off.



1951
I have
years
true o
versat
starte
and b
land
hopin







STUDEBAKER - EXTREME MAGAZINE PROJECT X

always loved the shape of the Bullet-Nose Studebaker. I had known about this car for many and had tried to buy it numerous times only to be turned down. Then, out of the blue, I had the wner, the guy's son, tell me he is getting married and needs to sell the car. After a 30-sec con- ion with Kathy about the car, we made the deal and I got my dream car. Right or wrong, this d as a street car build and ended up becoming the Extreme Magazine Project X. Tubbed, caged asically now a race-car. The street days were well and truly over. The car now sits in a Queens- workshop and was well on its way to being prepped to race, but has yet to surface. Here's g it happens one day…















Blast from the Past

Continued...

2005 HOLDEN RODEO

In 2005, with Extreme going gang-busters, I needed a new work car to handle the many interstate trips shooting feature cars and doing trade stands etc. When bought new, it was all black but thanks to House of Kolor, the Rodeo emerged from Andrew Ash's workshop with the candy red and graphics and 22-inch wheels. It sat as low as I could get it, but the ride was severely compromised. Still it looked awesome!



1955 FJ HOLDEN

Rex Webster's FJ Holden Tudor is a history making car in Australia. It was the first car to win everything on the Australian show scene and repeated the feat in the US. It spawned many more show car builders and set the standard for others to follow. When it returned from the US, it sat under a cover at Rex's place and upon every visit I tried to buy it. Rex resisted but I persisted. Eventually, the FJ was parked in my garage and was earmarked for a rebuild. Again, House of Kolor got involved and a deal was done. The plan was to have it unveiled at MotorEx. Long story short, the car made it to Homebush not long before the doors opened to the public and then covered. It was nowhere near finished and didn't do anyone any good.

A few weeks later the car was back in the panel shop having the shrink backs and other problems sorted. 12 months later, it arrived at my house looking like I had painted it. Fast forward a short time and it was at Wally's Panel and Paint in Warilla where it now sat as an empty shell waiting for yet another complete rebuild. Because I didn't want the other company to bask in the glory of Wally's painting skills, a plan was made to change the colour completely to the new two-tone scheme. Personally, I loved it and Rex said the best thing I did was to change it from blue. But, every time a pic of this car appears on the internet, I get bagged out for it by people who don't know why the colour had to change. The car now resides in Qld and gets used regularly.







TREME BUS

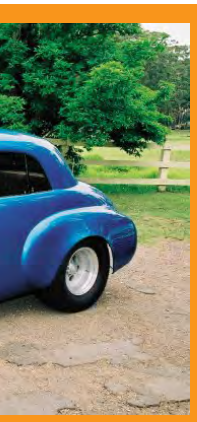
n the Extreme Studebaker no longer fit for rego, I ded some way of getting the car around. There's no ter way than in a 40-foot coach converted to carry a car. n the signage all over it, the bus is the best form of ertising I could have asked for. From Sydney to Queens land, Melbourne to Adelaide, that bus did it all in style. For many years, this was our home away from home.





300C CHRYSLER SEDAN & TOURING

There's no denying I love my 300C Chryslers. Yes, I have two! The Hemi sedan was my daily driver until I scored a job at Lovells Suspension and the 3-hour long round trip to work each day was killing me in fuel. That's when I found a one-owner, turbo-diesel Touring. Same model, same colour. I went from three tanks of fuel each week to one! The Touring also offers more space for my camera's etc. I just need to lower it and decide on a nicer set of wheels!





1951 STUDEBAKER SEDAN

When I sold all of my toys, I went looking for some cool to play with. I looked at 20-30 cars but they all turned out to be full of rust, way too incomplete or got sold before I could get there. That was until I was told about this '51 Stude on Gumtree. A short conversation told me this was the one. It was purchased by the seller's grandfather new and came with a heap of panels and cool stuff. My mate Brian and I hit the road, picked the car up and headed home. Work has been slow, but it's getting there. The Gen 3 Hemi is to be installed soon as are the four bucket seats, steering and shifter. Watch for updates in the magazine…











FAST TRAC

Fastbac

JAMES DEBONO - 1965 MUSTANG FASTBACK
Words / Pics - Paul Beck



CKED



Sometimes, things were just meant to be. When you're in the right place at the right time, things just happen to fall into your lap. And that's how James scored himself this slick Fastback Mustang…

Admiring someone else's car is part and parcel of this scene. Call it admiration or jealousy – either way it happens regularly. James was told about this Mustang through a mate of his. The attraction was instant. He loved it so much, he parted with a bucket load of cash to make it his.

I know there are a million red Mustang's in the country, but when they look as good as James' fastback, you can understand why the colour is so damn popular! When combined with the full length dual white stripes and GT-350 side stripes and decals, it takes the visual appeal to a whole new level.

When James made the Mustang his, he knew the paint wasn't really up to scratch, so to speak. Hoping it could be resurrected and not resprayed, the Mustang was taken to Omz at Autoshine Prestige Detailing where hours were put into the Monza Red to bring it back to a state that James would be happy with. Was he happy? He hasn't stopped smiling since…









If the previo so many oth

The stock body was couple of additions to the Mustang a truly m

If the previous owne wheels bolted up to e does now thanks to th ing, they give the '65 F

The interior also rese the leather trim kit fro rimmed GT-350-spec s a 5-inch AutoMeter ta





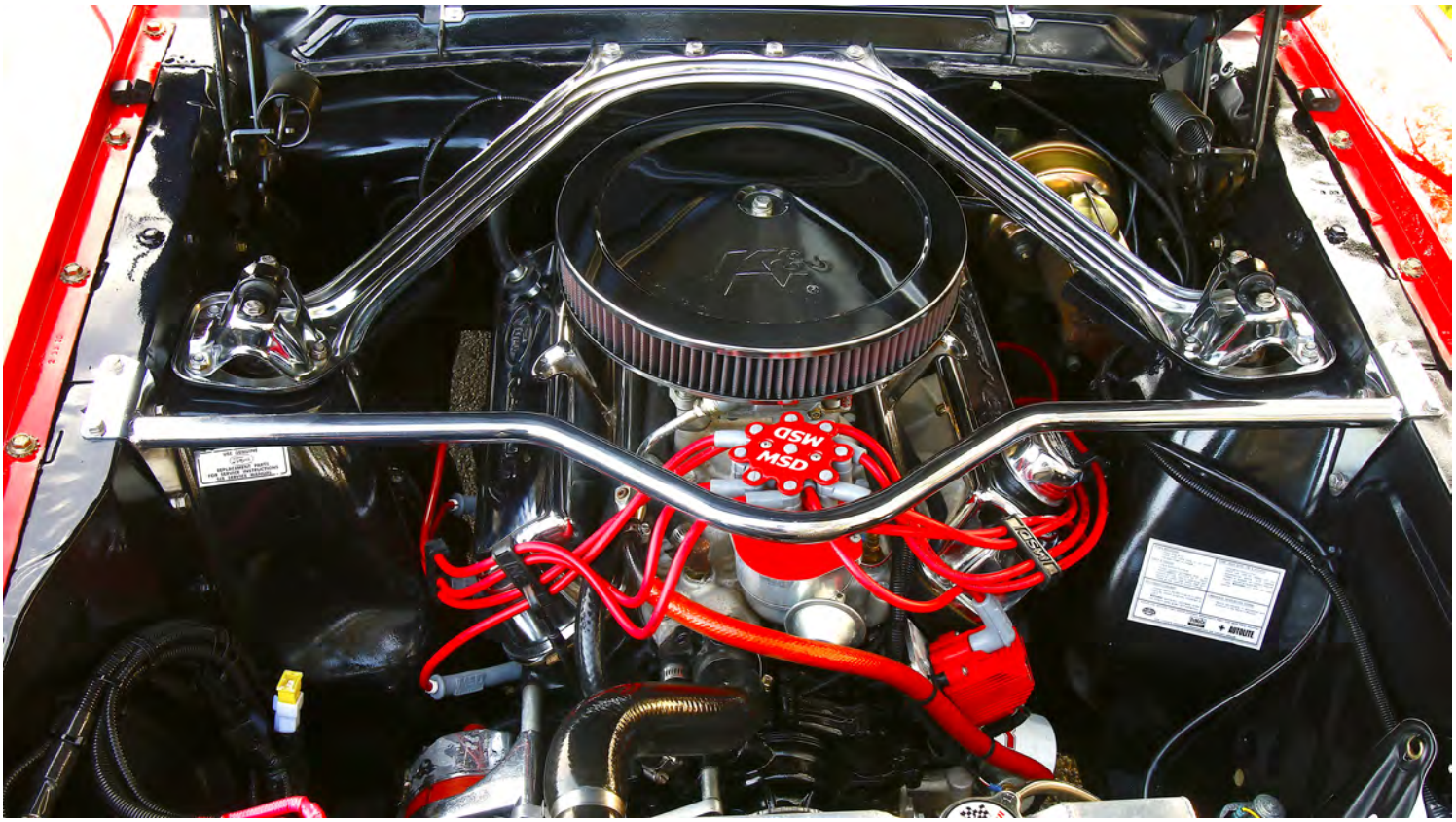


ous owner was a purist, this Mustang could have easily been like ners and had Magnum 500 wheels bolted up to each corner.

