

+INSIDE



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BATTLE AT THE BEACH

We were thrilled by the cars brought out by our first-ever Battle at the Beach contestants. From left to right, they are Rick Marion, Keith Koch, Ryan Tutor, Chuck Hicks, Randy Koon, Tristan Coggins, Eric Jones, Chris Platt, and Will Prichett.



FREAKS OF THE WEEK

NINE HIGH-POWERED 'STANGS
CLASH ON PRO DYNO'S ROLLERS AT MUSTANG WEEK

Text and Photos by Steve Turner



WE SEE PLENTY OF COMBOS WITH OUR MAGAZINE PROJECTS, BUT IT'S GREAT TO SEE WHAT REAL PEOPLE ARE DOING WITH THEIR CARS.

We will admit to cringing every time the boss comes up with a story idea for the magazine. However, every so often a good idea comes down from above, and this time around it was the concept of hosting a dyno challenge during the burgeoning celebration of all things Mustang known as Mustang Week. Now

that's an idea we can embrace, and fortunately Mustang Weekers did too.

The idea was simple: Invite several high-powered street 'Stangs to square off on a chassis dyno during Mustang Week. The winner would take home a trophy, the participants would get their cars on these pages, and our fine readers would get to check out the

real-world performance of a variety of cars and combos. Everybody wins. Really.

Seriously, we know that everyone participating wants to lay down a big number. That goes without saying. It's hard not to get excited by horsepower. However, for us it really is about checking out a variety of combinations from the real world. We see plenty of combos

with our magazine projects, but it's great to see what real people are doing with their cars. And the venue of Mustang Week provides a unique challenge, because it's hot. Really hot. There is no climate-controlled dyno test. These cars are run in the South Carolina in July. If they can make power in those conditions, they are legit.

So we put out the word

THE IDEA WAS SIMPLE: INVITE SEVERAL HIGH-POWERED STREET 'STANGS TO SQUARE OFF ON A CHASSIS DYNO DURING MUSTANG WEEK.



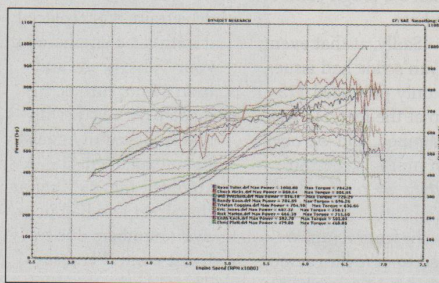
We were pleasantly surprised and humbled by the steadily growing and attentive crowd that took in the Battle at the Beach. Whether they knew about it from these pages, our social networking, or the noise from the cars, people really enjoy these big-power cars running at WOT.

call and collected a host of entries. From those, we culled a list that fit the mold of powerful street cars that we can all identify with. We were stoked to have a wide variety of Mustang model years and engine/power-adder combinations in our group. Of course a few dropped out at the last minute, so we went without a Coyote representative, but beyond that we had as broad a spectrum as we could have hoped for. Sure, the GT500 crowd represented

strong, but we had everything from a push-rod Fox to a Four-Valve Cobra to offset the Shelby bunch.

In the end, it was the favorite, Ryan Tutor's '01 Saleen, that put down the big number and took home the trophy. However, everyone involved seemed to have a good time, and the spectators seemed to enjoy it too. We did.

Pro Dyno (www.pro-dyno.net) is the official dyno operator of Mustang Week, and it stepped up to sponsor and run our first-ever Battle at the Beach dyno challenge. Pro Dyno uses a Dynojet (www.dynojet.com) 224X for tuning and testing. It is good for up to 2,000 horsepower and 200 mph. Our contestants didn't come close to maxing it out, but they did put down some impressive numbers.



Not only did we have a wide variety of cars and combos at Battle at the Beach, but we had a wide variety of performance. From just below 500 all the way up to 1,000 rwhp. The peaks show up on the higher-resolution graph, not the smaller charts listed with each car.



Kudos to Dyno Dan Desio (right) and his team at Pro Dyno. Not only did they keep your scribe's energy up with homemade cookies, but they whisked our contestants on and off the dyno with the efficiency of a NASCAR pit crew.

>>HORSE SENSE

We had so much fun holding this event during Mustang Week that we plan to do it again in 2014. If you will be there and would like to participate, please send some photos and a car description to Battle at the Beach c/o 5.0 Mustang & Super Fords, 9036 Brittany Way, Tampa, FL 33619 or 5.0mailbag@sorc.com.

RYAN TUTOR 2001 SALEEN MUSTANG



We have a favorite phrase that comes up a lot at our long-running KOTS contest: *That can't be right.* It's what people will say when their car makes less power at our event than it did on its home dyno. This condition is usually the norm, as it's rare cars make more on the big stage. Maybe it's performance anxiety or maybe it's the conditions. Either way, we often see the face of disappointment.

The poster child for this condition was Ryan Tutor. He came into our '09 contest as the odds-on favorite. His car is

+HIS CAR IS BEAUTIFUL AND IT WAS SAID TO PUT DOWN OVER 1,000 REAR-WHEEL HORSE-POWER.

beautiful and it was said to put down over 1,000 rear-wheel horsepower. That's a tough combo to beat.

Sadly, at that event, Ryan's ride had issues. It only produced 772 hp at the feet. He was bummed, and we never let him forget it. So, when we received an application for this event from Ryan, we had to give him a shot. Maybe, just maybe he could redeem himself.

