

Bed And Tonneau Guide

ISSUE 34



trucks

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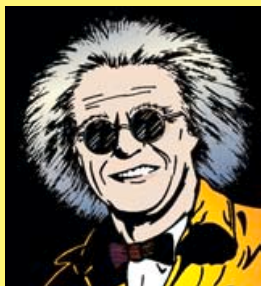
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DOGGIN' IT

I drive a 1991 Chevy 1500 2WD pickup with a fuel injected 5.0L, 700-R4 automatic transmission, and 275/60R15 tires. The rearend has 3.08 gears, and the engine turns 1,500 rpm at 60 mph. My problem is that this thing is a dog. I installed a pair of shorty headers and a Flowmaster cat-back exhaust, which gave it a little more power but not enough for my liking. What cam and intake would you suggest? I don't use the truck for towing or hauling so the cam doesn't need to be optimized for low-end torque. I also have a 1967 vintage 327 engine lying around. Is it possible to buildup this engine and make it work with the OE fuel injection system?

—Paul Chobanian, Bluford, IL

Paul, the 327 can definitely be built to work with your truck's OE fuel injection. Edelbrock's Performer series cam and intake (P/Ns 3704 intake, 3702 cam) would be ideal for this application. However, you'll need to elongate the two center bolts on each side of the intake to fit the

earlier 327 heads. You also need to increase the fuel pressure and engine timing for maximum performance. You can do this with a JET adjustable fuel pressure regulator (P/N 61500) and a Hypertech Thermo Master chip (P/N 121122). By the way, I'm recommending a chip for a 5.7L engine because it has more aggressive timing curves and fuel mapping that's better suited for this application.

One last thing. You mentioned the truck is equipped with 3.08 gears. If you really want to wake it up, install some 3.73s (P/Ns 4900411/gears, 831021M/installation kit—both from Richmond Gear). At 60 mph, engine rpm will be increased approximately 400 rpm. This gives you the best of both worlds—much improved acceleration and acceptable fuel economy.

ALL PLUGGED UP

I drive a 1997 Dodge Dakota extended cab 4x4 with a 5.2L V-8. It has 147,000 miles on it. I believe the catalytic converter is on its way out. Does anyone produce a performance converter to fit this truck? Since I'm going to be doing exhaust work anyway, would this be a good time to add shorty headers?

—Robert Hein, Corfu, NY

Robert, I can't think of a better time to add headers than when you're already under the truck working on the exhaust.

Edelbrock's shorty headers are considered by many to be the best around. Features include 1 5/8-inch primary tubes, 2 1/2-inch collectors, and a shiny nickel chrome plated finish for some added bling. Ask for P/N 6564.

Since you need a new converter, why not use one that's going to last a long time and maintain your vehicle's performance level, too? Cateco catalytic converters have 409 stainless steel shells, 16-gauge stainless steel pipes and nipples, and a heat-resistant sealed mat, all of which help the converter last longer. P/N 2516 will do the trick. It's a good idea to replace the oxygen sensor also—order Cateco P/N 02-4.

JUST "GELLIN"

I drive a 2001 Ford F-350 Super Duty crew cab pickup with a 7.3L Power Stroke diesel engine and a 4R100 automatic transmission. Last winter, after the temperature dropped below freezing, the Ford stopped running. Between bad fuel filters, bum glow plugs, and water in the fuel, I just couldn't get the truck out of the driveway. Once the temps warmed up, it ran perfectly. With another winter rapidly approaching, I fear I'm going to experience these problems again. Is there anything I can do to keep my Super Duty on the road?

—Sean McDougal, Ann Arbor, MI

Many owners of diesel-powered trucks experience the same headaches, Sean. These problems were most likely caused by gel formation in the fuel. As the ambient temperature approaches freezing (32°F), diesel fuel begins to break down and "cloud." This clouding is the result of paraffins in the fuel solidifying. As the outside temps continue to drop, the paraffin molecules combine to become solids in the fuel. This is known as the gel point. When this happens, the fuel filter becomes clogged and restricts and/or eliminates fuel flow to the engine. The vehicle becomes inoperable.

The good news is that this problem is easily fixed. The first thing you should do is treat the fuel with an additive that's formulated for winter conditions. The additive will lower the fuel's gel point, thereby preventing the fuel from breaking down and clogging the fuel filter. Second, install an aftermarket fuel heater. A heater will maintain the fuel's temperature above the gel point, allowing a constant flow of fuel regardless of outside temperatures.

One last area for concern is condensation of the fuel. Water in the fuel can further aggravate the problem of fuel gelling as well as corrode fuel-injector nozzles. To prevent this, many individuals install water separators for additional protection.