still in great shape and is more or less just how the factory designers had intended, with just a give it the genuine GT-350 look and feel. The newly added scoops certainly fit the bill and give menacing look!

er was a purist, this Mustang could have easily been like so many others and had Magnum 500 ach corner. While it still would have been nice, it certainly wouldn't have had that WOW factor is he white-centred, FR, 3-piece 20 inch Simmons wheels. Not only do they match the GT-350 strip- Fastback a Pro-Touring facelift.

embles the circa '65 Mustang sales brochure with the all black seating recovered by James using m Classic Pony Trim. The dash has been kept original and even sports the factory radio! A wood- steering wheel was added and just to ensure James doesn't get too enthusiastic with the engine, cho was installed.





While the engine package as it sits now will never w
reliable, giving James and his family plenty of f

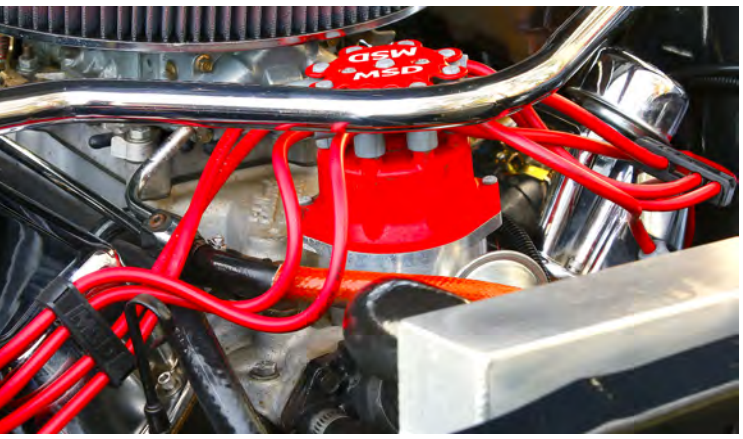
Under the bonnet sits a mild 289ci Windsor that is nicely detailed and goes as good as it looks. here's only been a few upgrades made to the engine as far as James is aware is this part of the Mustang was already done when his name appeared on the rego papers.

Offering a better fuel supply is a single Holley carb mounted to an Edelbrock Performer intake manifold. Once the MSD ignition system lights the fire in the small block, a mild cam swings into action to provide a nice idle and increase the torque range.

A pair of Pacemaker headers flow into a dual 3-inch exhaust system, giving the spent gases an easy escape route. While the engine package as it sits now will never win a dyno comp, it is very user friendly and ultra-reliable, giving James and his family plenty of hassle-free cruising time in and around Sydney.

James loves the fact that the 289 is backed by a T5 manual gearbox. It's a sports car, and sports cars should be manually shifted…right? Down the back, it would be a crime not to find a nine-inch diff. This one has 31-spline axles and 4.11-gears!

The underside improvements didn't end with the driveline. The suspension has been lowered appropriately and there's now Scott Drake discs nestled in behind each wheel!







win a dyno comp, it is very user friendly and ultra-hassle-free cruising time in and around Sydney.

Since purchasing the Mustang, James has been busy with his business and finding the time to make any substantial changes to the car has proven to be difficult. He has earmarked some time for the 'Stang though with the list of changes including mini-tubs, bigger rear wheels, all-new front and rear suspension and an even better braking system. Oh, there's also a new engine being planned. The new combo will see an increase in cubic inches as well as horsepower!

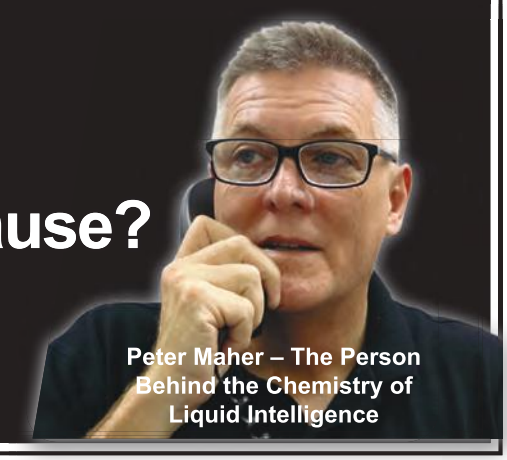
Until then though, James is happy to jump into the Mustang and cruise with his mates and family as much as possible.





OWNER: James Debono **VEHICLE:** 1965 Mustang
ENGINE: 289ci Windsor, Holley carb, Edelbrock Performer intake manifold, MSD ignition system, mild cam, Pacemaker headers, 3-inch dual exhaust system.
TRANS: T5 Borg Warner. **DIFF:** 9-inch, 31-spline axles, 4.11-gears.
WHEELS: 20-inch Simmons **BRAKES:** Scott Drake Disc front & rear.
SUSPENSION: Lowered coils, sports shocks front and rear.
COLOUR: Monza Red with white stripes. GT350 stripes and decals.
BUILD TIME: Bought basically as is – more work definitely to come.
THANKS TO: Omz Halloum from Prestige Auto Detailing for resurrecting the paint. My wife Suzie for putting up with my expensive habit…

Engine Overheating?
Tried Everything?
Is Rust & Calcium Scale the Cause?
This Kit Can Fix That.


Peter Maher – The Person Behind the Chemistry of Liquid Intelligence

What is the main root cause of overheating problems?

If your vehicles temperature gauge continually moves past centre whilst idling at a set of traffic lights or when driving in city traffic on hot days. Then your cooling system is probably compromised with an insulating build up of calcium and mineral scale which is preventing it from working to its full efficiency.

But even if your radiator has been cleaned or replaced because of calcium and rust deposits, the engine block and head can still be coated and compromised by those same deposits and everyone seems to forgets about that. Scale one millimetre thick on the internal walls of the water jacket can reduce cooling system heat transfer efficiency by 30% and that's where most overheating problems are originating.

How to Fix Engine Overheating

We recommend you have a look at Liquid Intelligence 239 Radiator and Block Cleaning Kit. Liquid Intelligence 239 Part A is the business end of the kit. It's a concentrated organic cleaner that is designed to dissolve and break down insulating build ups of ferrous and mineral scale. And it will do it safely without reacting with or damaging aluminium, copper, brass, solder, cast iron, zinc alloys or any other component found in a cooling system.

The Part B is also an important part of the cleaning process. It's a strong neutralized alkaline soap based cleaner that flushes the cooling system of impurities and waste materials and prepares it for the coolant to be then added.



LIQUID INTELLIGENCE 239 KIT COOLING SYSTEM CLEANER

- Completely Dissolves Rust & Calcium Scale
- Strong, Non Corrosive Safe Organic Formula
- Australian Made 100% Guaranteed

How Can You Purchase the Liquid Intelligence 239 Kit?

We only sell directly to end users and mechanics and not through part shop retailers or distributors.

So, you can only purchase Liquid Intelligence products over the phone using a credit card or off our website using PayPal. We deliver them directly to your door using TNT or Australia Post.

Our Technical Support is Available 7 Days a Week

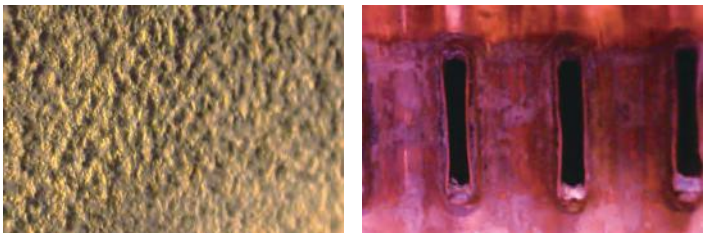
If you would like to have a chat about the technical and practical aspects of using the Liquid Intelligence 239 kit in your vehicle please give us a call. You will get personal service from one of our qualified technical staff. We are available on 1800 441 163 or +61 2 81882060 from 7am to 7pm seven days a week.