Ryan's '01 Saleen started out with an NA Two-Valve making 211

hp. He built it up with a blower, then a stroker kit, then turbos. It made over 700 rwhp. Then he made the move to the car's

current combination with the help of Fastlane Motorsports.

"I sold off the entire drivetrain, and replaced it with a 5.4 engine with Four-Valve heads and twin 67mm turbos. It made over 1,000 rwhp and achieved my goals," Ryan explained. "I attended the '09 King of the Street and had poor dyno numbers due to boost-controller issues. Then I broke the drive-shaft during the quarter-mile runs."

Well, fortunately for Ryan, things went

smoothly at our Mustang Week Battle at the Beach. We drew numbers to create a random running order and make

RYAN TUTOR

| RPM | Power | Torque |
|-------|---------------|---------------|
| 4,000 | 223.63 | 293.63 |
| 4,500 | 319.83 | 373.29 |
| 5,000 | 437.53 | 459.58 |
| 5,500 | 577.69 | 551.64 |
| 6,000 | 729.16 | 638.26 |
| 6,500 | 898.95 | 726.36 |
| 6,700 | 992.52 | 778.03 |

NOT ONLY DID HIS CAR RUN WELL, BUT HE TOOK HOME THE FIRST-EVER BATTLE AT THE BEACH TROPHY FROM OUR FRIENDS AT MUSTANG WEEK.



This is the look of a man who has found redemption. After failing to put down four-digits during our '09 King of the Street competition a few years back, Ryan laid down the big number in the Myrtle Beach heat.



We delivered Mustang Week's Battle at the Beach trophy to Ryan during the awards ceremony held at Saturday's massive Cruise-In.

things as fair as possible. It turned out that Ryan's car drew the seventh spot, so it had to run toward the end when it was hottest. Its best of two runs was right at 1,000 rwhp. Redemption for Ryan. Not only did his car run well, but he took home the first-ever Battle at the Beach trophy from our friends at Mustang Week.

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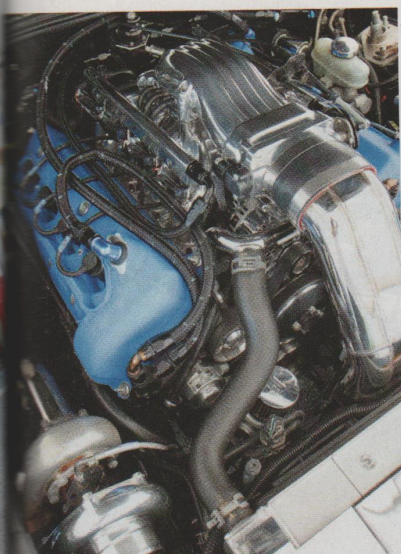
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Ryan Tutor's '01 Saleen cranks out four-digit horsepower with a Four-Valve 5.4-liter modular filled with forged components and boosted by two Garrett 67mm turbos blowing through a custom, six-core intercooler.

»TECH SPECS

BLOCK

Iron 5.4

CRANKSHAFT

Stock

RODS

Oliver billet

PISTONS

CP

CAMSHAFTS

Ford GT

CYLINDER HEADS

Ford GT

INTAKE MANIFOLD

Sullivan, ported w/ Accufab throttle body and SCT 3000 mass air meter

POWER ADDER

Two Garrett 67mm turbos w/ six-core intercooler

FUEL SYSTEM

Aeromotive Pro Series pump w/ -12 feed line, -8 return line, an Aeromotive regulator, Sullivan fuel rails, and Lucas 120-lb/hr injectors

EXHAUST

Custom short-tube headers w/ 3-in X-shape crossover, Magnaflow mufflers, and 3-in tailpipes

TRANSMISSION

Fastlane Motorsports 4R70W w/ Precision Industries 9-in torque converter

REAR END

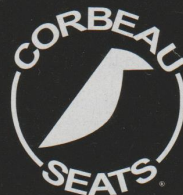
8.8-in w/ Detroit Tru Trac, 3.55 gears, and 31-spline Moser axles

ENGINE MANAGEMENT

Stock w/ SCT custom tune

IGNITION

Stock w/ MSD coils and NGK TR6 spark plugs



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BATTLE AT THE BEACH

CHUCK HICKS 2008 SHELBY GT500



Though it carries the moniker The Monster, Chuck Hicks' '08 Shelby GT500 started out as a much more wholesome project. His wife, Tammy, actually suggested that Chuck and his son, Matt, pick up a project car together. The idea was that they work on the car and the by-product would be more time spent together.

It certainly worked out. Chuck didn't have a plan for the car, but with the help of Pro Dyno, he got power hungry.

+IT CERTAINLY WORKED OUT. CHUCK DIDN'T HAVE A PLAN FOR THE CAR, BUT WITH THE HELP OF PRO DYNO, HE GOT POWER HUNGRY.

"It gets in your blood and you want to go faster and faster," he explained. "So that is why you see what you see here. We went through several stages along the way. We kept increasing the power and we found the weak link every time."

Unfortunately Chuck found another weak link right before the Battle at the Beach, which had him scrambling to make the event. He made moves to participate, but things didn't quite work as he had planned.

"One week before the competition, the input shaft on the auto transmission broke and we

had to put the straight-drive back in," Chuck explained. "The problem with that was we didn't have a strong enough clutch to hold the power we knew the car was making. We put the transmission in and tried to get some miles on the clutch, but it was slipping just over the 800hp mark."

Despite its troubles, Chuck's GT500 was able to put down 888 and earn him second place.