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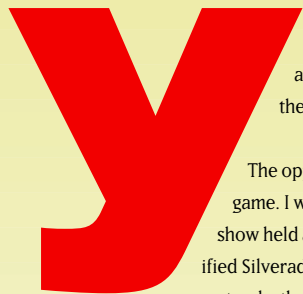
Readers Rides

Is your truck in here? Check it out!

On the Cover:

Todd Emmons shows off his cool 1974
Chevy in the Arizona sun. Photo by
Drew Phillips.

Get Out & Use Your Truck



ou've got a truck; don't be afraid to use it. One of the things I hate to see is people who treat their trucks like a family sedan. Granted there are some nice trucks out there; and people do turn them into show trucks. But, the fact remains that trucks were meant to handle the rigors of towing heavy loads and carrying cargo in the bed.

The opposite also holds true, you can use your truck for purposes other than cargo and taking the kids to the soccer game. I was fortunate to witness numerous trucks that were used, as bracket-racing vehicles at the Truck & Trailer USA show held at the Moroso Motorsports Park. In the past, I would see only a few Dodge Dakota R/Ts and some highly modified Silverados being used as race vehicles. But, this show had a truck class and a diesel class, which brought out several race trucks that serve as daily drivers. It also allowed many of the race-car drivers to use their diesel tow vehicles to enter into this growing race bracket.

It was amazing to see Dodge Durangos, V-8 powered S-10s, and diesel powered Silverados and Excursions motoring down the racetrack with 1969 Camaros and '90s Mustangs with open headers and a full, tubbed rearend. When I asked some of the racers why they selected to use a truck instead of a cool Camaro or vintage Mopar musclecar to race in, they all responded that they wanted to compete in something different. Trucks run deep in many people and their love for them extends in many ways. Therefore, I can understand the guy who wants to race his truck and the guy who uses his truck for work, and the guy who loves his truck so much that he doesn't want it to get scratched.

If you fall into one or more of these categories, then this issue may have something for you. If you're afraid to use your truck because it may scratch or damage the bed, then our bedliner and tonneau guide will help you sift through the many products out there to help you protect your bed and your cargo.

This issue also has some great event coverage that spans from a classic truck show to the racing at the Moroso Motorsports Park. There was also a 4x4 Jamboree where trucks are put through mud pits, jumps, and a course that would destroy any other type of vehicle that wasn't lifted or had a set of 35-inch-tall mud terrain tires on it.

While we are on the subject of mud and dirt, our Executive Editor Rick Shandley had an opportunity to get some inside information on Ivan "Iron Man" Stewart, and gave us some historical information on him and his legendary achievements in off road racing. Shandley's interview is in our Reel Truck People section, which also includes some archive photos of Stewart's racing trucks and some interesting facts. For example, did you know that the king of off-road trucks drove a VW bug?

With the summer upon us, the show season is already in full swing. TEN Magazines' Trucks will be at several events this year and to find out which shows you can get free magazines and other paraphernalia, log onto any of our websites including, www.dodge-truckworld.com, www.fordtruckworld.com and www.chevytruckworld.com as well as many others.

By Dan Sanchez, VP Editorial - Editorial Director



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TRUCKS **NEWS**



CHEVY HHR Affordably Priced

Chevrolet has announced pricing for the 2006 Chevy HHR, starting at \$15,990. The HHR will be offered in three different models. The MSRP for the LS will be \$15,990. The MSRP for the HHR 1LT will be \$16,990. Pricing for the 2LT will be \$18,790. Pricing includes destination and freight charges. HHR is designed for consumers who need the storage of a utility and the ride comfort of a car. The vehicle offers a complete fold-flat interior from the front passenger area to the liftgate—large enough to fit an 8-foot extension ladder.

The HHR also offers several other convenient storage areas including an auxiliary glove box, two large storage bins behind the rear seat, and holders for plastic bags on the rear compartment bin. The HHR will also be available in vibrant exterior colors including Daytona Blue Metallic, Sunburst Orange II Metallic, Sport Red, Silverstone Metallic and a vehicle exclusive Majestic Amethyst Metallic.

Standard features on the LS and LT models include air conditioning, power windows, door locks and outside mirrors, six-speaker CD stereo with auxiliary input jack for iPods or other devices, and remote keyless entry. Additional features include a driver information center and driver and front passenger frontal air bags. Available options include remote start (standard with an automatic transmission), an upgraded audio system, sunroof with express open and close, and 16-inch and 17-inch wheel options. Head curtain side air bags for front- and rear-seat outboard passengers are also optional.

The 1LT model also includes a standard MP3 player, eight-way power seat including power lumbar, a satin exterior finish and cast-aluminum wheels. Other available features include a bright chrome exterior trim and a bright exhaust tip, as well as ABS and traction control (traction control only available with automatic transmission).

