

PULL-OUT  
POSTER

POWER LOW? TURBO GUIDE INSIDE

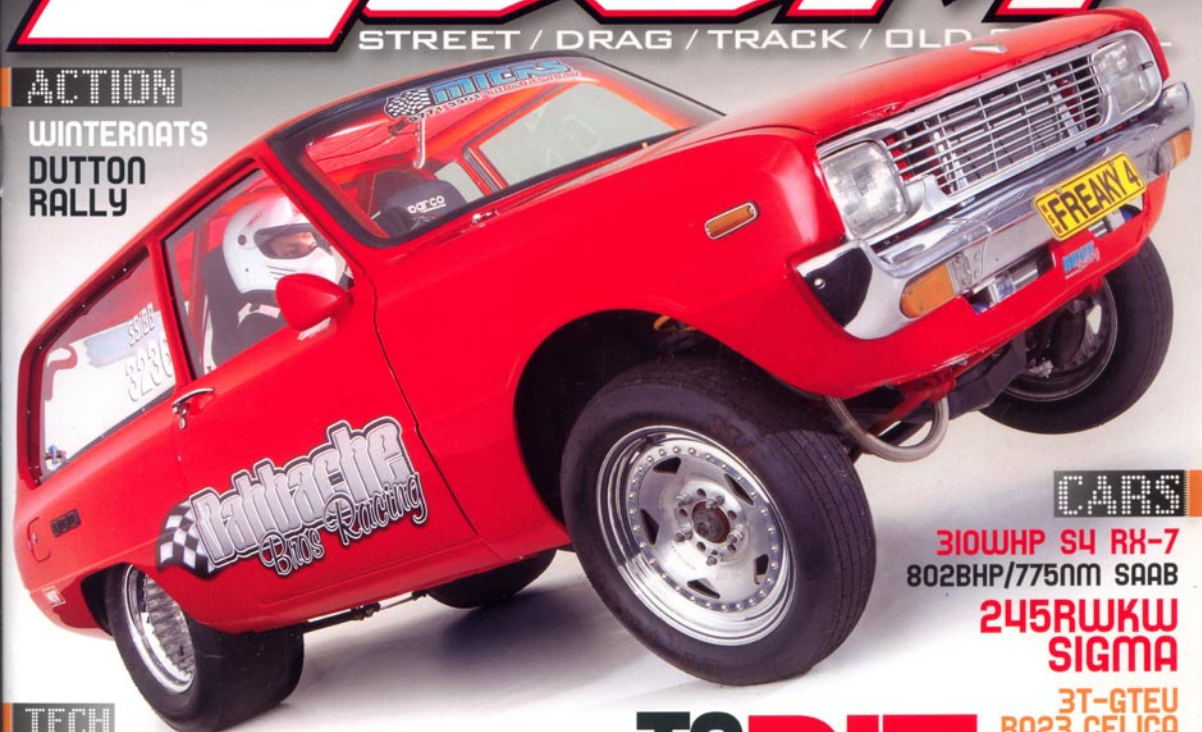
# ZOOM

STREET / DRAG / TRACK / OLD



## ACTION

WINTERBATS  
DUTTON  
RALLY



## CARS

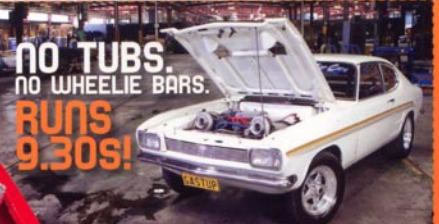
310WHP S4 RX-7  
802BHP/775NM SAAB  
245RWKW  
SIGMA  
3T-GTEU  
RA23 CELICA  
480WHP  
R33 4DR