CHUCK HICKS

| RPM | Power | Torque |
|-------|---------------|---------------|
| 4,000 | 565.35 | 742.30 |
| 4,500 | 501.71 | 585.56 |
| 5,000 | 588.79 | 618.48 |
| 5,500 | 761.12 | 726.82 |
| 6,000 | 836.79 | 732.48 |
| 6,500 | 832.01 | 672.28 |
| 7,000 | 762.82 | 572.31 |



"ONE WEEK BEFORE THE COMPETITION, THE INPUT SHAFT ON THE AUTO TRANSMISSION BROKE AND WE HAD TO PUT THE STRAIGHT-DRIVE BACK IN"



"We were excited to come to the event, but we knew that we more than likely were not going to win due to the problems with the transmission," Chuck said.

>>TECH SPECS

BLOCK

Iron 5.4-liter

CRANKSHAFT

Stock

RODS

Oliver

PISTONS

CP

CAMSHAFTS

Comp Stage 2

CYLINDER HEADS

Stock Four-Valve

INTAKE MANIFOLD

Stock intercooled lower

POWER ADDER

Whipple 4.0-liter w/ NOS nitrous

FUEL SYSTEM

Fore Innovations

Exhaust

Kooks Custom Headers system

TRANSMISSION

4R70W automatic

REAREND

Moser 9-in w/ 4.10 gears and Moser

35-spline axles

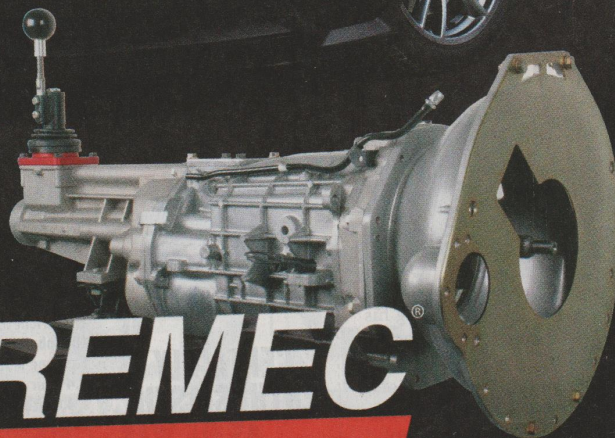
Engine management

Stock w/ SCT custom tune

IGNITION

Stock

PROBLEM SOLVED



TREMEC

In 1994, our TR-3550 5-speed made its performance debut in the highly coveted '95 Cobra R—setting into motion a high performance love affair that still exists today. Since then, thousands of TR-3550 and TKO 5-speeds have made their way into the tunnels of America's favorite pony car as a replacement for their worn out or poor shifting factory transmission. And we are forever grateful to the pioneers that helped us establish that high-performance heritage. It is also the reason we're pleased to present the most substantial drivetrain upgrade since the release of the Magnum 6-speed.

It's called the **Magnum XL**, and it is the undisputed heavyweight champ of S197 manual transmissions. Built almost exclusively with 2005-up Mustangs in mind, the XL offers 700 lb.-ft. of torque capacity, optional gear ratios, and nearly 8,000 rpm shifts! It comes complete with a crossmember, OE-type trans mount, SFI-approved bellhousing, and high performance direct-mount shifter mated to a unique tail section for the ultimate gear-rowing experience! It's the biggest and the baddest, and it is available now from the performance transmission company you trust the most. To learn more, call or click:

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WILL PRITCHETT 2011 SHELBY GT500



After selling his Roush Stage 3 and wrecking a previous GT500, Will Pritchett still wanted a potent GT500. He ended up purchasing one off a popular message board.

The car had spent a lot of time on the dragstrip and had run as quickly as 9.85 at 144. After Will bought it, the wear and tear of those track trips started to show. Parts started breaking, and he started replacing them. With the help of Fastlane Motorsports, Will waded through the car's issues to arrive at a combination

+THE CAR HAD SPENT A LOT OF TIME ON THE DRAGSTRIP AND HAD RUN AS QUICKLY AS 9.85 AT 144.

HE CERTAINLY IS ENTHUSIASTIC, AS HE WAS BREAKING IN A NEW IRON-BLOCK 5.4 JUST BEFORE OUR EVENT.

that lives and works. "I run Capitol Ford of Rocky Mount and I am an avid enthusiast," Will Pritchett explained. "It definitely helps me sell these cars when people see that I am just like them—just a Mustang

lover, who happens to sell Fords." He certainly is enthusiastic, as he was breaking in a new iron-block 5.4 just before our event. It seems the factory aluminum block needed a little more breathing room. Despite its fresh motor,

Will was excited to run in the Battle at the Beach, and he couldn't help but enjoy himself on the way.

Will was excited to run in the Battle at the Beach, and he couldn't help but enjoy himself on the way.

WILL PRITCHETT

| RPM | Power | Torque |
|-------|---------------|---------------|
| 3,500 | 433.43 | 650.40 |
| 4,000 | 534.35 | 701.61 |
| 4,500 | 615.59 | 718.48 |
| 5,000 | 682.71 | 717.14 |
| 5,500 | 719.96 | 687.52 |
| 6,000 | 762.00 | 667.02 |
| 6,500 | 779.53 | 629.88 |
| 6,900 | 802.35 | 610.74 |



"That that turn a little bit. I couldn't explain them and added. 7 miles on

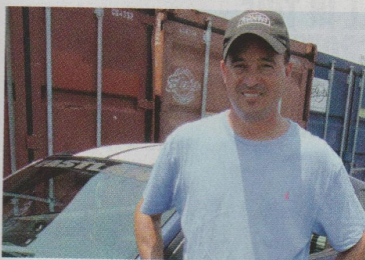
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"That was the first time I drove it on that tune ... *whoa*," Will said. "I ran it a little hard on the way to the event—I couldn't help it! The feeling of the extra power was intoxicating ..." Will explained. "I wish I had done a fuel system and turned it up to 30 pounds," he added. "But on a motor with only 500 miles on it, I think I did the right thing."