HHR 2LT standard features include ABS, fog lamps, bright exhaust tip, leather-wrapped steering wheel and shifter, a 260-watt Pioneer sound system with subwoofer, FE3 sport suspension and a bright chrome exterior trim. Seventeen-inch painted aluminum wheels are standard, with optional high polished forged aluminum 17-inch wheels. Two-level heated leather seats also are available on both LT packages. HHR production begins in the second quarter in Ramos, Mexico. Vehicles will be in dealerships by late summer. More information about HHR is available on www.chevyhhr.com.

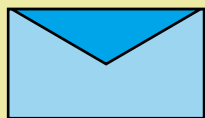
FORD CUTS JOBS

Ford Motor Co. said it is offering buy-out packages to white-collar employees, with the aim of eliminating about 1,000 U.S. jobs by the end of June. The job cuts do not impact union-represented workers, but the auto company is doing this in an effort to cut costs and meet profit targets. "One thousand is about the number we have targeted as being the right amount to get (the cost cuts)," Ford spokeswoman Marcey Evans said.

Evans also stated that if the automaker can't get enough employees to accept its buyout offer, it may resort to involuntary separations. Ford, which employs 45,000 salaried employees in the United States, has been losing vital U.S. market share to Asian and domestic rivals. The company's U.S. sales have declined 5.2 percent so far this year. Ford also said last month that it expects profits this year to be at the lower end of its previous forecast range of \$1.75 to \$1.95 a share.

Ford last offered a buyout in 2003 when it cut about 3,000 jobs through voluntary buyouts and layoffs. Ford, which informed its employees about the job cuts on Monday in an e-mail, expects the process to be completed by June 30, Evans said.

letters and comments from our readers



Post it!

We want to hear from you. Send your questions and comments to; Editor, Ten Magazines, 1760 California Ave, Suite 101, Corona, CA 92881. You can also e-mail us at editor@tenmagazines.com. We can't answer all of your e-mails and letters but we try to answer as many as possible to meet our editorial deadlines.



Spoiled Rotten

I have a 1999 Chevy Silverado and would like to know if somebody makes a spoiler for the tailgate like those I've seen on some custom Chevy S-10 trucks? They look to be five or six inches high.

—Clyde Jones, Via E-Mail

Clyde,

If they are that tall, then you might be referring to a wing. The difference is that a spoiler is usually two or three inches tall and extends from the tailgate or the tonneau cover. These look like the rear spoilers used on the NASCAR trucks that have a larger one at the rear tailgate. If you are referring to one that sticks up higher, then it might be a wing. A similar product would be like the wing used on the Dodge Ram Daytona edition. One of the largest suppliers of truck spoilers is Chassis Tech. They manufacture spoilers from fiberglass, ABS, and even billet aluminum. You can contact them at www.chassisstech.com. You can also contact Lund which manufactures several spoilers for a

variety of trucks. If you were wanting something like the spoilers used on the NASCAR trucks, you will usually find them on tonneau covers. Some of these you can get from Gaylords or SnugTop.

A Real Softy

I have a 2001 Ford Explorer Sport. I love the truck. I don't want to lift or lower it but I want to soften the ride so it rides more like a tough car rather than a rough truck. Can you help me please?

—Bob Morrison, Via E-mail

Bob,

There are several options you can take to do this. First off, if you want to soften the ride but keep the handling, one of the things you can do is to leave the factory springs in place and get a better set of aftermarket shocks. This will help dampen the vibrations and road feel so that it is not as harsh. One of the better units to get would be an adjustable shock like the Rancho RS900X. This shock

allows you to dial in the appropriate dampening to make the ride softer or firmer by adjusting the shocks. You can get an aftermarket coil spring, but it will lower the vehicle an inch or two. The quality of the spring will also depend on the ride harshness. Most will make the ride harsher, but a high quality spring from Ground Force or Eibach will soften the ride, yet provide improved handling.

A Big Dilemma

I have a '04 Chevy Silverado 1500 2WD, with a RCD six-inch suspension lift, and a three-inch body lift. It is on 35-inch tires and 17-inch rims. Everything looks good on it except I would like to make it bigger. I would like to add about another 3 inches. I would prefer not to add another 3-inch body, and I don't want to change the suspension on it. What can I do to gain more ride height?

—Jordan Sheinman

Jordan,

First of all, we have to ask why you want more than a 9-inch suspension lift? Most suspension experts agree that anything larger than a six-inch suspension lift and using tires larger than 35 inches will definitely wear the bearings on your CV joints, and cause other problems with your steering system. This is a fact and most of the people who do this can tell you their problems. This is another reason why the quality suspension lift you got from RCD only lifts the truck six inches.

