

# ZOOM



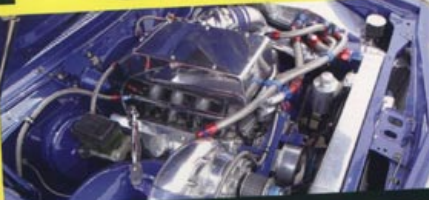
ALL MOTOR!  
12 SEC  
**K20A**  
POWERED CIVIC

**8.87**  
SECONDS  
@157MPH  
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# UNTUBBED!

**INSIDE**

11SEC EVO  
652kW/10SEC BMW  
TURBO 20V SPRINTER  
PIKES PEAK MADNESS



**EXCLUSIVE!**  
**BLOWN BEAST**

**567kW** @ WHEELS  
MONSTER GOOD FOR 10S

INSIDE



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# HAMMER

# HEAD

Forget your imports and rotors for a second 'cause this 567kW Torana will blow your mind



567kW @ WHEELS / 10.8SEC @ 129MPH

## →VITAL STATISTICS SLR5000 TORANA

**ENGINE:** 1987 Holden VN 5.0L V8

**ENGINE IMPROVEMENTS:** Resin-filled block, custom billet 3.48 stroker crank, Lunati rods, CP forged pistons, gapless rings, Dave Bennett ported alloy heads, oversize valves, modified and CC'd chambers, Isky valve springs and retainers, Yella Terra platinum roller rockers, solid roller 254°/16mm lift cam, Vortech V4 XX trim supercharger, custom front-mount intercooler, Vortech BOV, Walkinshaw lower half inlet manifold, custom top hat, 100mm billet throttle body, K&N 5in air filter, MoTeC M800, twin Bosch 044 pumps, Siemens 1000cc injectors, MoTeC eight-channel CDI, Mercury coils and leads, 2in primary extractors, 4in collectors, dual stainless 3.5in Genie system

**PERFORMANCE:** 567kW @ wheels at 1.1bar / 10.8sec @ 129mph

**DRIVELINE:** Steel flywheel, twin-plate clutch, GM ZF six-speed gearbox, custom shifter, chrome-moly tailshaft with Mark Williams yoke and pinion flange, 9in diff housing, 4.11:1 Detroit locker centre, Mark Williams 31-spline billet axles

**BRAKES AND SUSPENSION:** VN master cylinder, Front - slotted VN Group A 330mm discs, twin-piston VN Group A calipers, King Springs coils, Koni shocks, Nolathane bushes; rear - slotted HQ discs and calipers, King Springs coils, Koni shocks, Nolathane bushes

**WHEELS AND TYRES:** Front - Simmons 18x8in rims, 235/40 Falken rubber; rear - Simmons 18x10in rims, 265/35 Falken rubber



TOP: Prepare to drool! Originally a SL, Gerald has taken the capacity out to 5.7L, fitted forged internals, 2000hp-capable Vortech, custom cooler and plenum and wired in a MoTeC M800 brain resulting in a crazy 567kW at the treads

ABOVE: Custom plenum section tops the Walkinshaw lower manifold section. Note the 100mm throttle body

BELOW: 2000hp-rated Vortech V4 blower uses some serious bracing and a fat Gilmer drive belt to reduce any chance of belt slippage

BELOW RIGHT: The Moroso oil accumulator stores pressurised oil that is released when an engine's oil pressure drops



In today's age of high-tech performance, it's nice to know there still is a place for the original Aussie muscle cars like the SL/R 5000 Torana. Some of you may recognise Gerald Reid's machine from around the traps, but when we saw it in the flesh at this year's Powercruise, we simply couldn't pass up the opportunity to share it with you.

If you can believe it, Gerald picked up the collector's item of sorts for a measly \$2000 close to 10 years ago, spending the time from then to now building one of the toughest streeters around – and he's still not finished!

Obviously, for this price the condition of the Rana wasn't all that flash, but certainly fixable, and once any rust was abolished, the shell was completely stripped and with the SL/R flares and spoilers tidied up, the naked steel was treated to a new purple/blue spray job lifted from a Renault of all things. The original bonnet was also remoulded in fibreglass due to a rather large bulge being required to clear certain engine parts, but we'll get to that a bit later on.

