

KIT CAR BUILDER

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# KIT CAR CLUB BUILDER



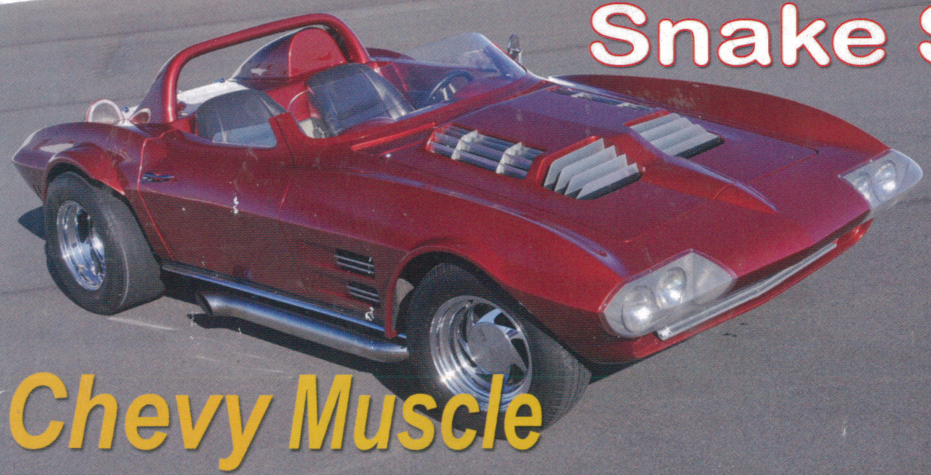
"Hey Guys, Check Out All the Un-Cobra Stuff Inside Too!"

## FACE OFF • COBRA VS. ANTI-COBRA



## SPECIAL SECTION COBRA GUIDE 2013

### Snake Slayers



### Chevy Muscle



### Superbike Trike

+ SHOW COVERAGE • HOW-TO TECH • NEWS • INFOTAINMENT

Display Until Mar 4

AUTOMOTIVE \$5.99



FEB 2013 \$5.99



## SPOTTED AT THE SEMA SHOW



H. CLAY ATCHISON PHOTOS



### FFR 818 DEBUTS

We've been telling you a little bit about Factory Five's new Subaru WRX-based 818 for quite some time now and we finally got a glimpse of the first finished models at the recent SEMA Show. On display in the company's booth in Las Vegas were street and race versions of the new kit along with an exposed complete chassis and drivetrain. Reportedly the 818 debut was the most successful product launch for FFR and surely a gratifying exercise for all involved. Word is that the kit will finally be available this summer. We hope to have a feature story on a finished car soon. [www.factoryfive.com](http://www.factoryfive.com).

### SNAKE AND MONGOOSE

"Snake & Mongoose" movie producers Robin Broidy and Stephen Nemeth cast Jesse Williams ("Grey's Anatomy," "Brooklyn's Finest," "The Cabin in the Woods") as Don "The Snake" Prudhomme and newcomer Richard Blake ("Dragonball: Evolution") as Tom "The Mongoose" McEwen — legendary drag racing rivals that came together in the 1970's to turn an obscure sport into a global phenomenon. Award-winning British commercial director Wayne Holloway made his feature-film directing debut on the project, which he wrote with Alan Paradise. The story details the Snake and Mongoose's friendship, rivalry, personal tragedies, triumphs, and business successes.



Not only did the two men make drag-racing history as champion drivers and owners of drag-racing teams, but they also modernized the sport in 1970 by shrewdly enticing toy giant, Mattel Inc., to make its then-new Hot Wheels line the sport's first corporate sponsor. When Mattel put logos on dragsters to make them 200 mph billboards for its toy line, and put real-life drivers into its TV commercials, Mattel became the first non-automotive sponsor in a racing sport, and the industry's first commercial tie-in was born. The Mattel sponsorship money and revenue from other sponsors that immediately followed enabled Prudhomme and McEwen to produce remarkable innovations in their dragsters, and to make racing a major sport globally.

The filmmakers partnered with the National Hot Rod Association (NHRA) which will be an important marketing ally, utilizing the organization's extensive reach to millions of fans around the world.

The movie is produced by Stephen Nemeth's Rhino Films and Robin Broidy's Entertainment Universe, which will also finance. Paradise, Prudhomme and McEwen are exec producers, co-producers are Betsy Stahl, Edward Michaels and Jesse Williams.

Screenwriter Alan Paradise is a long-time automotive industry journalist and broadcast producer who began developing the film after being commissioned by Mattel to work with Prudhomme and McEwen to write and direct a documentary celebrating the 35th anniversary of their historic partnership with Hot Wheels.