A little restraint is never a bad idea, and despite his caution, Will's GT500 laid down an impressive 818 rear-wheel horsepower to take the third spot. Oddly Will also drew the third spot in the running order.



As general manager at Capitol Ford in Rocky Mount, North Carolina, Will knows a thing or two about cool Mustangs, and his GT500 is certainly cool.

>>TECH SPECS

BLOCK

Iron 5.4-liter

CRANKSHAFT

Cobra Jet

RODS

Eagle H-beam, forged

PISTONS

Diamond, forged and ceramic-coated

CAMSHAFTS

Crower Stage 2 Four-Valve supercharged

CYLINDER HEADS

Stock Four-Valve, ported and polished by Fastlane Motorsports

INTAKE MANIFOLD

Stock intercooled lower

POWER ADDER

Whipple 4.0-liter

FUEL SYSTEM

Stock fuel pumps w/ dual Kenne Bell Boost-a-Pumps, Fore Innovations fuel rails, and 105-lb/hr injectors

EXHAUST

American Racing Headers long-tubes w/ ARH X-shape crossover, and Borla ATAK axle-back

TRANSMISSION

Tremec Magnum XL six-speed manual w/ McLeod RXT clutch

REAREND

Narrowed 8.8-in w/ Detroit Tru Trac differential, 3.73 gears, and Strange 33-spline axles

ENGINE MANAGEMENT

Stock w/ SCT custom tune by Caleb Skinner of Fastlane Motorsports

IGNITION

Stock w/ NGK spark plugs

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RANDY KOON 2013 SHELBY GT500 SUPER SNAKE



One of the baddest Mustangs you can buy is the Shelby GT500 Super Snake, and the 2013 example is obviously one of the most powerful ever. For Randy Koon, this is not his first Super Snake. He also owns a fully modded '08 Super Snake convertible. You'd have to agree he is a fortunate fellow.

"When I heard of the '13 Shelby GT500, it offered many of the same improvements—compression ratio, Ford GT cams, so on—that I had completed on my '08 SS," Randy said. "I ordered the car in May 2012, and I was hoping for delivery in July in time for Mustang Week 2012, but I missed it by one week."

Obviously, Randy had plenty of sunny days to break the car in prior to this year's Mustang Week and the Battle at the Beach. Even better, it gave

HE ALSO OWNS A FULLY MODDED '08 SUPER SNAKE CONVERTIBLE.

Randy time to ship the car off to Las Vegas for a Super Snake conversion, which he picked up in December 2012. Along with the standard SS package, he also added an ARH exhaust and a

Making big power in as-delivered form is Randy Koon's Trinity 5.8-liter strapped with a Kenne Bell 3.6-liter supercharger.

10-percent-overdriven crank damper from Innovators West. As a result, Randy had a pretty stout car to enter into the battle.

"In all actuality, I went into the event knowing that I didn't have a chance to win it," Randy said. "I had even told my buddy that there would be some crazy twin-turbo car making 1,200 rwhp

AS IT TURNED OUT, THERE WAS SUCH A CRAZY CAR, ENTERED BY RYAN TUTOR, BUT RANDY'S BOLT-ON SUPER SNAKE SHOWED QUITE WELL IN THIS CROWD OF STOUT 'STANGS.

that would win it."

As it turned out, there was such a crazy car, entered by Ryan Tutor, but Randy's bolt-on Super Snake showed quite well in this crowd of stout 'Stangs. After drawing the second slot in the running order, his Super Super Snake laid down over 784 hp at the feet to take the fourth spot.

"I think the extreme heat and humidity played a major role in everybody's expectations for output," Randy said. "I know for fact my Super Snake did far better when it was tuned at Shelby's Las Vegas facility. The atmosphere difference between here and there is like night and day, and the dyno numbers reflected that at the challenge."

RANDY KOON

| RPM | Power | Torque |
|-------|---------------|---------------|
| 3,500 | 445.71 | 668.83 |
| 4,000 | 528.34 | 693.72 |
| 4,500 | 573.87 | 669.78 |
| 5,000 | 633.11 | 665.03 |
| 5,500 | 667.45 | 637.37 |
| 6,000 | 699.29 | 612.12 |
| 6,500 | 750.93 | 606.77 |
| 6,800 | 506.57 | 391.26 |

>>TECH SPECS

BLOCK

Aluminum 5.8-liter

CRANKSHAFT

Stock

RODS

Stock

PISTONS

Forged aluminum

CAMSHAFTS

Ford GT

CYLINDER HEADS

Stock Four-Valve

aluminum

INTAKE MANIFOLD

Stock intercooled

lower

POWER ADDER

Kenne Bell 3.6-liter,

Liquid-Cooled

FUEL SYSTEM

Stock fuel pumps

w/ 55-lb/hr injectors

EXHAUST

American Racing

Headers long-tube w/

ARH mid-pipe, ARH

high-flow cats, and

Borla Stinger mufflers

TRANSMISSION

Tremec T-6060 six-

speed manual

REAREND

8.8-in w/ Torsen

differential and 3.31

gears

ENGINE

MANAGEMENT

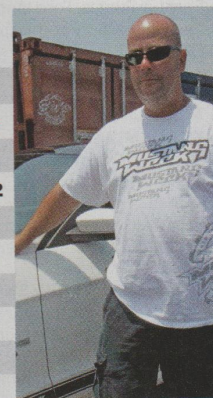
Stock w/ Shelby

American tune

IGNITION

Stock

"Adding the dyno challenge to the event this year was certainly a hit, and I think it would do even better next year if offered again," Randy said. "I know I'm certainly looking forward to it!" We like where your head is at Randy.