Engine Block & Radiator BEFORE Liquid Intelligence 239



The image taken with a fibre optic camera shows deep rust and calcium deposits in the water jacket and radiator of an older vehicle. These deposits can decrease cooling system efficiency and cause engine overheating.

Engine Block & Radiator AFTER Liquid Intelligence 239



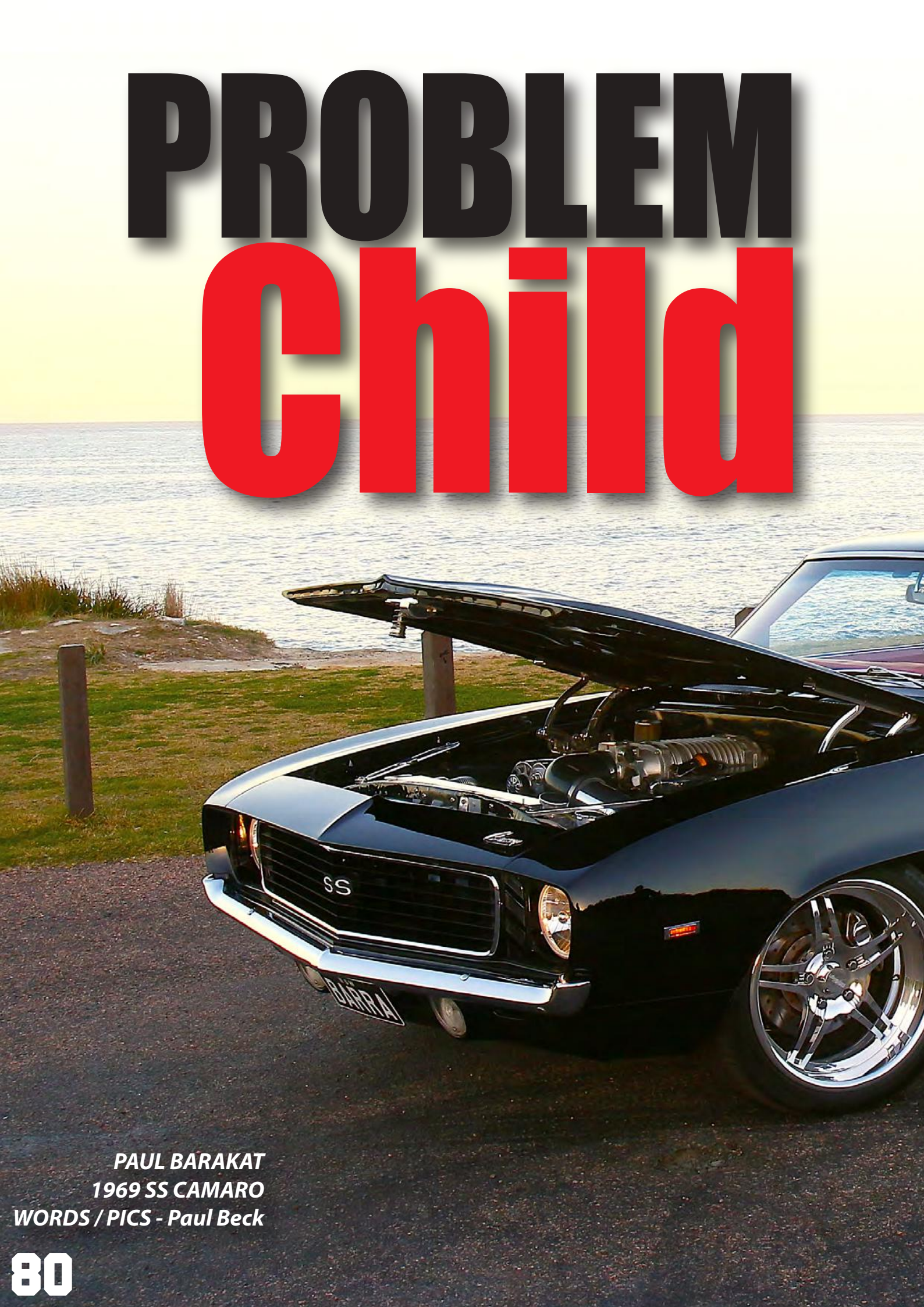
Liquid Intelligence 239 dissolved the insulating layer of rust scale back to bare metal...allowing heat to pass unimpeded to the coolant..fixing the overheating problem.

You can call Peter for a chat about product and application information or simply to purchase Liquid Intelligence 7am to 7pm seven days a week

1800 441 163 OR PURCHASE ONLINE

www.liquidintelligence.com.au/239

PROBLEM Child



PAUL BARAKAT
1969 SS CAMARO
WORDS / PICS - Paul Beck



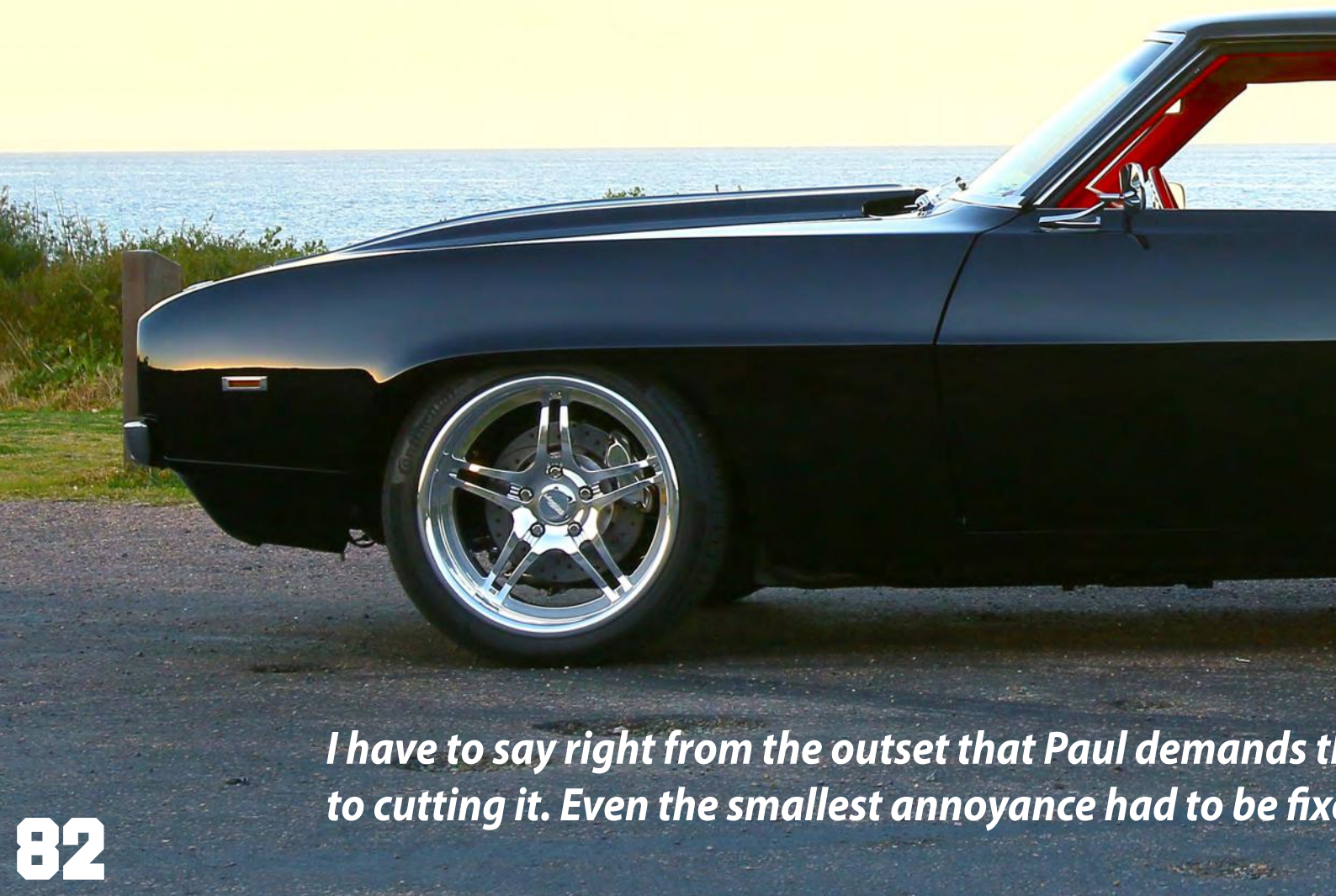
After building many cars over the years, Paul Barakat wanted to buy a ready done car he could just get into and hit the streets. That wasn't to be the case with this Camaro. After some problems arose, Paul had to do exactly what he didn't want to do - strip it back to its bare bones and start again…

Ah, the joys of motoring! Little issues usually turn into big problems and big issues turn into absolute n
Playing with modified older cars, you come to expect to have to do maintenance every now and then –
soon as Paul did when he purchased this '69 Camaro.