## TECH

CARBON  
COMPOSITES

# TO DIE FOUR

7 straight  
8.9sec  
ETS



ZOOM No. 117  
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EMC

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# Springwood Car Care

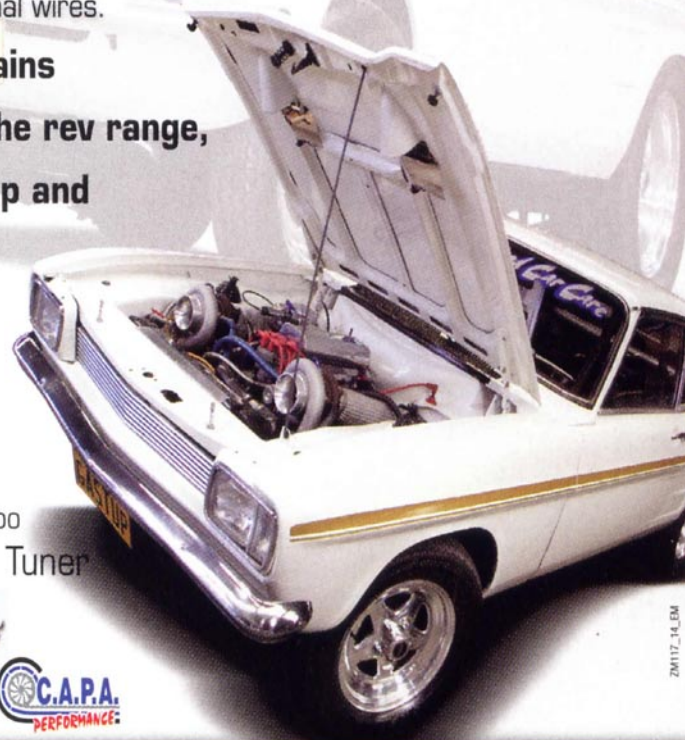
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# SIGN OF THE TIMES

9.30@150MPH • 600RWHP@17PS

SOMETIMES THE SIMPLE THINGS IN LIFE ARE OFTEN THE BEST

WORDS: PAUL TORONY PLUS DEAN SUMMERS

I cast my mind back to nearly 10 years ago, when I was sitting on the grass hill at Eastern Creek Raceway at a Wednesday night street meeting. It was down to the final pass of the night. I was just as excited as the rest of the crowd, along with my Year 12 school mates who I had attended the meeting with.

Nasser Matta was piloting his methanol, injected, Chev-powered white Capri built by Solo Hercules (now Hercules Competition Engines), and Rocky Rehayem from Pac Performance in the famous tubbed, yellow, 20B RX-3 with the 'PAC.MAN' numberplate.

The pair were staging up after performing their burnouts. You could hear the crowd murmuring and sense the anticipation; the atmosphere was absolutely electric. I clearly remember that some spectators had climbed up the protective fence to witness this, and there were many race fans on their feet.

Both cars launched hard and blasted down the blacktop and both drivers did well to keep the cars in shape, but it was the Capri of Matta's that came out on top – and the crowd went absolutely crazy.

It was a great race; a typical V8 vs rotary grudge match that left a lasting impression on those who were to witness it. The winning Capri ran a 9.60, while I'm unsure what ET Rocky had run; it couldn't have been more than a couple of tenths slower.

Now, keep in mind that these cars were the two of the quickest 'streeters' of the era. Although they were registered, both ran full slicks, both of them burned race fuel and, although their streetability was highly questionable, I must admit I did spot PACMAN cruising while standing on the balcony of a Darling Harbour hotel in '98 and my eyes nearly popped out of my head as I heard the 20B way before I saw it.

Where am I going with all of this you may ask?

## COMING OF RAGE

Well, forward to 2007 and Jamie Farmer's Capri has run a personal best ET of 9.30 at 150mph – on Shell Optimax 98-octane pump fuel. It weighs 3000lb, or 1363 kilos with himself or co-driver Rick McGavigan strapped into the driver's seat. And the freaky part about all of this is that it ran such a number after clocking a 1.44sec 60-footer on M/T 225/60/15 ET Street Radials. No tubs, no inner-guard mods, and no wheelie bars.

Sure, he may have time on his side, but he's certainly blasted his way into uncharted waters and it is an absolute credit to Jamie and all who have helped build and set up his Capri. There is no mistaking that as a radial-tyre-bearing streeter, this car is ahead of its time.

## THUNDER ZONE

Hearing the exhaust note of Jamie's Capri for the first time is something special. It is far from your stereotypical loud, nervous, intrusive V8. This 347ci Windsor absolutely purrs. It emits a mellow, deep sound, almost as if the twin 3in exhausts and Hooker Aerochamber mufflers act as a remote control to the volume dial.

When the gas pedal is pressed and the two Garrett GT2876Rs that are poking out of the bonnet come to life, all hell breaks loose, and that '+' button on the remote we were referring to gets pressed through the plastic.

Combining 0.86 A/R turbine housings with nearly 5.8L of displacement is a definite recipe for almost instantaneous throttle response, and I have witnessed first-hand how fast this internal-gated beast erupts. Each turbo has the capability to flow 440hp – that's 880hp in total – which is right on



the money in relation to the power output at the crank of Jamie's Capri.