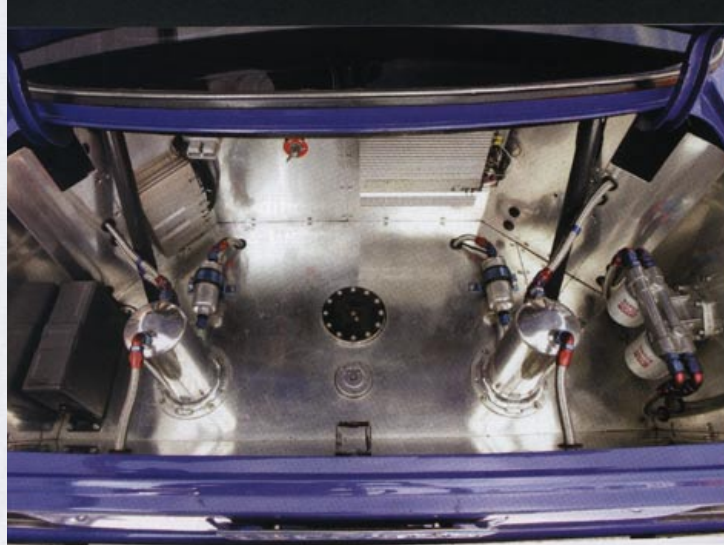
Filling out those wide guards with alloy and rubber was a task in itself, but with Simmons providing a set of 18in rims measuring 8in wide on the front and 10in on the rear with 235/40 and 265/35 Falken rubber, we reckon Gerald's done a damn fine job. Those fat rears aren't all for looks, though, as traction can be a real problem with our next topic – the engine.

Over the years, we've seen all sorts of conversion from Toyota sixes to 20B rotaries powering Toranas, but this one sticks with the good old bent-eight recipe for mega mumbo. First and foremost, Gerald owns and runs Springwood Car Care, and it is here that the transformation from rust bucket to mega-power show car took place.

Bought brand new and providing the basis for the new powerplant, the GM 5.0L originally bound for a VN Commodore can best be described as a mere shell now, hosting an absolute smorgasbord of bulletproof internals for years of reliable motoring while at the same time pumping out plenty of ponies.

First up, the block was resin filled, crack- and pressure-tested then bored to accept CP forged slugs. Lunati rods link up with a custom 3.48in-stroke billet crank that copped the full treatment and bumps the capacity up to healthy 5.7L.

Dave Bennet stepped in here to work his magic over a pair of alloy heads, first fitting oversize valves – 2.02in intake and 1.62in exhaust – modifying the combustion chambers, slipping in Isky valve springs and finishing off with Yella Terra platinum roller rockers. A solid roller cam was then slipped in sporting 630thou' lift and 254° at 50 duration.



If the internals seem like overkill, it's with good reason as hanging off the side of the engine is a massive Vortech V4 XX-trim centrifugal supercharger rated at a mammoth 2000hp. Purchased through supercharger specialist CAPA, some research on the CAPA website soon revealed that this unit is in fact the second-largest supercharger Vortech makes. We also asked Gerald why he chose a supercharger over turbocharging this engine, to which he replied "unfortunately there is not enough room to fit a decent-sized turbo in the engine bay, and to be perfectly honest I don't like lag, so turbos were ruled out straightaway".

Before ingestion, the air is scrubbed by a 5in K&N filter. The compressed air is then forced through a custom front-mount intercooler that curves to match the angled nose design of the Torana. Pieced together by Gerald, it uses two separate cores joined by an aluminium centrepiece with 3in aluminium intercooler piping on either side.

Once chilled, the air is then directed up past a Vortech blow-off valve and through a 100mm billet throttle body and into a custom top hat plenum section. The lower section is lifted from a VL Walkinshaw and has been modified by Gerald to accept Seimens 1000cc injectors.