I have to say right from the outset that Paul demands things to be right. Near enough doesn't even c
to cutting it. Even the smallest annoyance had to be fixed and fixed right no matter what the cost was. S
eight-month slog, Paul finally has exactly what he was after – a tough as nails, blown Pro-Touring Ca
turns more heads than a naked Supermodel on Oxford street! Getting there was an expensive route th

"When I bought the car, nothing was right. I had to strip it and completely rebuild it", Paul explained. "T
welded 30mm off centre, the brakes were lack-lustre at best, the LS-power plant constantly overheate
suspension wasn't right. And don't get me started on the wiring!" In all fairness to the previous owner, th
had a lot of the work completed before it arrived into Australia. There were things missing that had to b
too, like the wipers and park brake, but at the end of the day, Paul ticked off each box as the fixes were
he now has a near new, '69 Camaro! Luckily, Paul has been playing with cars for around 40-years and h
many in that time. Over the years, Paul has taught himself to be handy on the tools. There's nothin
experiences to get things done. Paul was very much hands on over almost all of the rebuild.

So let's talk about the Camaro how it now stands. The smooth as silk black paint covers the smoothed-o
body beautifully. Paul sent the body shell and associated panels off to get straightened out and found
an uphill battle of the differences between what he thought was straight and what the panel beater th
After much "discussion", the Camaro appeared ready for paint in primer with a guarantee it was worthy o
two of gloss black. Laying on the colour was left up to the crew at Lustre Glo in Marrickville. Whilst relati
with the result, Paul then had mate Marcello spend hours on the paint buffing it to perfection.



I have to say right from the outset that Paul demands t
to cutting it. Even the smallest annoyance had to be fix

ightmares.
just not as

come close
So, after an
amaro that
ough…
The diff was
ed and the
his Camaro
e replaced
made and
has owned
g like life-

out Camaro
d himself in
ought was.
of a coat or
vely happy

There's nothing like life-experiences to get things done. Paul was very much hands on over almost all of the rebuild.











hings to be right. Near enough doesn't even come close
ed and fixed right no matter what the cost was.

The body remains as per factory spec with just the mini-tubs and billet taillights the only deviation from GM's original plan. The same can't be said for the interior though. The insides are a long, long way from 1969! The interior now boasts a four-seater arrangement using Recaro seats with a full-length centre console dividing left and right. Paul made the console and door trims along with all the custom alloy gear then handed everything over to Michael at Sewtime to cover in a brilliant bright red leather highlighted even more by the trick alloy accessories.

Fast glass has been fitted as has a Flaming River billet steering column and steering wheel that sits just ahead of the Dakota digital dash.

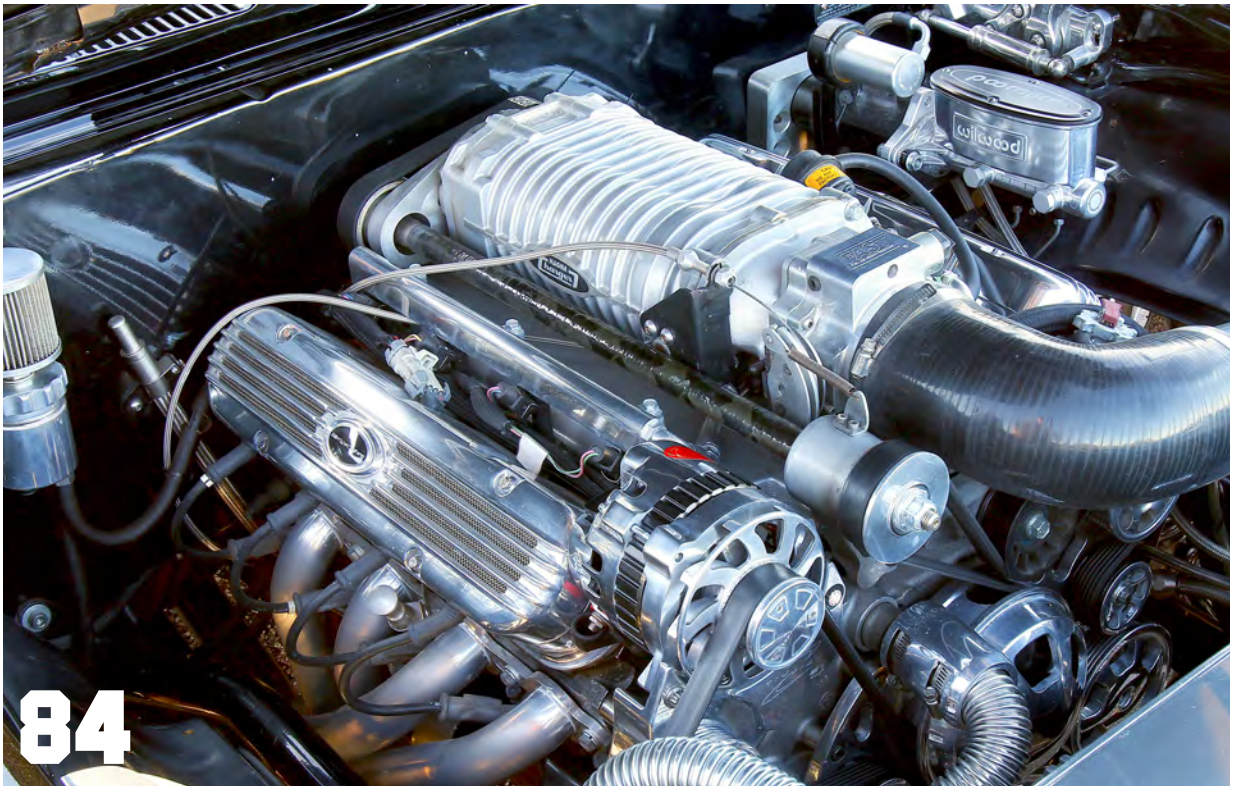
Paul is heavily into the Pro-Touring scene – his Camaro is testament to that. Achieving that look from the outside are the 18" and 20" billet American Legend wheels and ultra-sticky Continental tyres. What you can't see unless you flip the Camaro onto its roof, is the work that has gone in and around the Camaro's belly.

The front clip is a TCI unit and incorporates coil-over springs and shocks as well as rack and pinion steering. Head down the other end and you'll come across the four-link setup, narrowed nine-inch diff and coil-overs to help the Camaro handle much better. Braking is taken care of with a complete Wilwood system added including polished discs and calipers to each corner and a master cylinder to send each corner plenty of stopping power.

The beauty of a Pro-Touring build is most times there's a late-model driveline installed. And this is certainly the case here. The engine is an LS-1 that has been rebuilt by Paul himself. Now sporting 383 cubic inches, the small block features plenty of good gear with the most notable being the Magna charger blower that not only looks the part, but pumps out a safe 9-pounds of boost to produce around 450hp on a strict diet of 98-octane premium unleaded. The spark is ignited with a complete MSD ignition system.







The insides long, long wa 1969! The in now boasts a seater arrang using Recaro with a full-l centre con dividing lef right.









are a
ay from
terior
a four-
gement
o seats
ength
sole
t and









Originally, when bought in from the USA, the injected LS was backed by a five-speed manual box, but that was swapped over by the previous owner to the Turbo 700 four-speed auto you see here. Living in close to Sydney city, Paul is thankful the auto is now in place as dealing with any major city traffic was always going to be a hassle with a manual box.

Paul still winces when he thinks about the money he has poured in the Camaro but realises now that through all the heartache and hassles he has encountered along the way, the Camaro is at the point where he and his family can jump in, turn the key and cruise the weekend away! And at the end of the day, isn't that what we build our cars for?