The turbos are mounted on Ford F-150 exhaust manifolds that have been tipped upside down and modified in order to have the Garrett snails adapted. The fact that they sit a little high meant that holes had to be cut, which resulted in each one protruding out of the

bonnet and blows the Capri's cover in being the ultimate sleeper.

Around 17lb of compressed air is forced through a custom plenum based on an F-150 lower and an XF throttle body. Before the air enters the solid Windsor engine, it travels through a PWR barrel-type of water-to-air intercooler mounted on the inside of the firewall under the dash.

Before each run, fresh ice is poured into the RCI cell in the boot – it works in conjunction with the cooler and Jamie reports that by the end of a run, the intake temperature increases from 10 to 40°C.

#### JUICED UP

Nudging 900hp requires a fuel system that must be able to take

a hit like the punching bag of a heavyweight boxer, so two Bosch Motorsport 044 pumps were fitted and are responsible for feeding the Siemens 880cc injectors.

Line pressure is created by a heavy-duty Barry Grant fuel pressure regulator all the way from the US of A, which sits next to two Aeromotive filters in the boot

alongside an RCI 50L fuel cell.

With Jamie's plan to build 'one of the country's quickest street cars' in working motion, it didn't take long to transform the stock 302 Windsor into a bulletproof, turbo-ready 347ci stroker. A Scat 4340 crankshaft was fitted with Scat 5.4in H-beam conrods. The slugs themselves are connected to a set

of SRC dished pistons with Hellfire rings creating a static compression ratio of 8.9:1.

Just as much devotion to going fast was given to the upper region of the Windsor, so a custom solid cam was designed by Cylinder Head Dynamics, a pair of Pro Cyclone heads with 231cc runners fitted, solid lifter conversion



Jamie has been involved in drag racing for 25 years, but it was only recently that he was introduced to turbochargers by Rob Fenwick from MTQ in Brisbane and a ride in Anthony Briggs's 9sec Cortina. In his own words, "From there I have never looked back." Jamie thought, "Well, if it works on the block there'll be no stopping a turbo eight or an eight with two turbos!"

performed, and Trend chrome-moly pushrods inserted.

PMS rockers arms were added to take on a life of punishment, along with Isky valve springs and bigger valves measuring 2.08in on the intake side and 1.6in on the exhaust. And there you have it folks: the internals of a 1000+ horsepower capable engine.

When it comes to the diff, I'll offer no prizes as to guessing what was used; however, if I were a betting man, the odds may be greater when it comes to guessing the diff ratio. A full-spool Ford 9in with a final-drive ratio of 3.1:1. Great for interstate trips!

It may be this ratio that assists the Capri in the 60ft zone rather than trying to make a mess of the 225 M/T Radials, Moser 31-spline

## PILOT PROFILE

**TM:** Jamie Farmer  
**AGE:** 41  
**I WORK AS:** Republican  
**PREVIOUS CARS I'VE OWNED AND CARED FOR INCLUDE:** 417ci LC twin-turbo Torana, 406ci HK Lte, V8-powered Volvo, 440 V8 Valiant Safari Wagon, HT 350 Monaro, XY Falcon GT

**MY ULTIMATE MAKE/MODEL OF PERFORMANCE ROAD CAR IS:** There are way too many

**I WENT FOR A CAPRI BECAUSE:** I had known of this particular car for years, it has a perfect body. I actually bought it off my apprentice!  
**MY MAIN AIMS FOR THE BUILD WERE:** To have the quickest street car on radials and pump fuel, and to beat my mate Gerald

**THE BEST THING ABOUT OWNING AND DRIVING THIS ZOOM FEATURE CAR IS:** It's faster than Gerald's Torana

**SPECIAL THANKS GO OUT TO:** James @ Cylinder Head Dynamics; 029 4722 3575, Terry @ Paramount Performance; 071 4659 9711, Gerald @ Springwood Car Care; 029 4751 6036, Rob Fenwick from MTQ in Brisbane, and my mates Rick and Gavin

**FUTURE PLANS FOR MY CAR ARE:** Must still fit to make way for my '97 Mustang that runs 4.4@164mph on radials and standard suspension



billet axles made their much-needed way into the rear of the Capri, and more chrome-moly tough stuff in the way of a custom 3in tailshaft.