# SNAKE BYTES



## News & Notes from the Cobra Replica Community



### BIZ FOR SALE

Cobra inspired replica asset sale. Low volume specialty vehicle builder offers a well engineered and fully drivable sports car design "inspired" by the 1966 Cobra. (Cobra is a trademark of Carroll Shelby Automobiles). Gifted items with purchase: Full database of inquiries, a 3/4-inch master video TV ready and a full assembly manual and all marketing brochures and materials and the website [www.cobrarreplicas.com](http://www.cobrarreplicas.com). Can be operated anywhere and could be added to an existing automotive service business tailored to an established Corvette business. The business has been operational since 1991 although this is an asset sale therefore no relevant financial information is available. Includes: tooling (molds) and fixtures and a turnkey car & extra rolling frame, 10 days of assembly training in the first 30 days of purchase. Retail value of the completed car included in this purchase is \$35,000. The company has shipped an average of 12 +/- kits per year. Several turnkey vehicles have been made and majority sold in kit form, the most profitable format. Car is built on a C3 1968-1982 Vette frame. The body swap is simple and can be completed in a few hours. All Chevy driveline and over-the-counter parts. Contact; 480/610-1202.



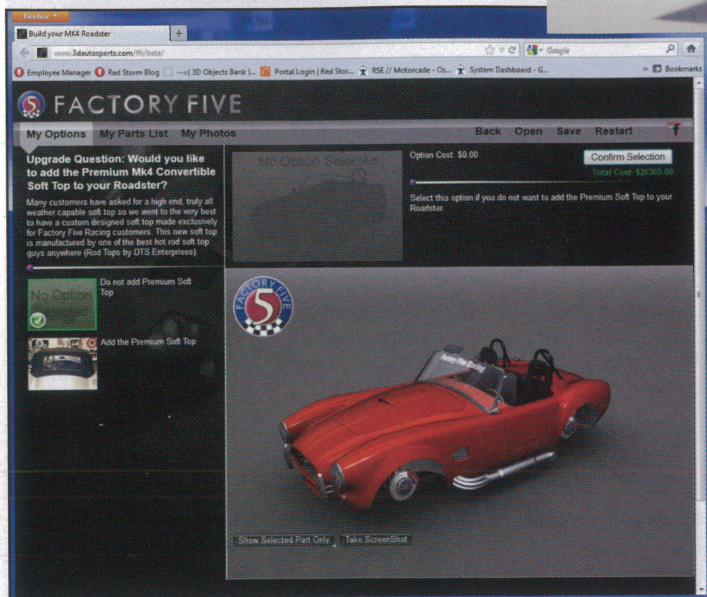
### KAASE P-38 CROSS-RAM INJECTION

A quick glance at Kaase's new P-38 cross-ram induction system for Ford Windsor engines immediately conveys two things: its potential to deliver impressive low- to mid-range torque and its inherent low-profile presence to add greater hood clearance — qualities that are often

### MAILORDER BUILD

When Summit Racing chose to build a Sixties-style Cobra roadster, focusing solely on the past was not an option. This project not only captures the sound and fury of a classic muscle car, but also benefits from decades of development in automotive technology. Everything on the chassis, from the frame rails to the custom suspension to the Ford 427 stroker V-8, all of these components are engineered for improved performance and long-term durability. They're also readily available from Summit Racing and Factory Five Racing (FFR) for ease of construction. One call to each of these companies is all it takes to obtain the parts you need to complete this buildup project! [www.factoryfive.com](http://www.factoryfive.com), [www.summitracing.com](http://www.summitracing.com).

# SNAKE BYTES



## FACTORY FIVE VIRTUAL GARAGE

Mike Gehri and team have created a clever program that allows you to build a Factory Five Mk4 roadster online and then use it to order your kit. It's a fun exercise that allows you to pick the components you want, including any desired upgrades. The program additionally lets you choose colors, though FFR cars come unpainted. The online build even keeps track of the components on a parts list and saves screen shots of the stuff you chose and you can share everything with folks on Twitter and Facebook. Check it out at [www.factoryfive.com/interactive/mk4-roadster/](http://www.factoryfive.com/interactive/mk4-roadster/)



## SHELBY LOGO SUNGLASSES

These hip sunglasses are black-anodized billet aluminum frames with riveted hinges. Custom made in the USA. Lenses are of the highest quality for excellent clarity and elimination of reflection & glare. Retail at \$299.00. Details at [www.hillbankusa.com](http://www.hillbankusa.com).