The engine is
383 cubic in
most notable







s an LS-1 that has been rebuilt by Paul himself. Now sporting ches, the small block features plenty of good gear with the e being the Magna-charger..



OWNER: Paul Barakat
VEHICLE: 1969 SS Camaro
ENGINE: LS-1, 383ci, MSD Ignition, Magna Charger blower, 9-pounds of boost, 3-inch mandrel-bend exhaust.
POWER: Approx. 450hp
TRANS: Turbo 700, B&M shifter.
DIFF: 9-inch, shortened, Billet axles.
WHEELS: Front: 18x9" American Legend Rear: 20x13" American Legend
SUSPENSION: Front: TCI Front chassis clip, coil-over shocks, Rack and pinion steering Rear: Mini-tubs, Four-link, TCI shocks and coil-overs.
BRAKES: Polished Wilwood discs and calipers, Wilwood Master cylinder.
COLOUR: Black
BUILD TIME: 8-months
THANKS TO: Michael from Sewtime for the awesome trim. Brian from Bonnieville Auto for help with the suspension. Arty for sorting out the wiring. C&V Performance for their help with the tune. Marcello for buffing the paint.

PURPLE Hazed

MICHAEL NOLLAR - 1971 DODGE DEMON
Words / Pics - Paul Beck



Whilst the Dodge Demon may not be as sort after as the Charger or Challenger, those in the know realise that this is one coupe that lives up to its name!



This particular car was languishing in the warehouse at Gold Coast Muscle Cars and when owner Tim showed Michael the Demon, it was love at first sight. Michael loved the unique style and its overall originality.

With the car shipped back to Sydney and into Michael's garage, he devised a plan for the Demon. It may have first appeared a little ambitious, but Michael want to build a Mopar that was rare, retained its stock shape, character and components, yet could run 10-second quarter mile times. It had to stay driveable and well-behaved without requiring a second mortgage to make it all happen.

For the next three months, the Demon became Michael's after hours focus. With a team of good mates on hand, they got stuck into bring the Demon back to where Michael would be happy.

The body was never going to cop any changes from the factory spec sheet, so the crew set about rectifying any imperf
metal had gat
Trying to find
muscle car is
replacements f
is almost impo
use what they
was spent ma
was taken back

Initially, the
bonnet was a
know now thou
coat of PPG Plu
by ace painte



***From the factory, the interior trim would be availa
wanted, as long as it was black. Mark Finney Uph
adding in purple inserts to the factory seatin***

ections that the sheet
hered over the years.
panels in any older
a chore, but finding
or something this rare
ssible so they had to
had. Plenty of time
king sure each panel
to new condition.
paint was fair but the
mess. You wouldn't
ugh, with a shiny new
m Crazy paint applied
r, Peewee. The black

bonnet graphics that the Dodge Demon is well known for are usually stickers, but finding those is like finding that illusive pot of gold at the end of the rainbow. Not thinking that he is that lucky, he had Peewee replicate the pattern in paint for a much nicer finish.





The interior follows the same theme, keep it factory fresh but include some additions that makes the Demon standout when the doors are flung open.

From the factory, the interior trim would be available in any colour you wanted, as long as it was black. Mark Finney Upholstery fixed that by adding in purple inserts to the factory seating and door trims. The original dash has been upgraded with extra AutoMeter dials so that Michael can keep an eye on what's happening in and around the engine at any time.

The roll cage is mandatory when you dip into the 10-sec zone, and with it painted body colour, adds to the whole Muscle Car theme.

able in any colour you
holstery fixed that by
g and door trims.

Speaking of muscle, the driveline in this Dodge has been possessed by the Devil himself. Starting out with a 1968-spec 4-bolt 440ci block, Michael set about getting the right gear together to build his aspirated big block himself. A Scat rotating system comprising of a 4.150" crank and H-Beam rods were added, taking the cubic capacity out to 500-inches. Arias pistons with Total Seal rings joined the mix as did a Comp Cams roller cam and lifter kit. The factory sump was retained and completed the killer big block bottom end.

The top end was next and Michael added a pair of alloy Edelbrock Performer RPM heads, but not before fitted them with Manley valves, Comp Cams springs and Crane rockers. All that good gear is hidden beneath colour-coded Mopar rocker covers. The Edelbrock brand also features on the Victor 440 intake manifold which provides the platform for the 950cfm Holley carb. On the dyno, the stretched big block made 674hp at the engine – 498.6hp at the treads!

Al's Raceglides did a number on the 727 Torqueflite auto filling it with much tougher internals including a manual shift kit, reverse pattern shift and 3800rpm Continental converter. Gear selections are made via the Turbo-shift shifter sourced from Jegs. Forget about finding a nine-inch diff under the Demon's bum. Frankly, it's just not needed. There's a DANA60 rear end fitted to handle all of those 498-ponies trying to make their way to the big, 325 ET Street tyres. Fitted with 4.11-gears and 35-spline Moser axles, the Tru-Trac DANA diff will handle the job at hand with ease.

Other changes to the Demon's underside include CCP disc brakes, 90/10 shocks on the pointy end and Strange adjustable shocks working with Carrolls custom springs and finned drum brakes where the power gets released. The rear wheel tubs have been taken to the rail to allow the 15x10 Weld Wheels and big drag radials to fit under. Offering that tough muscle car look are 15x4.5" Weld Wheels bolted to the Hotchkis torsion bar front end.