It sh

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TRISTAN COGGINS 1988 MUSTANG LX



We were truly excited to have a potent Fox in the mix for the Battle at the Beach. Representing the old-school 'Stangs in style was Tristan Coggins' '88 LX coupe. He's been building this car up since he bought it in 2011, and last year it picked up the turbo kit it runs today, but atop a stock-block 331ci stroker. Just months after Mustang Week 2012, the stock block split in half. Tristan was able to salvage the rotating assembly and transfer it to a Dart block.

"Ever since I got the new engine together, I have been driving it around town and 30 miles to work on nice days," Tristan said. "I'm still waiting to install

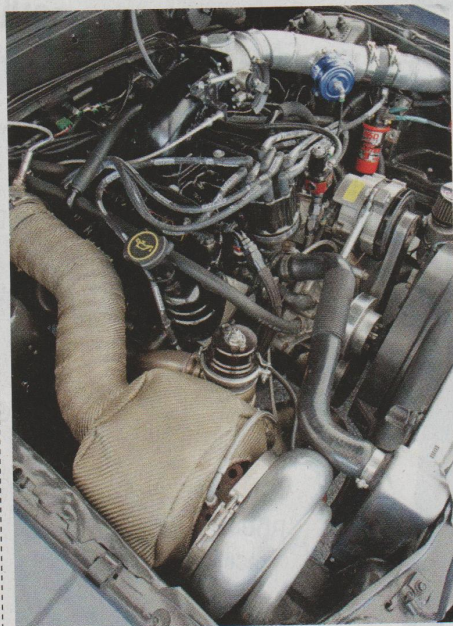
+TRISTAN'S TURBO FOX ACTUALLY FARED WELL, OUTDOING SEVERAL NEWER MUSTANGS TO TAKE THE FIFTH SPOT AT THE BATTLE.

the Wolfe Race Craft rollcage and some larger front brakes. Hopefully, I'll be able to get some track time in then."

Tristan's turbo Fox actually fared well,

Tristan Coggins' '88 LX cranks out impressive power thanks to a Dart-blocked 347ci stroker inflated by a Turbonetics 76mm turbo riding on a custom kit and exhaling through a ProCharger intercooler.

outdoing several newer Mustangs to take the fifth spot at the Battle. His car put down over 704 hp at the wheels despite drawing the unlucky last spot in the running order, meaning his car was run during the midday heat. Unfortunately his car also had the lone mechanical failure in our group of contestants.



"I DIDN'T HAVE ANY TUNING PROBLEMS, BUT I HAD SOME EXTRA WEIGHT IN THE TRUNK DUE TO SOME TOOLS I HAD IN CASE OF ANY PROBLEMS"

"I didn't have any tuning problems, but I had some extra weight in the trunk due to some tools I had in case of any problems," Tristan explained. "And I was sitting in the passenger seat, which resulted in the car sitting too low and the tire catching the fender well, ruining my brand-new ET Street."

TRISTAN COGGINS

| RPM | Power | Torque |
|-------|---------------|---------------|
| 4,700 | 384.68 | 429.87 |
| 5,000 | 461.28 | 484.53 |
| 5,500 | 616.14 | 588.37 |
| 6,000 | 658.22 | 576.17 |
| 6,100 | 629.98 | 542.42 |

>>TECH SPECS

BLOCK

Dart SHP 8.2-in deck

CRANKSHAFT

Eagle forged

RODS

Eagle H-beam

PISTONS

Diamond

CAMSHAFT

Comp Cams custom

CYLINDER HEADS

Edelbrock Performer RPM

INTAKE MANIFOLD

Edelbrock Victor Jr. w/ 105mm Edelbrock throttle body

POWER ADDER

76mm Turbonetics T-6

FUEL SYSTEM

Weldon 1100A w/ -10 feed, +8 return, Aeromotive regulator, and Trick Flow 83-lb/hr injectors

EXHAUST

Custom turbo headers w/ 3-in Turbo mufflers and 3-in Flowmaster tailpipes

TRANSMISSION

Powerglide

REAREND

8.8-in w/ spool, 3.27 gears, and Moroso 33-spline axles

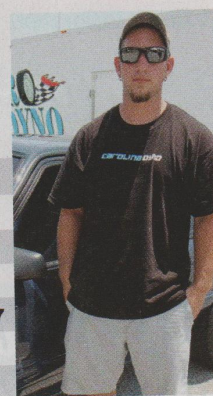
ENGINE MANAGEMENT

FAST Classic

IGNITION

MSD 6AL w/ MSD coil and NGK spark plugs

"My biggest expectation for the event was to be able to drive it to the event and back home and make 700 horsepower with no problems," Tristan said. Sadly he lost a tire on the dyno.