## B&M SUPERCoolERS

Using a stacked plate design and oven-brazed all-alu-

minum construction for added strength with excellent heat dissipation, the SuperCoolers have an "LPD" or Low Pressure Drop feature that includes two bypass channels near the fittings to allow fluid to flow freely. Controlled by viscosity, fluid is returned directly to the lube circuit through bypass openings in the stacked plate core. As the temperature increases, more ATF is directed through the core. This highly efficient design combines improved protection against lube system failure with the required levels of optimal heat transfer.

For more information on the B&M SuperCoolers, visit [www.bmracing.com](http://www.bmracing.com) or call 818/882-6422.



## COMPETITON SMALL-BLOCK OIL PAN

When you build 289 cubic inch race engines that make 560 horsepower, oiling is a serious matter. That's why Cobra Automotive enlisted Moroso to design their special Road Race Oil Pan, which is now standard equipment on every one of their 289 vintage race engines.

The heavy-gauge aluminum pan has a sump "bash guard" to protect the engine in the event of a mishap, and uses billet CNC-machined front and rear main seals, as well as billet rails for leak-free fitment. On the inside, there's a removable windage tray, and a four trap-doors in a baffling system that keeps the nine quarts of oil around the supplied specially-braced oil pick-up.

Designed to fit 2-bolt or 4-bolt Dart and Ford blocks, this oil pan will accommodate Ford early-style, late-style, and 5.0-style timing covers.

Cobra Automotive, 203/284-3863; [www.cobraautomotive.com](http://www.cobraautomotive.com).



## OPTIMA BATTERY BOX

O'Brien Truckers has acquired the tooling for the Optima Aluminum Battery Box formerly produced by Bitchin' Products, featuring a finned top and smooth, soft lines. The box is designed for

use with the Optima side-post battery. It can be mounted in a variety of ways, with mounting bosses provided on the sides and bottom.

The cast aluminum box comes "as cast." You can paint or powdercoat it, or you can order it fully polished. It ships out with a complete installation kit that consists of an inside crush pad, the electrical connectors with rubber color-coded battery boots, and installation instructions. O'Brien Truckers, 508/248-1555; [www.obrientruckers.com](http://www.obrientruckers.com).

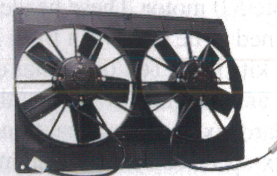


## BLACK IS BEAUTIFUL

Performance Coatings' "Stealth Black" ceramic coating makes a V great statement on intake manifolds, exhaust manifolds, or any suspension parts you'd like to enhance with a highly durable, heat-proof satin-black finish.

The Aerospace technology behind the ceramic coatings from Performance Coatings creates decorative, easily-maintained finishes that can withstand heat up to 1400°, which far-surpasses heatproof paints and other types of coatings.

For more information, call 770/478-2775 or visit [www.headercoatings.com](http://www.headercoatings.com).



## BIG BLOCK COOLING

# CHEVY SNAKE



**GM Power Makes This Factory Five Roadster Somewhat An Anti-Cobra**

by Jim Youngs

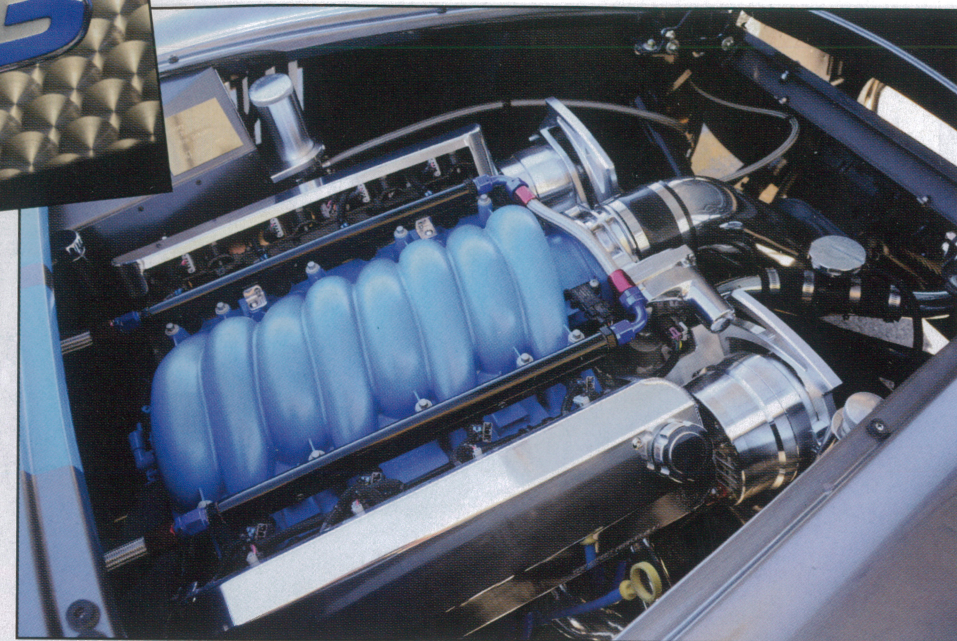
This car sort of fits both sides of the Cobra Vs. Anti-Cobra coin in that it obviously shares some body lines with the '60s snakes, but it's also powered by a GM product, specifically an LS3 engine. Yeah, there's some precedent for Chevy engines in Cobras, but the bulk of what we see most often in the engine bays is FoMoCo iron. SKJ Customs, in of all places, St. George, Utah, is one of Factory Five's go-to builders as it has built numerous show vehicles for the company and plenty of customer rides. This particular Chevy-powered rod was built for Colorado customer, Rick Shultz.