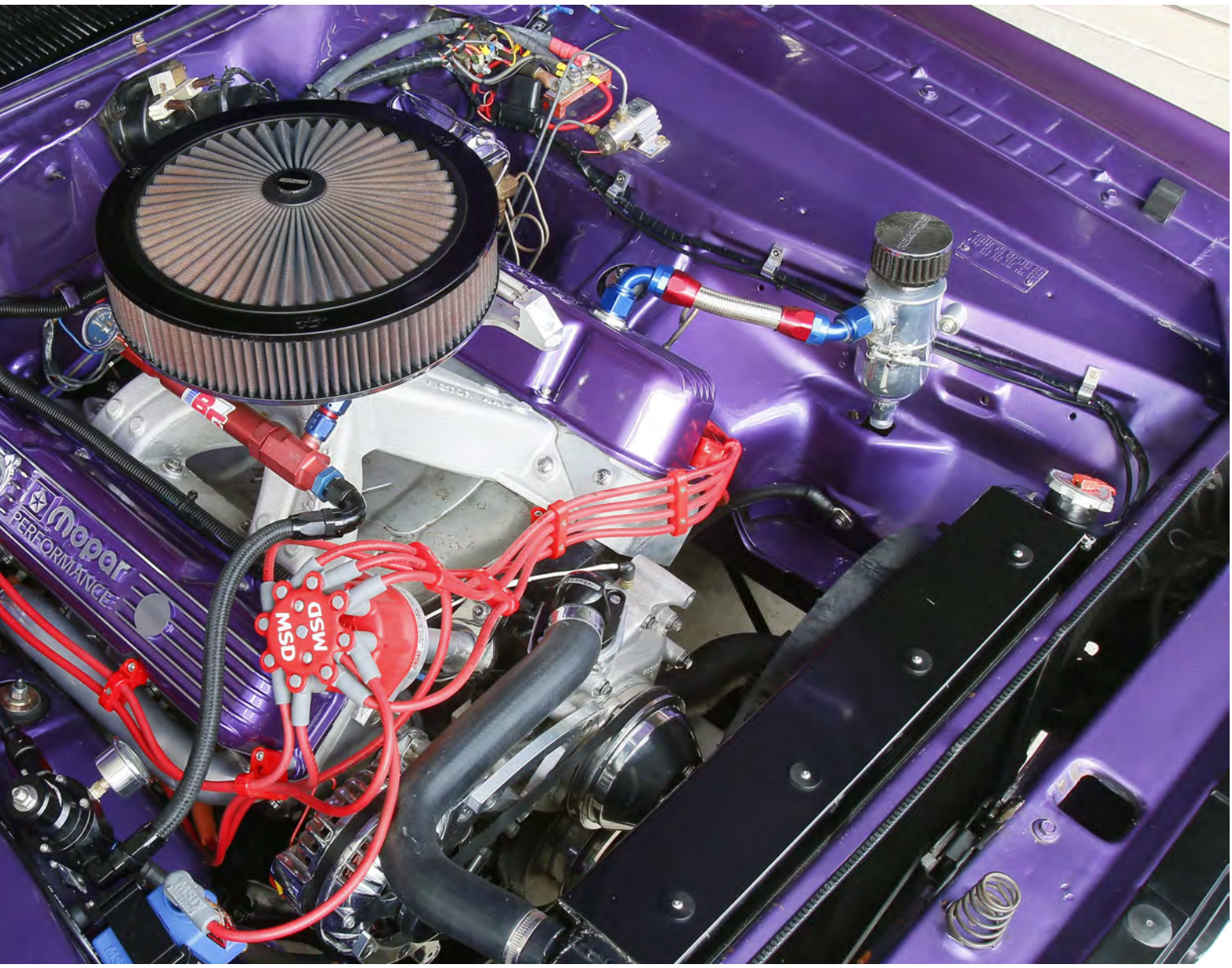


For the next three months, mates on hand, they got







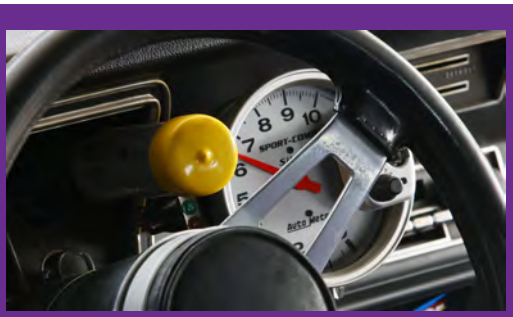








the Demon became Michael's after hours focus. With a team of good stuck into bring the Demon back to where Michael would be happy.







Just three months had passed when the Demon rolled out of Michael's garage. The first stop? Sydney Dragway, where the Demon has achieved his original goal of running in the ten-second zone with best ET to day of 10.86. The car has also won a few trophies too with a Top 5 at the huge Chryslers on the Murray this year and the same award at the 2017 Chrysler Wake Run.

Michael is a hands-on car guy doing plenty of the work on the build himself. And he hasn't quite finished yet. Future plans call for a power rack and pinion steering assembly and a new engine sporting 518ci, Indy heads, nasty roller cam and Hilbourn injection. In that guise, Michael is expecting a 9-sec pass. Stay tuned…





OWNER: Michael Nollar ***VEHICLE:*** 1971 Dodge Demon
ENGINE: 1968 440 block stretched to 500ci RB Wedge built by Michael, 950cfm Holley carb, Edelbrock Victor 440 intake manifold, Edelbrock Performer RPM heads, Comp Cams roller cam and lifter kit, steel mains caps, 4-bolt block, Arias pistons, Total Seal rings, Scat 4340 crank with 4.150 stroke, Clevite bearings, Scat H-beam rods, Comp Cams pushrods, Crane Rockers, Comp Cams valve springs, Manley valves, Mellings high-volume oil pump, Holley Black fuel pump, 2" headers with 3" dual exhaust, MSD 6AL ignition, MSD coil, MSD Blaster HVC, MSD billet distributor, MSD leads.
POWER: 674hp at the engine. ***TRANS:*** 727 Torqueflite, manual valve body, reverse pattern shift, Turbo Shift shifter, Continental 3800rpm stall converter.
DIFF: Dana 60, 4.11-gears, 35-spline Moser axles, Tru-Trac
WHEELS: Front: 15x4.5" Weld Wheels Rear: 15x10" Weld Wheels
SUSPENSION: Front: Hotchkis Torsion Bar, 90/10 Shocks. Rear: Carrolls custom springs, Strange adjustable shocks, 5/8" rear studs.
BRAKES: Front: CCP discs and calipers. Rear: Finned Drums
COLOUR: PPG Plum Crazy ***BUILD TIME:*** 3-months
THANKS TO: PeeWee for the paint and for the bodywork on the bonnet, Steve Smith who painstakingly laid all the Dynamat and liner, Mark Finney Upholstery, Al's Race Glide for the 727 box.


Download Your
Aeroflow Catalogue at:
aeroflowperformance.com
AEROFLOW
PERFORMANCE PRODUCTS
Follow us at:
facebook.com/
aeroflowperformance
PROFESSIONAL FLUID TRANSFER SYSTEMS AND PERFORMANCE PRODUCTS
RACE • MUSCLE • HOT ROD & MORE...
No matter what you drive Aeroflow has something for your ride. Download the full catalogue & check out the complete range of performance parts and accessories.
Quality at the right price.
SHOP ONLINE @
www.aeroflowperformance.com
OR AT YOUR LOCAL DISTRIBUTOR, QUALITY RETAIL OUTLET OR INSTALLER.



GOIN' THE Citroen



ALICE COOPERS WORLDS TOUGHEST CITROEN DS

Here's proof that Alice Cooper is not only a legend in the rock scene, but also a die-hard rev head. Check out his LS-powered Citroen DS.











First cons
Auto Bod
be the on









Originally built as a front wheel drive, four cylinder family mobile, the awkward looking Citroen is about as far from a Killer Ride as you're ever likely to find. Until now…

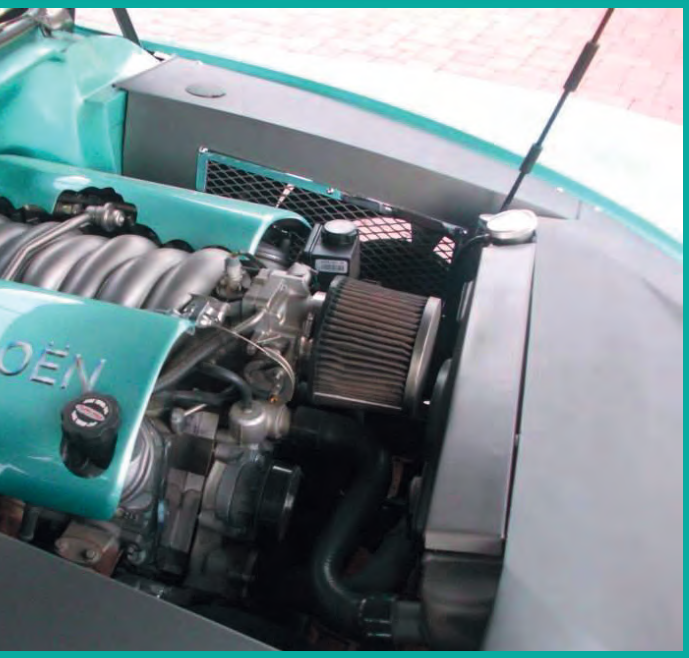
First constructed in 2006 for Alice Cooper by Kevin Bradley's Kreations Auto Body in Northern California, the reworked Citroen is believed to be the only V8, rear-wheel drive DS in existence. Combining the French design with American know-how, this wild Citroen features a 400hp LS-1 power-plant and auto box bolted to a full Art Morrison G-Max chassis that features a Mustang II front end and four-link rear with both ends fully adjustable. Upgrades also include Wilwood braking system, Alden shocks and big Billet Specialties wheels.

Since its completion, the Citroen has featured at SEMA and in Hot Rod magazine where it no doubt caused a stir. Built at a cost in excess of $300,000, the car was set for auction at Barratt-Jackson in 2011 for just $49,000. Two years later it was listed on eBay with a reserve of $115,000. Included in the deal was an autographed guitar and tour photo, two tickets to Alice Cooper's Holiday Christmas Pudding Show and the opportunity to play a round of golf with the man himself. The auction only reached a high bid of $83,400 nowhere near the reserve.