ERIC JONES 2008 SHELBY GT500



If Eric Jones' Fatal 500 looks familiar, it's because the car appeared on these pages before in our Showcase section. Its prior owner got in hot water street racing and had to trade it in. That owner's loss was Eric's gain, and though the car already had some mods in place he kept that them going by adding more. Even while doing all that, he never kept the car off the road. He simply loves driving it daily, racking up over 72,000 miles. He says he loves to surprise Vettes on the street.

At our Battle, Eric drew the second to last slot in the running order, so he too was running in the mid-day heat. Adding to the challenge, he had recently added a nitrous kit to

the combination and it wasn't playing nicely with the drivetrain.

"I added the NX

Eric Jones '08 GT500 knocks down big power thanks to a stock 5.4-liter engine topped by a ported stock blower and enhanced by an NX 100-shot.

Nitrous kit the week before in hopes of reaching 700 rear-wheel horsepower. Dan at Pro Dyno tuned the car and found the clutch was slipping after 4,500 rpm; it was flat-lining after that. This is all with a stock GT500



AT OUR BATTLE, ERIC DREW THE SECOND TO LAST SLOT IN THE RUNNING ORDER, SO HE TOO WAS RUNNING IN THE MID-DAY HEAT.

DAN AT PRO DYNO TUNED THE CAR AND FOUND THE CLUTCH WAS SLIPPING AFTER 4,500 RPM; IT WAS FLAT-LINING AFTER THAT.

clutch," Eric explained. "So, I knew going into the event it was only going to make around 675 to 685. It makes 623 without the NX kit and I ran a 100 shot. I'm losing some horsepower through the clutch."

In the end, he still showed well, especially for a stock-blower car, landing in the sixth spot with over 684 hp at the wheels.

ERIC JONES

| RPM | Power | Torque |
|-------|---------------|---------------|
| 4,000 | 553.49 | 726.75 |
| 5,000 | 650.22 | 683.01 |
| 6,000 | 675.31 | 591.13 |
| 6,500 | 655.66 | 529.79 |

>>TECH SPECS

BLOCK

Iron 5.4-liter

CRANKSHAFT

Stock

RODS

Stock

PISTONS

Stock

CAMSHAFTS

Stock

CYLINDER HEADS

Stock aluminum Four-Valve

INTAKE MANIFOLD

Stock intercooled lower

POWER ADDER

Stock blower, ported by Posi Performance w/ 100hp NX nitrous kit

FUEL SYSTEM

Stock

EXHAUST

Kooks 1½-in long-tube headers w/ 3-in midpipe and Bassani 3-in after-axle

TRANSMISSION

Stock Tremec T-6060 six-speed manual

REAREND

Stock 8.8-in w/ limited-slip differential, 3.73 gears, and Moser 31-spline axles

ENGINE

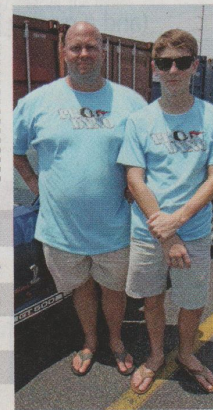
MANAGEMENT

Stock w/ SCT tune by Dan Desio at Pro Dyno

IGNITION

Stock w/ NGK TR6 spark plugs

After driving his friend Ronnie Gibson's '11 GT, Eric Jones (left) got hooked on modern Mustang performance. He bought this GT500 the following week.



RICK MARION 2013 SHELBY GT500



It's a testament to the modern Shelbys that they can run with heavily modified 'Stangs from the past. They really are the most impressive 'Stangs built to date. A prime example is Rick Marion's '13 GT500. His car features some of the typical exhaust, pulley, tuning mods you would expect. What is unusual about Rick's car is its post-title mods.

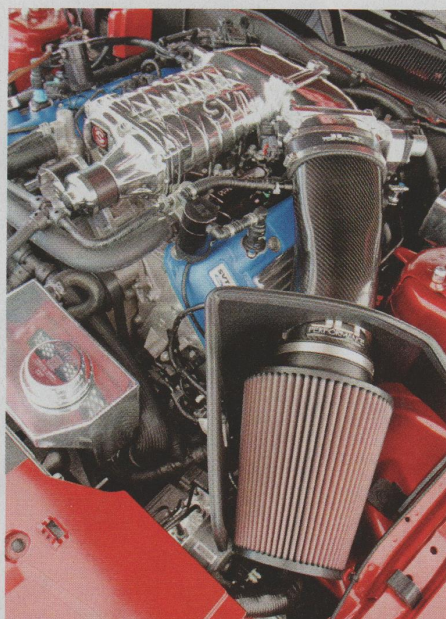
"This is hands-down the most powerful and quickest car I have owned. It is a pleasure to drive around town, to car shows, and it never sees a trailer," he said. "This is the first car I have ever ordered to my specifications, and

+THIS IS THE FIRST CAR I HAVE EVER ORDERED TO MY SPECIFICATIONS, AND I COULDN'T BE HAPPIER WITH WHAT FORD OFFERED AND PRODUCED.

I couldn't be happier with what Ford offered and produced. The modifications Fastlane performed made my dream car a reality."

It turns out pick-

ing up the tach signal on these cars is tricky, so Rick's car dropped the torque reading on its first run, but its second run produced higher power anyway.



Our second '13 Shelby at the Battle, Rick Marion's Fastlane Motorsports Edition GT500 gets the job done with a Stiegemeier-ported stock TVS blower atop the stock 5.8-liter engine. It huffs out 22 psi thanks to a 10-percent lower and a 2.4-inch upper pulley.