Just like every other aspect of this car, the fuel system has been methodically laid out to ensure it not only gets the job done, but also looks the goods while doing so. Starting at the drop tank, twin carter pre-pumps fill separate surge tanks before two 700hp Bosch main pumps send the BP 98-octane juice through -10 braided lines to the engine bay. The last line in the fuel system is the SX pressure regulator.

Exploding the fuel cocktail is the job of a MoTeC eight-channel CDI ignition system with Mercury coils on each cylinder. In keeping with the maximum-effect build, Gerald has made sure the ECU is top-notch also, with overall

engine control handled by an M800 ECU.

The exhaust system meanwhile consists of 2in primary extractors with 4in collectors. From here, twin Genie 3.5in stainless systems lead out to the rear of the car and the exhaust note is without question one of the meanest we have ever heard.

Before we disclose the remaining drivetrain layout, let's get down to the business of power output. Having owned the car nearly 10 years, Gerald has tried and tested many different combinations, yet it this latest one that generates the most grunt. Remembering back to the 1.1bar boost pressure generated by the V4-trim blower, Gerald has cranked out 567kW at the back wheels on his Dyno Dynamics dyno. Interestingly, Gerald has spent some time logging all aspects of his engine and found that his tricky intercooler is costing him nearly 8psi pressure drop. The solution it seems is a Mondo water-to-air intercooler and revised plenum section, which Gerald is working on now.

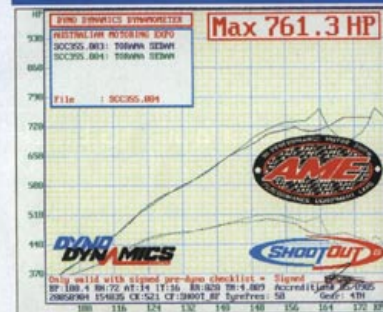
Coping with 760hp is no easy feat, and while Gerald could have taken the easy option of dropping in a built auto gearbox, he has instead stuck with a manual. And it's not your common T5 five-speed either, with a tough-as-nails ZF six-speed from a VN Group A Walkinshaw. The clutch is serious, consisting of a custom twin-plate bolting to a steel flywheel.

A chrome-moly tailshaft with Mark Williams yoke and pinion flange then sends the drive rearward to a full-house 9in rear end. Detroit Locker centre featuring 4.1:1 gears and 31-spline Mark Williams axles have proven unbreakable to date and given the power output that's all the endorsing one needs.

Straight-line grunt is all well and good, but you have to bring it to a stop sooner or later, and that's why Gerald has gone the extra mile by fitting VN Group A 330mm slotted rotors and twin-piston calipers on the nose with



ABOVE LEFT: Immaculate boot houses the fuel and stereo system with the floor section doubling as the top of the drop tank  
ABOVE: From this angle you can see the intercooler design. On the dyno, Gerald is seeing an 8psi pressure drop through the cooler so a water-to-air unit is in the works





TOP: Chrome-moly cage, harness, VN Group A seats and a MoTeC mini dash make up the interior  
 ABOVE: Flared guards allow for fat 18x10in Simmons

slotted HQ Holden rotors and calipers on the rear. A 1in-bore VN master cylinder balances out the fluid distribution.

The suspension has seen some work, with a combination of King Springs coils and Koni shocks at each corner with Nolathane bushes used throughout. The suspension is an area that Gerald has spent considerable time on, as the plan was to belt the Torana down the quarter mile. And that's perhaps the most appealing aspect of Gerald's Torana – it was built to be driven, and driven hard! So hard, in fact, that it has clocked an easy 10.8sec pass at 129mph on 8in slicks. Gerald isn't afraid to give it hell either, with a 7000rpm launch netting him a 1.6sec 60ft. The only problem here was that running 10s mandates a rollage if he wanted to race the car again, and let's not kid ourselves, of course he does.

Made from chrome-moly, the Pete Cheary cage complies to ANDRA regulations with the only other prerequisite being a set of harnesses. The remaining interior is first class with VN Group A front seats, modified VN rear seat, Kenwood sound system, Momo steering wheel, MoTeC Mini dash and that funny-looking cylinder is actually an oil accumulator.

Having owned the car for so long, we couldn't help but ask if Gerald would ever consider selling it and we were not surprised with his answer.