Though the car wears a slick Killer Grey Metallic paint job, with Ford Grabber blue stripes, it's the heart of the beast

that really sets this Mk4 apart from the Cobra crowd. SKJ sourced a complete GM Performance Parts E-Rod LS3 crate package (374 cubic inches), a package introduced in the 2008 Corvette and a couple of years ago as an emissions-legal crate drivetrain that would even comply with California's strict smog laws. The packages can be used legally, even in CA, in pre-OBD II (1996 and older) cars. Our perception of emissions-legal engines no doubt imagines choked-down anemic power, but quite the opposite is true of the E-Rod package. Even though the E-Rod sports such smog gear as O<sub>2</sub> sensors, catalytic converters, evaporative canister and a sophisticated engine control system, it boasts 430 horsepower and 424 ft-lbs of torque, more than ample to power a lightweight car like this Cobra replica. SKJ used the complete package except for

the exhaust manifolds and that included the ECU, cats, wiring harness, O<sub>2</sub> sensors, mass airflow sensor, air filter and the drive-by-wire throttle pedal. The installation as you can see has a factory appearance as well as some custom touches like the billet front-end accessory drive system.

Our past experience with an E-Rod powered snake showed a difference in torque between a similar car with Ford small-block power. Low-end grunt seemed to favor the Ford off the line, but the LS engine seemed strong and smooth in the mid-range. We discussed that impression with SKJ's engine builder on this car and he basically agreed telling us he prefers the feel of the LS. But, he also runs a Chevy-powered dragster, so it might just be one of those Ford vs. Chevy loyalty things. Regardless, the car runs hard and effortless without any fiddling or hiccups



PHOTOS BY STEVE TEMPLE

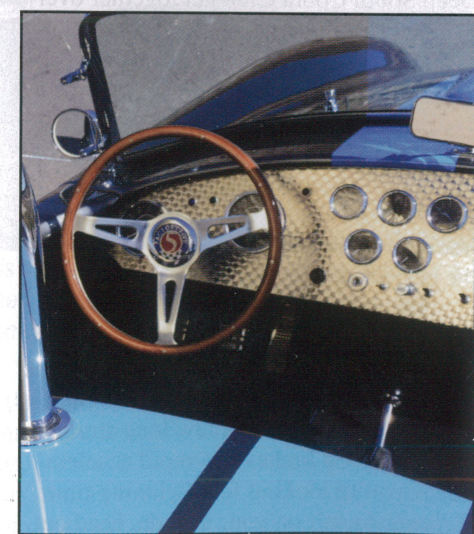
and is fast enough to scare yourself.

Along with the E-Rod package SKJ included a Tremec TKO five-speed trans, good for up to 600 ft-lbs of torque, coupled to a Mosier-built 8.8" rear end located by Factory Five's popular three-link set-up, with coilovers at all four corners. The build team opted for the brake upgrade that FFR offers too. Instead of the standard 11" Ford Mustang rotors and twin-piston calipers, optional Wilwood 12.88" front discs and 12.19" rear discs and four-piston calipers were bolted on. Halibrand-style wheels were shod with Nitto 555R rubber.

The cockpit is pretty much standard FFR fare, though an engine-turned dash was included for a little more brightwork. The giveaway that this car is something other than a run-of-the-mill Cobra replica are some bold emblems on the dash and

flanks of the body touting the car's 6.2L LS V-8. Chrome-bezel instruments, including a reverse-reading speedo, in the usual array and just a few switches keep the dash clean and uncluttered. A pair of FFR leather bucket seats and Simpson harnesses round out the simple interior.

