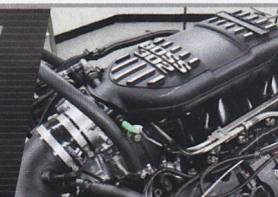




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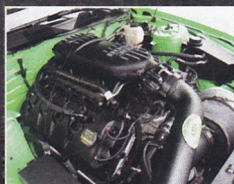
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SPEED & FUN WERE THE THEMES OF THE SVT
SUPERFEST AT VIRGINIA INTERNATIONAL RACEWAY

TEXT MICHAEL JOHNSON > PHOTOS AUTHOR

SUPER-F

True Cold Air Intakes and More



In this age of 3-second eighth-mile Mustangs there is something to be said for being able to enjoy a 3-mile road course with two high-speed straights, elevation changes, and challenging corners. Those traits are exactly why Mustang enthusiasts take to Virginia International Raceway (VIR) year after year for the SVT Superfest.

VIR opened in 1957 and is a 3.27-mile road course in southern Virginia. Once you have been to it, you will see why it has been rated as one of America's great road courses. This author has more experience at Sebring International Raceway, which is a flat track in central Florida, but VIR is like Sebring with elevation changes. One trip around the course and you see why the SVT Superfest is so popular.

The SVT Superfest is brought to you by the SVT Cobra Mustang Club, Shelby GT500 Club, Track Club USA, and Modular Boss. The event is held on the big course layout, which is sure to point out the strengths of SVT vehicles like Cobras, Lightnings, Contours, the SVT Focus, and anyone else choosing to partake in the event. However, we are sure the track will also point out driver weaknesses as well.

The SVT Superfest featured a car show, Pro Dyno's portable dyno, a Saturday night banquet with great food, and just an all-around great time. The event happens each April, so when planning your yearly Mustang event calendar, put the SVT Superfest on it and get in on the fun.

UN SVTS

PERFORMANCE



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1. Each morning started with a drivers' meeting to go over the finer aspects of road racing. Instructors touched on when and where to pass, what each flag meant, what to watch for on-track, and how to handle different situations. The passing rules are different for each road course, and these meetings are done for the safety of everyone on-track.
2. Melhado had us drooling over his 2013 Boss 302S. A joint venture between Ford Performance and Watson Racing, his particular 302S was in a museum in North Dakota before Melhado found it on eBay. After purchasing the School Bus yellow example, he sent it to Dean Martin at Kohr Motorsports for race setup. The Boss 302S doesn't have a VIN, and the cars were originally ordered through the parts department via PN M-FR500-B302S. One of only 50 built for 2013, Melhado's particular Boss 302S has the BBS wheels with Continental race slicks.
3. The guys from Pro Dyno were at the SVT Superfest to offer dyno services to those at the event. Robert Huggins wanted to see how much power his 1986 GT convertible made, so his was one of many Mustangs we saw up on the portable dyno. Huggins' was a clean Four-Eye featuring a rebuilt engine, a 1993 Cobra intake, an E303 cam, underdrive pulleys, an off-road H-pipe, and a Flowmaster after-cat exhaust. The car had a mass air conversion with an A9L computer, and Pro Dyno's Dan Desio was able to tune the car using SCT's live tuning software. The combination was good for 205 rwhp and 268 rwtq, and Huggins was happy with those numbers. Yes, we were drooling over this car as well, especially after we saw that it had manual windows and locks.

4. The SVT Superfest also features a car show. Charlotte, North Carolina's John Day brought his Ruby red 2014 GT for the show, and to exercise the car on the parade laps as well. The car has a Paxton 2200SL supercharger teamed with a Boss 302 intake, ID1000 fuel injectors, a BBK Performance X-pipe, a resonator delete, a Roush axle-back, and a Tru-Fiber inlet with JLT Performance couplers and filter. With a Lund Racing tune the combo made 625 rwhp on Pro Dyno's portable dyno. For the show part, Day's GT has an Airlift Performance V2 airbag suspension system paired with Velgen VMB6 wheels, Nitto NT05 treads, and Redline Tuning hood struts.

5. Doug Kaiser has owned this 1990 GT since 1994, and it looks like he has modified pretty much every inch of the car. Starting with the engine, he added an Explorer intake, a BBK Performance 70mm throttle-body and mass air meter, GT40 iron heads, and a B303 cam. Suspension mods were just as numerous with Drag wheels, Maxxis tires, 2003 Cobra front control arms, a Steeda Autosports heavy-duty front sway bar, Maximum Motorsports caster/camber plates, 2003 Cobra IRS, Bilstein coilover shocks and struts, and Cobra brakes, among many other drivetrain and suspension mods. The car made 275 rwhp and 306 rwtq on Pro Dyno's portable dyno but was doing so through an ignition miss Kaiser was trying to sort out. He runs NASA events at VIR, Summit Point, Watkins Glen, New Jersey Motorsports Park, and Road Atlanta.

6. Sliding his GT around VIR in dry conditions, but Sunday's rain most likely provided him with many more opportunities to work on car control. His GT sported fresh paint and graphics for the SVT Superfest. Hopefully the car stays this nice for a while.