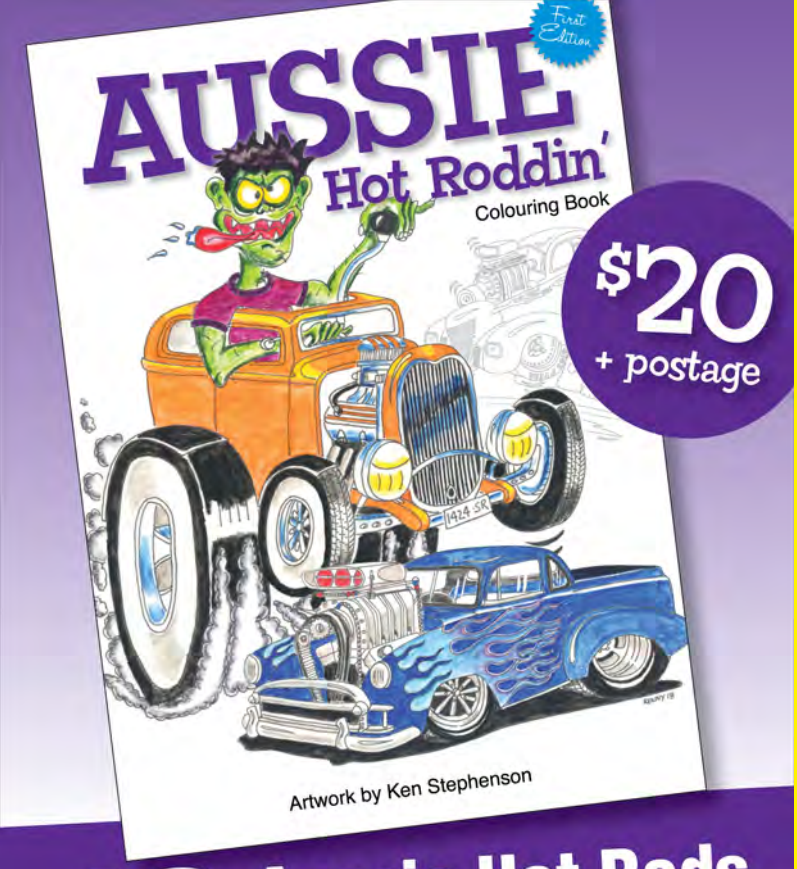
The interior feature grey leather, a custom dash and gauges, LED lighting, a custom stereo install and an integrated roll cage. Matching the trim nicely is the Volvo 457 Flash Green and White Pearl that was layed over the smoothed out body.

Alice's cool Citroen proves that ugly can be beautiful if done right. So who can top this one?

structed in 2006 for Alice Cooper by Kevin Bradley's Kreations
ly in Northern California, the reworked Citroen is believed to
ly V8, rear-wheel drive DS in existence.







40 Aussie Hot Rods to colour in

To order: Toonedbykenny or 0459 191 971

STOP

DON'T LET YOUR COMPETITORS GET THE JUMP ON YOUR BUSINESS!

Advertise Here!

Call Paul on (0432) 795336
or Via Email: paul@killerrides.com.au

HOT RODS - CUSTOMS - LIFESTYLE
SUPER ROD
DVD VIDEO
www.superrod.com.au



JUST $14.95 each

*Free Postage Within Australia!

EPISODE #1



EPISODE #2



EPISODE #3



EPISODE #4 OUT NOW!

ORDER ANY SUPER ROD DVD SECURELY THROUGH THE WEBSITE
www.superrod.com.au

WRAPTOR
SERPENTINE SYSTEM

Unique all inclusive kit for SBC, BBC, LS1 Series and LSA Supercharged, Ford Cleveland, Ford Windsor, FE and Ford Big Block Engines. Enquire for Pontiac and Chrysler Mopar.

***PLUS** we offer a full range of V-belt and serpentine pulleys and brackets available for most makes and models in polished or black stealth finish!*



FORD WINDSOR | CHEVY SMALL BLOCK | FORD CLEVELAND

SPECIAL PRICE

Our all inclusive WRAPTOR 8 Track Serpentine Kit Includes:
- High Flow Aluminium Water Pump • 140 Amp Chrome 1-Wire CS130 Alternator • Chrome Plated AC Compressor
- Vintage Air 90 Degree Compressor Fitting - Polished Aluminium • AC Compressor Clutch Cover - Polished Billet Aluminium
- Chrome Plated Aluminium GM Type II Power Steering Pump • Remote Mount Reservoir with Bracket - Polished Billet Aluminium
- Gates Premium Green Strip 8 Rib Belt • Water Pump Pulley & Cover • Crank Pulley • Crank Pulley Spacer
- Alternator Pulley & Cover • Power Steering Pulley • One Piece Billet Aluminium Bracket • Universal Alternator Fan

100% Australian Owned

wheels within wheels



Shop online at
www.wheelswithinwheels.com.au
or call 03 5158 0268 for fast, friendly service!

FPV.NET.AU



FAST PERFORMANCE VIDEOS

Like us on facebook

Motorsport Video Specialists

Over 6000 Video's Online and More Added Weekly!



Out and About

WINDSOR HOT ROD & CUSTOM SHOW Windsor Leagues Club - July 29th 2018
Words / Pics - Paul Beck



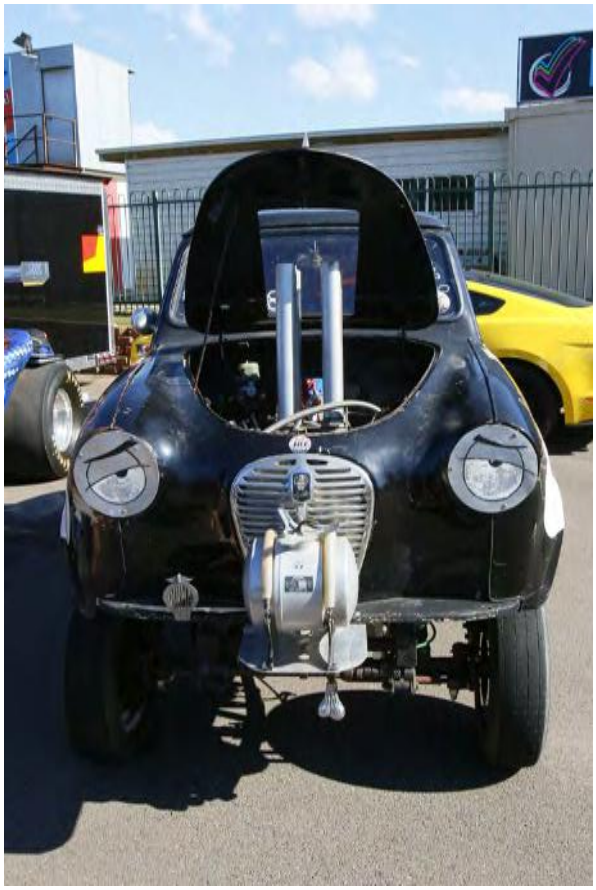


Promoted by Father and Son duo, Lep and Jamie Robertson, the Annual Windsor Hot Rod and Custom Show attracts lots of cool cars. Check these out!

Covering the carpark at Windsor Leagues Club, the show was designed to raise much needed funds for Hawksbury Community Soup Kitchen, a task that has been happening for around 11 years now.

Along with the static show and shine, there's also Kids Rides, Face-painting and Live Music. And if that's not enough, some of the heavy-hitting drag cars on display get to fire up during the day – much to the delight of the crowds.

This year's show was one of the biggest yet and no doubt, Lep and Jamie are already planning the 2019 event. It's definitely one worth supporting…





And if th get to fi





























at's not enough, some of the heavy-hitting drag cars on display re up during the day – much to the delight of the crowd.

















Out and About

Continued...







...the show was designed to raise much needed funds for Hawksbury Community Soup Kitchen, a task that has been happening for around 11 years now.







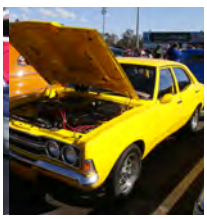












MCS Roil PLATINUM™

METAL CONDITIONER SOLUTIONS
OIL & FUEL LUBRICANTS



- *Engine Flush*
- *Metal Conditioner*
- *Fuel Treatment*
  (For Petrol & Diesel Engines)



INCREASE YOUR ENGINE'S LIFE - ***Use Roil Platinum Products!***

www.roilplatinum.com

LOVE ONE OF OUR PHOTOS?

Cackling Pipes
WWW.CACKLINGPIPES.COM



Collages
Prints
Canvas
Images

Great gift idea or pimp out the mancave!
Single photo prints or customed designed collages look awesome in print or canvas.
Your car or bike, your favourite racer, crew gift, immortalise a special memory.
Pick anything from our immense range of action photos from around Australia.



Killer Pic

PHOTO BY PAUL BECK



Anyone who complained about the track not having any grip at the recent Grudge Kings event at Sydney Dragway obvioulsy never saw Andrew Micallef's 525ci twin-turbo Hemi powered Torana sit up hard when the boost came on - not once, but a few times. Those two parachutes stopped it from getting any higher! Maybe time for some wheelie bars mate..