IT TURNS OUT PICKING UP THE TACH SIGNAL ON THESE CARS IS TRICKY, SO RICK'S CAR DROPPED THE TORQUE READING ON ITS FIRST RUN, BUT ITS SECOND RUN PRODUCED HIGHER POWER ANYWAY.

His bolt-on Trinity put down over 666 rwhp to take seventh place in the Battle.

RICK MARION

| RPM | Power | Torque |
|-------|---------------|---------------|
| 3,500 | 404.31 | 606.71 |
| 4,000 | 510.81 | 670.71 |
| 4,500 | 612.68 | 715.08 |
| 5,000 | 653.57 | 686.52 |
| 5,100 | 661.74 | 681.48 |

TECH SPECS

BLOCK

Stock aluminum
Trinity 5.8

CRANKSHAFT

Stock

RODS

Stock

PISTONS

Stock

CAMSHAFTS

Stock

CYLINDER HEADS

Stock aluminum

Four-Valve

INTAKE MANIFOLD

Stock intercooled

lower

POWER ADDER

Stock TVS supercharger, ported by Stiegemeier

FUEL SYSTEM

Stock

EXHAUST

Kooks 1 3/4-in long-tube headers w/ Kooks 3-in X-shaped crossover, Kooks Green catalytic converters, and Corsa Sport axle-back

TRANSMISSION

Stock Tremec T-6060 six-speed manual w/ Barton shifter and McLeod RXT Street twin-disc

REAR END

Stock 8.8-in w/ 3.31 gears

ENGINE

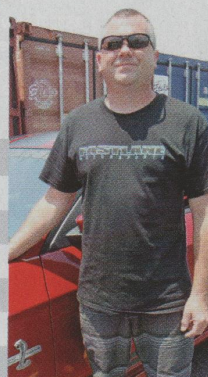
MANAGEMENT

Stock w/ SCT tune by Fastlane Motorsports

IGNITION

Stock w/ NGK spark plugs

Rick's ride is the first-ever Fastlane GT500 and it makes its power through Kooks' Green catalytic converters.



BLACK (shown)
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17" Mustan

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KEITH KOCH 1998 MUSTANG COBRA



Like having a Fox in the competition, we were just as happy to have an SN-95 in the running. Your author has a particular soft spot for '98 Cobras, so it was really cool to have Keith Koch representing these early snakes. He had a rough ride with his Cobra after picking it up as a trade-in at the dealership where he works. After losing a couple of engines and having a questionable experience with a tuning shop, his girlfriend, Dawn, encouraged and helped Keith get the car going again. Obviously, he married her, which meant to he took a brief hiatus from modding the car.

Eventually he worked with Second Street Speed to get back in the game and bring the car's combination

+EVENTUALLY HE WORKED WITH SECOND STREET SPEED TO GET BACK IN THE GAME AND BRING THE CAR'S COMBINATION TO ITS CURRENT LEVEL.

to its current level. "In February of this year I saw on Mustang Week's website that there was going to be a dyno shootout, and only 10 or so cars would be picked," Keith said. "Not thinking I would actually get picked—and before I told my wife—I decided to enter. Later I told my wife that

Keith Koch's '98 Cobra gets the job done with a low-compression, 0.020-over Four-Valve 4.6 packed with forged goodness and boosted 20 psi by a ProCharger D-1SC.



"BEING THE UNDERSTANDING WIFE SHE IS, SHE SAID 'WHATEVER MAKES YOU HAPPY.'"

I entered and said if I would get picked I would like to change to a race fuel tune. Being the understanding wife she is she said, 'Whatever makes you happy.' She's obviously

an understanding lady because she too drives a Mustang, and not just any Mustang, an '03 Cobra.

Unfortunately, the race-gas tune didn't pan out exactly how Keith wanted it to. "I took it to get tuned on race fuel to make more power, but due to 85-percent humidity the car didn't make the power I wanted..." Keith explained. "That doesn't matter I had fun and stoked to be in the magazine."

In the end, his Cobra put down more than 592 at the wheels to take the eighth position at the Battle.

"The guys did a great job getting the cars on and off the dyno," Keith said. "I only wish that it was cooler out, but in July in South Carolina, forget that."

KEITH KOCH

| RPM | Power | Torque |
|-------|---------------|---------------|
| 3,500 | 231.79 | 347.83 |
| 4,000 | 304.05 | 399.22 |
| 5,000 | 449.44 | 472.10 |
| 5,500 | 521.61 | 498.10 |
| 6,000 | 557.98 | 488.43 |
| 6,500 | 582.38 | 470.57 |
| 7,000 | 470.17 | 352.77 |

>>TECH SPECS

BLOCK

Stock Teskid aluminum block, bored 0.020-in over for 283 ci

CRANKSHAFT

Stock

RODS

Manley forged

PISTONS

Manley forged, 8.5:1

CAMSHAFTS

Comp Cams Stage 2 blower

CYLINDER HEADS

Stock, ported

INTAKE MANIFOLD

Stock, ported w/ Accufab single-blade throttle body

POWER ADDER

ProCharger D-1SC w/ three-core intercooler

FUEL SYSTEM

Weldon fuel pump w/ Weldon regulator, Aeromotive fuel rails, and Siemens 66-lb/hr injectors

EXHAUST

BBK long-tube headers w/ MAC midpipe and MAC after-cat

TRANSMISSION

Tremec T-56 w/ McLeod twin-disc clutch and Pro-5.0 shifter

REAREND

8.8-in w/ Auburn Pro differential, 3.73 gears, and Moser 31-spline axles

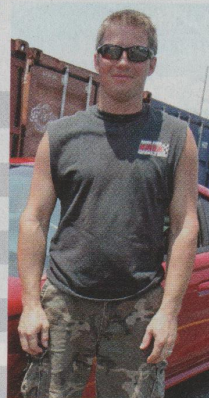
ENGINE

MANAGEMENT

Motec

IGNITION

Coil-on-plug w/ '10 GT500 coils and NGK TR6 spark plugs



CHR



W called up a from the li cants. We a Termin in the comp this one ca a guy that 'Stangs, bu modular ju street car.