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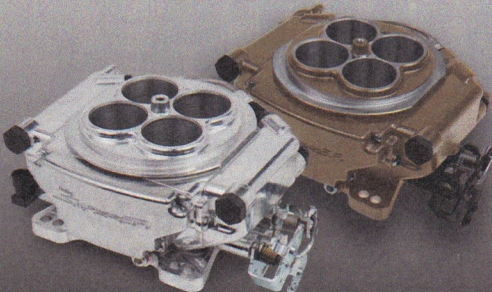
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EVENT | SVT SUPERFEST



7. Dan Brooks had his 2016 GT at the SVT Superfest featuring Steeda Autosports springs, MMD wheels with Continental ExtremeContact tires, Performance Pack front Brembo brakes, and a GT350 rear wing. The car has a 6R80 in it, but Brooks utilizes the car's paddle shifters to navigate the track at a rapid pace. "I have been very impressed with the car," he says. For performance, the car just has a Flowmaster X-pipe but made 372 rwhp on Pro Dyno's portable dyno at the event. Brooks could be most proud of the car's VIR gas cap, made in the same fashion as the Boss 302 Laguna Seca cars, but with VIR's track layout.

8. In the case of Matt Hogrefe's 2008 Bullitt, we heard the car before we saw it, but when we heard it we didn't expect to turn around and see Hogrefe's car. With Big Mother Thumper cams, Pypes Performance long-tube headers and X-pipe, and a Flowmaster axle-back, Hogrefe's Bullitt is packin' some major lope. With a Ford Performance intake also on board, his Bullitt makes 400 rwhp thanks to a Pro Dyno tune. Hogrefe is from Reidsville, North Carolina, and was at the SVT Superfest with his Bullitt in the show, but he also partook in the parade laps, where we were able to grab this shot.

9. Two-Valve fans unite! Rick Hoe had his 2002 Mustang GT at SVT Superfest. The car remains mostly stock from an engine performance standpoint with just a Dragon intake and a Steeda Autosports cold air intake. Hoe put the lion's share of investment toward drivetrain and suspension upgrades on his New Edge, like Cobra R wheels, Cobra brakes, Kenny Brown brake cooling ducts, 2003 Cobra front lower control arms, and a Fluidyne radiator. He sourced Steeda Autosports for race springs, rear control arms, and sway bars, while the car utilizes a Maier Racing rear wing, and a rear seat delete. For safety, the GT has a Piper Motorsports cage, Shroth harnesses, and Sparco seats. The car still has the stock transmission, stock clutch, fully operational A/C, and a Mach 460 stereo, and it weighs 3,450 pounds with Hoe in it. His primary use for the car is competing in Camaro Mustang Challenge events. After seeing his driving, we bet he does very well.

10. Bob Johann brought his 1998 SVT Contour to VIR from Washington, Illinois, and the car's 207,000 miles proves he uses the car as intended. The car still features the stock engine and stock transmission, and even the stock clutch. Outside of those aspects, the car wears a Mirko splitter, subframe connectors, Koni Yellow struts, H&R springs, a JDM front strut tower brace, Konig Imagine wheels wrapped in Dunlop Direzza ZII treads, and Stoptech slotted rotors. Johann's SVT Contour is also a six-time world champion in sound quality competition thanks to an audio system consisting of Xtant, JL Audio, and JVC components.

TESTIMONIALS TWO / THREE



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13



14



11. Joe and Nicole Ballard brought their 1996 Mystic Cobra to VIR to participate in the car show. Joe is in the Navy, and his various station assignments has taken the couple across the country. Both this Mystic and the couple's 1995 Cobra have traveled cross-country. The Mystic most recently received new paint, but that didn't keep Joe and Nicole from bringing it to the event.
12. One of the more heavily modified Mustangs at SVT Superfest was that of Robbie Palmer and his 2010 Roush Stage 3. That makes sense, though, since Palmer is the performance manager at Capitol Ford in Rocky Mount, North Carolina. His Roush benefits from Koni Yellow's, H&R springs, a Roush Big Brake Kit with Hawk pads, and Toyo Proxes R888s. In the tunnel is a Tremec Magnum XL transmission with a McLeod RST clutch, while exhaust chores are handled via ARH headers, a Ford Performance X-pipe, and a Corsa Sport axle-back. As for the engine, it has Manley rods, CP pistons, ported heads with BBR Stage 1 cams, a JLT Performance cold air intake, a Ford Performance throttle-body, an Afco dual-fan heat exchanger, and a 2.7-inch pulley on a Roush TVS 2.3 supercharger. Fastlane Motorsports tuned the car, and with 18.5 pounds of boost the combo makes 655 whp. However, at VIR the track tune isn't as aggressive, even though Palmer's Roush employs a Snow Performance Stage 2 meth kit.
13. Here is Don Labar enjoying a leisurely cruise in his 2017 GT350 during the parade laps, but when he is being serious he laps VIR at a much quicker pace. He and his GT350 are usually good for consistent 2:08s.
14. Speaking of drooling over a car, we were all over Nick Diacoloukas' 2013 Shelby GT500. Not only is it a GT500, but it's also Grabber blue and it's a glass roof car. Does it get any better? Diacoloukas had Nitto NTO1s with HRE Flowform wheels during Friday's sessions, but for Saturday and Sunday the GT500 wore Michelin Pilot all-season tires. Handling was seriously degraded, and Diacoloukas said there was a five- to six-second difference between the race and street rubber. In Sunday's rain that difference was even more dramatic. The Shelby features a Vortex watts link, an MGW shifter, a McLeod RXT clutch, and ARP wheel studs. Revolution Automotive did some of the work on the car, and the shop will soon be adding a rollcage to the car. "I love the events here at VIR," said Diacoloukas. "This one was my seventh open track event here."





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