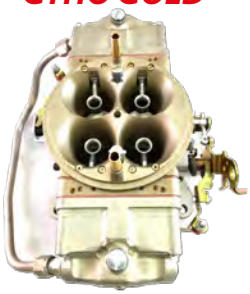
RACE MAX DIRECT .COM.AU

Hardcore Race Parts

sales@racemaxdirect.com.au

Ph 02 9791-5030

GTHO GOLD



Advanced Product Design

BLOWER CARBS



BILLET ENFORCER CARBURETTORS - Sharper, Crisper Throttle Response. More Power!



Made in USA

4150 STREET



BLOW THRU METHANOL

GASOLINE
E85
METHANOL



CUSTOM CARBS



Superchargers for late model Street to all out Race Cars and EFI!

BAM ROLLER LIFTERS



Solid roller lifters for Chev, Ford, Chrysler and Holden. 100% USA Made Quality!

Made in USA





Unique billet oil filter with a see-through lid so you can see any contaminants!

WE ONLY SELL THE BEST QUALITY BRANDS!

BRODIX CYLINDER HEADS

CROWER

GC HIGH PERFORMANCE FANS & ACCESSORIES

INDY CYLINDER HEAD INC.

JRi shocks

DIAMOND Pistons

CALLIES

JESEL VALVETRAIN INNOVATION

GRP CONNECTING RODS

MGP CONNECTING RODS

OLIVER RACING PARTS

RaceTec PISTONS

ROSS racing pistons

LOVELLS AUTOMOTIVE SYSTEMS

LOVELLS

SUSPENSION

FOR THE RIDE OF YOUR LIFE



Gary Myers - Burnout Legend!

"I only use the best parts in my cars, that's why I use Lovells Springs! Lovells are the ONLY choice for Team Myers! Make them your choice too!"

www.lovellsauto.com.au



Window Shopping

SCAT PERFORMANCE PRODUCTS AT SPEEDPRO

Speed Pro carry a large range of Scat products in stock including rotating assemblies to suit most popular engines from Ford to Chevy to Chrysler. These kits can include cast or forged cranks in all styles, I-Beam or H-Beam rods in various combinations, based upon specific application, pistons with plasma ductile iron top rings and standard tension oil rings, Clevite77 bearings depending on application. Give Speed Pro a call on (03) 9794 5177 to discuss all the options or check out the range @ www.speedpro.com.au.



SHRINKING DISCS

Metal Man Tools have recently added a number of new specialised metal fabrication tools to their already extensive range. Included in this are Shrinking Discs to suit 4 ½" & 5" grinders and another to suit 7" & 9" grinder/polishers. They are both made from strong 1.5mm stainless steel and unlike some others on the market they have a turned up safety edge. These discs are really catching on as a means of shrinking high spots on panels with control that is difficult to achieve using a heat torch. New products are continually added so that Metal Man Tools can help "Shape a Better Australia".

For more info or a catalogue and price list on these or any other product from Metal Man Tools simply phone 0447-406980 or email sales@metalmantools.com.au or check out www.metalmantools.com.au





EELS WITHIN WHEELS

e trick alloy pulley systems and brackets are just what you need to liven up that otherwise front of your engine. Available for Chev, Ford and many others, the Wraptor series will make engine impressive! The all-inclusive 8 track Serpentine systems increase grip, reduce stretch- nd prevent slipping compared to traditional 6 rib designs. The spring-loaded Gates tensioner res proper tension during hard acceleration and deceleration while compensating for belt ch.

u need to dress your engine up and eliminate any problems with belt slippage and loss of grip, the team at Wheels within Wheels a call on 03 5158 0268 or jump onto their website by click- here: www.wheelswithinwheels.com.au





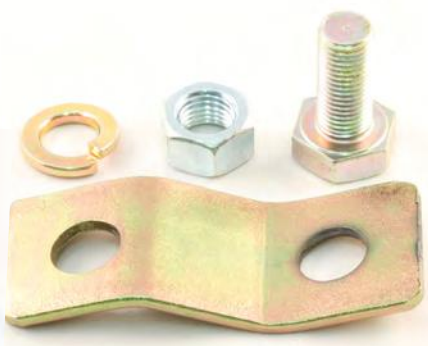
SEAT SAFE

Seat safe manufacture and distribute ll kinds of seat belts, brackets and hardware to suit any application rom a full original restoration to the most unique custom build. No matter what you need, Seat Safe can help you to keep everyone in your car safe. For more information, check out www.seatsafe.com.au











Factory Options

This
on t
the
Rea

2018 Commodore VXR
Words / Pics - Paul Beck



Ok, love or hate the fact that this is the new Commodore, get used to it, because this is what we now have. And it's not a bad thing. With no rear-wheel drive, V8 powered version on the order sheet, I can understand some people's frustration, but it is what it is. Now, down to the job at hand, reviewing the VXR Commodore sedan. The king of the Fleet!

As soon as your butt hits that shapely driver's seat, you know that this is a sports car. The interior has everything you'd expect and more! Those seats are the hero of the interior in the VXR and they are both heated and cooled. The heated rear seat is a bonus too for those that are forced to ride in the back! Everything you need is at your fingertips and the heads-up display is awesome – even more so when you are trying to navigate Sydney's ungodly traffic!

The stylish body is upgraded with a slight body kit, and 20-inch wheels. The more I looked at this car, the more I liked it. Inside and out. It's stylish, user-friendly and overall top notch in its design and finish.

So how does the all-wheel-drive V6 perform? With its 9-speed auto box and torquey 3-litre V6 engine, the VXR performed very well. In the higher revs, the sports exhaust gave a nicer, much deeper note than the more sedate-spec V6 Calais we tested in Issue 1 of Killer Rides.





On these roads
where you'd ha



s issue I jump behind the wheel he top of the line Commodore, VXR sedan. Did it impress me? d on…







With the 9-forward gears as standard equipment, Holden have been able to add low gears in the rear end which enables great acceleration in any gear, at any time. My only complaint was that when you were getting "lively" with the throttle, the VXR would use a lot more fuel than you'd expect. But drive it like a normal car and the economy was fine…

Handling is exceptional. In fact, the second day I had the VXR, I took it for a drive through some mountainous roads from Nowra in the south, up through Kangaroo Valley and into the NSW Highlands. On these roads, full of tight turns, steep up hill and downhill sections and areas where you'd hardly even call them roads, the VXR handled all roadways with ease. It was here where the all-wheel-drive came into its own.

When we arrived in the highlands, the temperatures dropped to around 3-degrees and a slushy snow started to fall. Thinking that this may affect the Commodore's handling, I'm happy to say that I was wrong. Whilst the AWD-system may result in a little more fuel usage, the safety factor certainly outweighs and extra cost in petrol.

Overall, the VXR can confidently wear the tag of being the Top of the Line Commodore. It does everything well and priced at around $55,000 its great value for money. If you're looking for a new sedan with all the bells and whistles, you'd be hard pressed to find better value for money. Check it out…

s, full of tight turns, steep up hill and downhill sections and areas rdly even call them roads, the VXR handled all roadways with ease.





CELEBRATING 25 Years

LAST YEAR DON'T MISS THIS ONE

SHANNONS

Car & Bike Show, DYNO COMP

SOUTH COAST NATIONALS

MORUYA GOLF CLUB AUSTRALIA

24th November 2018
Moruya High School

MORUYA MSR SMASH REPAIRS 4474 4212

Show Cars & Bikes, Hot Rod's
Street Machines, Muscle Cars, Drag Cars
Authentic, Rare & Race Vehicles

Arena Of Customs
Custom Car Showdown











HORIZON Credit Union

AUSTRALIAN NATIONAL STREET MACHINE MAG

Meguiar's Since 1901

DYNO DYNAMICS™ THE LEADER IN PREMIUM PERFORMANCE

Roadway MUFFLERS & 4x4 6251 5554

BDL car stereo HIGH PERFORMANCE GEAR

RIVERBREEZE AN ALLSWELL COMMUNITY

KILLER Rides www.killerridesdvd.com.au

EURO CAR WASH

POWERFORCE industries the name to trust for all import requirements

Sefton smash repairs (02) 9644 7559

0419 845890 02 4474 3761 www.southcoastnationals.com.au

KILLER Rides

www.killerrides.com.au



Appreciating Cars, Not Badges!

CAN YOU AFFORD TO LET YOUR COMPETITORS ADVERTISE HERE?

Get Innovative with your Advertising!

CALL PAUL
(0432) 795336
TO SECURE
YOUR SPOT
paul@killerrides.com.au