"I've ha ation with of the '03- even before powerplant it was a wi tion for me explained. liked the fr of these car other Must rear profile love with. I tailpipes co under the D

+ "I'VE H INFATU WITH TH STYLING '03-'04. EVEN B I KNEW POWER OFFERE WAS A V SITUATI FOR ME

CHRIS PLATT 2004 MUSTANG COBRA



>>TECH SPECS

BLOCK
Stock iron 4.6-liter

CRANKSHAFT
Stock forged

RODS
Stock Manley forged

PISTONS
Stock forged

CAMSHAFTS
Stock

CYLINDER HEADS
Stock Four-Valve aluminum

INTAKE MANIFOLD
Stock intercooled lower

POWER ADDER
Stock Eaton, ported

FUEL SYSTEM
Stock w/ 60-lb/hr injectors

EXHAUST
Stock w/ Magnaflow after-cat

TRANSMISSION
Stock Tremec T-56 six-speed manual w/ Ford Racing Performance Parts clutch

REAREND
Stock IRS 8.8-in w/ 3.55 gears and 31-spline half-shafts

ENGINE MANAGEMENT
Stock w/ SCT tune by Bob Kurgan

IGNITION
Stock w/ NGK TR6 spark plugs

With a few cars dropping out right before the battle, we called up an underdog from the list of applicants. We had to have a Terminator represent in the competition, and this one came from a guy that loves Fox 'Stangs, but made the modular jump for his street car.

"I've had an infatuation with the styling of the '03-'04 Cobra even before I knew the powerplant it offered, so it was a win-win situation for me," Chris Platt explained. "I always liked the front bumpers of these car over any other Mustang, but the rear profile I was just in love with. I like that the tailpipes come together under the IRS and sepa-

rate on either side of the gas tank, not to mention how it looks on a 315 radial."

We can't argue with that logic. The Terminator is still one of the best looking, best performing combinations around. Still, with

Remember when these engines ruled the road? Chris Platt's Four-Valve 4.6-liter benefits from a ported blower, set at 15 psi, and a few bolt-ons.

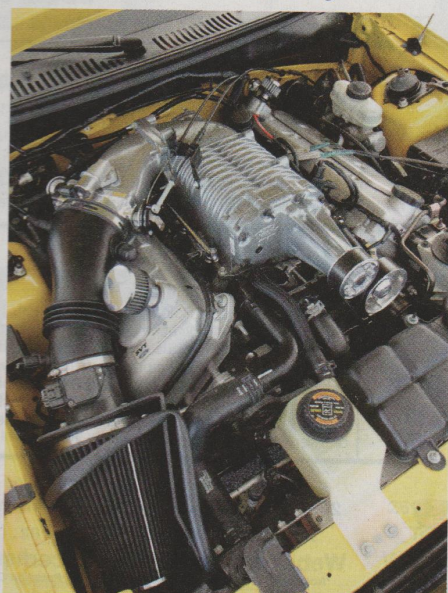
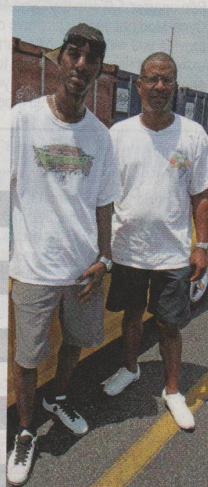
only a few bolt-on parts on board, Chris' car was the odds-on underdog. When he drew the number to become the first car on the rollers, the pressure was on.

"I expected my car to make high 400 horsepower (range), so I was OK with the power it made at the event," Chris said. "I did not have any mechanical or tuning issues. Bob Kurgan did an excellent job tuning it."

HE HAS BIG PLANS FOR THE CAR'S FUTURE INCLUDING AN IMPROVED FUEL SYSTEM, MORE NITROUS, AND A POSSIBLE MOVE TO COMPOUND BOOST.

Putting down over 479 rwhp to clock in at the ninth Battle spot, Chris' Termini ran just as he expected it too. He has big plans for the car's future including an improved fuel system, more nitrous, and a possible move to compound boost. **5.0**

"I didn't want to be first on the dyno but that's the number I pulled," said Chris (left).



+"I'VE HAD AN INFATUATION WITH THE STYLING OF THE '03-'04 COBRA EVEN BEFORE I KNEW THE POWERPLANT IT OFFERED, SO IT WAS A WIN-WIN SITUATION FOR ME."

CHRIS PLATT

| RPM | Power | Torque |
|-------|---------------|---------------|
| 3,500 | 306.28 | 459.61 |
| 4,000 | 346.08 | 454.41 |
| 4,500 | 390.33 | 455.57 |
| 5,000 | 420.75 | 441.96 |
| 5,500 | 451.02 | 430.69 |
| 6,000 | 464.99 | 407.03 |
| 6,400 | 459.73 | 377.28 |

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