"No way. I've been building this car for the last eight or so years and I've probably spent close to \$100,000 in the process. Even if someone offered me that kind of money, I wouldn't take it. I will keep this car for ever, and besides, I want to see a 9sec time slip and 900hp at the tyres on pump fuel." Sounds good to us mate.



It was built to be driven, and driven hard! So hard, in fact, that it has clocked an easy 10.8sec pass at 129mph



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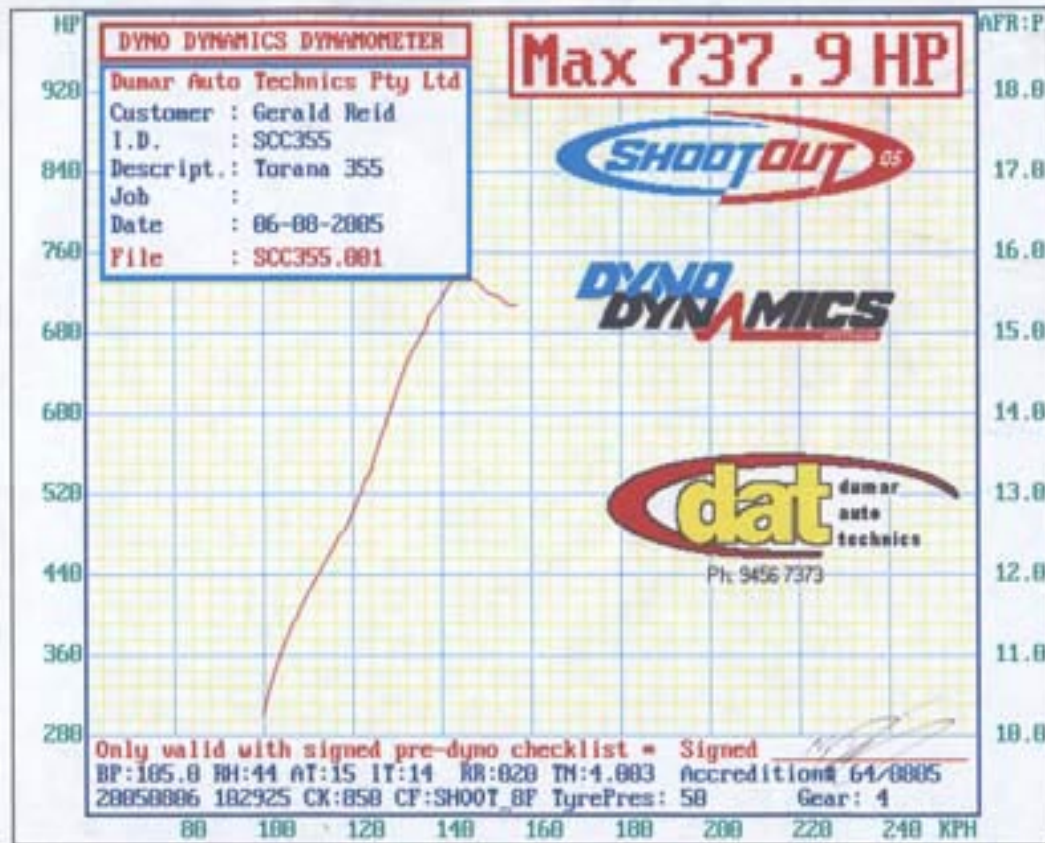
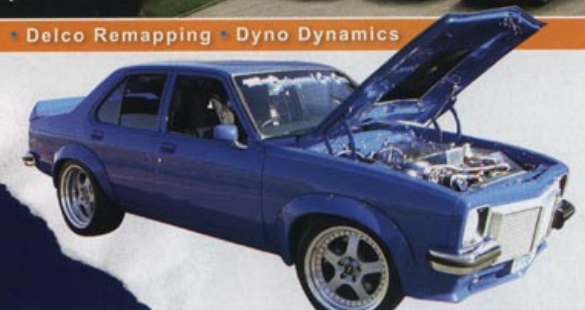
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**ZOOM**



**DYNO  
DYNAMICS**

Gerald Reid's 567kW Torana