We've seen a bunch of cool cars coming out of the SKJ shop recently and not only Factory Five projects, though some of their FFR builds are way over the top. Some recent builds include the Summit Racing snake (see page 26 for more details), a twin-turbo GTM boasting 1,800 hp and a blown '33 hot rod. The company also competed on "Car Warriors" TV show and has built lots of impressive hot rods.



SKJ Customs  
801/810-7637  
www.skjcustoms.com

Factory Five Racing  
508/291-3443  
www.factoryfive.com

# NORCAL VARIETY SHOW

The Northern California Kit Car Club's Annual Event Draws Quite the Mix of Cars

story & photos by Vern Hance

Every year we get several hand-crafted cars in our show that we've never seen before. This year was no exception. Our Spectator Choice/Best of Show winner was a beautifully detailed Lola T70 replica. Other newcomers included a bronze colored GTM by FFR, a Thoroughbred Mercedes 300SL Gullwing, a McLaren replica and a T-bucket street rod that recently brought home a trophy from the Grand National Roadster Show. And, of course, we didn't forget the five Cobras that celebrating their 50<sup>th</sup> anniversary year.

Then there was the Special Interest side of our show where we invite some rarely seen vehicles. In this category we had a very stock looking '37 Plymouth, which harbored a stealth 5.7 liter Chrysler Hemi under the hood. Then there was an exquisite '70s-vintage Vespa P200 with a sidecar, that looked as though it came from the showroom yesterday.

Some of the less frequently seen vintage kit cars included three Bugatti T-35 replicas, a pair of Mercedes 500k roadsters and several Ferrari replicas.

One of my show favorites was a Ferrari 250 GTO being built by Joel Heinke. This is a scratch-built car that started life as a written plan to make a more exact replica of the 250 GTO. It started with steel tubes, a tubing cutter and a welder. This year it was driven off its trailer under power from its Corvette mechanicals to its display spot. Next year it may be a licensed and driven finished car.



John Coombs' Lola T70 Mk3 took home the Spectator's Choice and Best of Show honors.



Illustrating the variety of cars that show up at this event is this line-up of neoclassic Cobras and vintage racecar.

In keeping with our custom, Chuck and Sue Maddux hosted our Saturday afternoon Happy Hour with snack, cheeses and bubbly drinks. Next was a formal dinner in one of the Concord Hilton's private rooms and finally an evening social get-together in one of the hotel's Presidential

Suites. Sunday's show brought some cars that couldn't attend on Saturday. The finale was in mid-afternoon with our traditional drive-through trophy presentation where the spectators can applaud the trophy winners. **KCB**



Gary Meneghin's beautiful Vespa 200e with sidecar was a nice addition to the show.



We've seen Dave Wolin's nicely-built McLaren MP with 283 Chev power at other California shows and appreciate the fresh-from-the-track appearance he achieved.



Daniel Anderson's Thoroughbred Mercedes 300SL Gullwing is also a nicely outfitted car that attracts lots of attention.



The NCKCC members are a social bunch, shown here enjoying the traditional Happy Hour after Saturday's festivities conclude.



Curtis Tung's FFR Cobra is a consistent trophy magnet, this year once again taking first place in the snake category.



Mike Downs' GTM by Factory Five is also a trophy winner, this year accepting second place in the Class A Sports category.

## TROPHY WINNER'S LIST

### Class A Sports

- 1<sup>st</sup> Daniel Anderson, Mercedes 300SL Gullwing
- 2<sup>nd</sup> Place Mike Downs, GTM by FFR

### Class B Sports

- 1<sup>st</sup> Place Mike & Melinda Koken, Ferrari 250 GTO
- 2<sup>nd</sup> Place Jim Wagner, ZR-2 Fiero based

### Class C Classics

- 1<sup>st</sup> Place Vern Hance, Mercedes 500K
- 2<sup>nd</sup> Place Chuck Maddux, Mercedes 500K

### Class D Classics

- 1<sup>st</sup> Place Jerry Barrilleaux, MG-TD
- 2<sup>nd</sup> Place Allen Koch, Bugatti Type 35

### Class E Cobra

- 1<sup>st</sup> Place Curtis Tung, FFR Cobra
- 2<sup>nd</sup> Place Sherman Mah, FFR Cobra

### Class S Special Interest

- 1<sup>st</sup> Place John Torre, 1937 Plymouth Hemi
- 2<sup>nd</sup> Place Harry Craycroft, Ford T-roadster pickup

### Spectator's Choice & Best of Show

John Coombs, Lola T70 Mk 3