

**STREET
RODDER** Magazine's
Best Ford in a Ford



Kris Colvin's '33 Factory Five Racing Hot Rod Coupe

◆ While celebrating the 21st anniversary of the NSRA Northeast Street Rod Nationals, it was the ideal time for *STREET RODDER* and Ford Racing to recognize street rodders who install a late-model Ford engine in a Ford hot rod or custom. While thoroughly walking the grounds of the Champlain Valley Exposition Center we met Kris Colvin of Waitsfield, Vermont, who is our latest award recipient with his wicked '33 Factory Five Racing Hot Rod Coupe.

JUST THE FACTS
YEAR: 1933
MAKE: Factory Five Racing
MODEL: Hot Rod Coupe
OWNER: Kris Colvin
STATE: Vermont



There's nothing like the sounds of an endless stream of hopped-up V-8s as they pull onto a stock car track, especially if it's the early '60s. The sounds of the announcer echoing across the grandstands as the drivers lined up to get ready to blast off and chase the checkered flag. For a young Kris Colvin, this was a regular scene for him and his friends at the Sea Tac Speedway in Midway, Washington. Hanging around with the older guys gave him plenty of experience spinning wrenches on their cars as well as his own. Regular trips to the dragstrip further solidified his



Pilot Super Sport tires. Nothing says cutting-edge performance like Ford Racing's 5.0L DOHC Coyote Aluminator NA crate V-8. It comes filled with a speed shop full of go-fast goods, including a forged steel crank linked to Manley H-beam connecting rods topped with 11.0:1 Mahle forged pistons. Aluminum heads generate seamless power while a tuned composite Mustang GT intake manifold and production drive-by-wire 80mm throttle body completes the package. The team at The Auto Shoppe then updated the chassis to accept a modified Ford C4 trans by James Garilli of Waitsfield linked to driveshaft by Denny's.

dedication to the hobby. As the years passed he managed to own a bevy of high-performance rides, ranging from early muscle cars and Corvettes to European exotics, including numerous Porsches and Jaguars.

The one memory that never left his mind though was the sound of a healthy V-8 as its rpm climbed while racing around a racecourse. With that thought he began a search to meld both the razor-sharp handling characteristics of Ford's legendary Cobra with that of a low-slung hot rod. It was fate that brought him to Factory Five Racing (FFR) in Wareham, Massachusetts, to look into their cutting-edge FFR '33 Hot Rod. Inspired by their race-bred Mk3 roadsters, the hot rod offered everything that Kris was looking for in his next build. A deal was made and the components were sent off to the team at The Auto Shoppe in South Burlington, Vermont, to begin assembly.

Having worked with the team before on numerous projects, Kris laid out plans to add a number of his own design elements to bring the coupe to a whole new level. With a rock-solid base to start with the team began to assemble the chassis, starting with FFR's spine constructed from MIG-welded, high-strength carbon steel tubing and plate steel. Out back a decision was made to upgrade to their race-bred three-

link suspension, which supports a Moser Engineering 8.8 rear packed with 31-spline axles and 3.31:1 gears combined with FFR lower control arms, Panhard bar, and Koni coilover shocks. For ultimate handling up front FFR adjustable unequal length upper and lower control arms, spindles, and adjustable inboard-mounted Koni coilover shocks keep everything razor sharp. If you're planning on going fast you'd better plan on stopping just as quick. A Wilwood dual master pushes fluid through copper-nickel alloy lines to aggressive Wilwood 12.88-inch SRP drilled performance rotors up front and 12.19-inch units out back all wearing six-piston Wilwood calipers. To complete the handling package, 17-inch front and 18-inch rear FFR five-spokes are shod with Michelin

To give the body an added edge in the style department the team molded in the removable hardtop to the body and then finessed all the gaps in preparation for an effervescent coating of PPG O'So Orange pearl with satin black accents. Headlights from J&P Cycles add extra vibe. Inside low-back Kirkey racing buckets were covered in extra soft tobacco toned leather as well as the rest of the interior, including the hand-stitched custom dash filled with Dakota Digital gauges all by Richmond Upholstery of Richmond. Tunes flow from Kenwood electronics while an FFR steering wheel sets the course and Vintage Air cools the cabin. Congratulations to Kris who will receive a limited-edition jacket as the award winner.