Just as strong as the diff is Ford's trusty Powerglide, but the one in Jamie's Capri is far from standard. Matched with a Scat flywheel, the Powerglide runs straight-out gears, 10 clutches and billet shafts ensuring a perfect shift down the strip every time.

## TOP-SHELF SOFTWARE

With every aftermarket part on this beast at the top of the graph when it comes to quality, a MoTeC Cdi unit and M48 ECU look right at home on the inside of the Capri. The MoTeC allows for lambda and data logging, which has played an essential role in the Capri's ETs to date.

Tuned by Gerald at Springwood Car Care, the Ultra-White-coated weapon made 600hp at the wheels on 17psi. A Turbosmart e-Boost2



was chosen to control boost levels due to their multiple functions with set-up per gear – another purposeful product that contributes to the unreal ET.

The XA brake upgrade is only considered adequate because Jamie stands on them around the same time he pulls on the lever for the mandatory Simpson parachute when flying through the traps at 150mph. Bolted to the longer-than-standard wheel studs are Weld Pro-Star wheels that scream "serious racer". They measure 15x5in on the front and are wrapped in Mickey Thompson Sportsman front-runners.

It's no secret that 90/10 front shocks are the preferred choice for strip cars, so they were used to get the weight to transfer over the back wheels for consistent take-offs. Combined with CalTracs on the rear and 50/50 shocks, it starts to come very apparent that this car was created with one thing in mind: to be one of Australia's fastest street cars.

On the inside, Auto Meter Pro-Comp silver face gauges are used to monitor all the relevant temps, including the temperature of the water that passes through the Aussie Desert Cooler. A Kirkey aluminium race seat with harness – along with a Moroso panel with all the relevant functions – pretty much sum up that this car was born to perform. So simple yet so fast.

With a new toy in the way of a naturally aspirated (not for long) Mustang that has run an 8.4sec pass in the garage, Jamie is hard up for car space and will now have to part with his beloved Capri. Anyone interested in a potentially 8sec car that costs \$15 per meeting at the strip aside from the entry fee? Genuinely interested parties can call 0433 160 536. ■



## SPEC CHECK

1969 Ford Capri in Ultra White

**ENGINE**  
 347ci stroker Windsor V8

**PERFORMANCE**  
 9.30@150mph, 600hp/447kW at the wheels at 17psi

**INTERNALS**  
 Scat 4340 3.4 stroker crankshaft, Scat 5.4 H-beam conrods, SRP 12cc dish pistons, Hellfire rings, custom Cylinder Head Dynamics solid camshaft, Trend chrome-moly pushrods, solid lifters, PMS rocker arms, Pro Cyclone cylinder heads, Crane double valve springs

**INDUCTION**  
 Two Garrett GT2876Rs on custom turbo exhaust manifolds, PWR barrel water-to-air intercooler with rear-mounted ice box custom plenum chamber on F-150 lower, XF throttle body

**FUELLING**  
 Siemens 880cc injectors, Barry Grant fuel pressure regulator, two Bosch 044 fuel pumps, BG fuel pressure regulator, twin Aeromotive fuel filters, 50L fuel cell

**IGNITION**  
 MoTeC CDI

**ENGINE MANAGEMENT & CONTROLLERS**  
 MoTeC M48, Turbosmart e-Boost

**EXHAUST**  
 Twin 3in mandrel-bent stainless steel exhausts, Hooker Aerochamber mufflers

**DRIVETRAIN**  
 Two-speed Powerglide with straight-cut gears and billet shafts, Scat flywheel, 3in chrome-moly driveshafts, 31-spline Moser billet axles, full-spool Ford 9in differential, final drive ratio of 3.1:1

**BRAKES AND SUSPENSION**  
 XA Falcon discs and calipers all round, 90/10 shocks (F), 50/50 shocks with CalTracs (R)

**WHEELS AND TYRES**  
 15x5in Weld Pro Stars with Mickey Thompson Sportsman rubber (F), 15x7in with Mickey Thompson 235/60/15 ET Street Radials (R)

**INTERIOR**  
 Auto Meter Pro-Comp silver face gauges, Kirkey aluminium race seat with harness, Moroso panel

**EXTERIOR**  
 Bonnet cutaways for turbos, Ultra White auto paint

HEARING THE EXHAUST NOTE OF JAMIE'S CAPRI FOR THE FIRST TIME IS SOMETHING SPECIAL. IT IS FAR FROM YOUR STEREOTYPICAL LOUD, NERVOUS, INTRUSIVE V8