There are other suspension companies that will make you a custom lift that can add to the RCD suspension and gain you the extra three inches, but we wouldn't recommend it, unless you are building a show vehicle.

V-10 Troubles

Your magazine has been a great help in locating a lot of the parts I have decided to put into this project, but I have run into some troubles. I would like to get a better sound out of the V-10, a better look on the back by having a dual exhaust system, and better economy by installing a new breathing system. I have had no luck locating these items from regular sources like Airdaid and K&N. Asking around I was told to forget it and just get a single exhaust cat-back system and that no one made air systems for the V-10. I would like your advice as how to get all



three problems solved to my satisfaction, or failing that some advice to set this truck up for better sound, looks, and power. Many thanks!

—Paul And Lee Spenchuck, Via E mail

Paul & Lee,

Both A&M and Air Force One manufacture an intake system for the V-10 that has shown to improve both bottom end torque and horsepower. If you want to improve the exhaust system, JBA has a nice one that includes headers and a cat-back exhaust system. Unfortunately, the cat back system is a single system, but if you want a dual system you will have to have one custom made. The problem with a dual system however, is that it can take away from the bottom end torque if the system does not scavenge.

A Leaky Situation

I put a new fuel pump in my 1989 Dodge Ram pickup truck and the injectors in the carburetor are not working right. What they are doing is that the one on the passenger side is spraying fuel like it is suppose to, but the injector on the driver side is just letting the fuel run right through the carburetor.

—Zach Blackburn, Via E-mail

Zach,

We are assuming you have a throttle body injection system on your truck. The problem could be that the new fuel pump could have released some gunk in the fuel tank and it has clogged one of the injectors. You have two

options. One is to check and make sure that you have sufficient fuel pressure. Check in a Chilton or other guide on how to do that with your truck. In most cases, you can easily check with a fuel pressure gauge on a test valve on the fuel rail or somewhere on the fuel line next to the injector. If you don't have a fuel pressure tester you can easily rent one. If your fuel pressure is up to factory spec then you can have the injectors cleaned. Either you can remove them yourself or send the truck to a technician to do the job for you. You can also have the injectors flow matched so that they flow the same amount of fuel equally.

A Higher Power

I have a 2001 Dodge 1/2-ton pickup and I want to put it on 44s but everyone I talked to said it couldn't be done due to the fact that it has the off-road package. Is there anything that I can do to lift my truck without heavy modifying it? If so, where can I find a lift big enough for the clearance I will need, and how much will it cost?

—Jeremiah Klun, Via E-Mail

Jeremiah,

You can find a custom shop that will make those modifications for you but we don't recommend it. In order to fit 44-inch tires on the truck, you will have to have over 10 inches of suspension lift. This can put a tremendous strain on steering joints, CV-joints, and other components that were not designed to handle the extra weight and angles forced on them.

Locked Up

I have a '97 Powerstroke 7.3. I just rebuilt the extra H.D. E40D transmission with all the upgrades. I want a programmer that will allow for new tire size, increase line pressure, allow me to pick shift points, and get rid of the freaking way the auto split gear lock-up works. The truck is stock programmed to allow the torque converter to slip, depending on TPS, and the amount of throttle your giving. Then eventually the torque converter locks up. I want a faster lock up, "i.e." better fuel economy, and less wear on torque converter plates. Please let me know what part it is that will allow me to do all this.

—Daniel Wesson, Via E-Mail

Daniel,

There are several programmers that can help you do this. The Hypertech HYPERpac is one that allows you to change your shift points and recalibrate your computer for the appropriate tire size. The same goes for the Superchips power programmer and the TS Performance module. Diablosport also makes a great programmer for this application as well. The problem you are facing with the torque converter lock-up has more to do with the torque converter than the programming. Look into the torque converters from TCI transmissions or from Hughes Performance. These manufacturers make diesel specific converters that actually lock-up sooner and that have additional strength to handle larger amounts of torque that are developed from using a programmer.

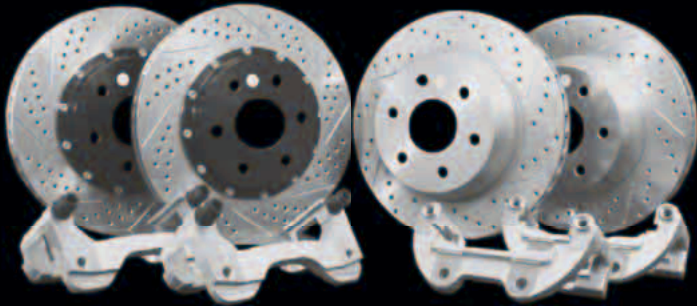
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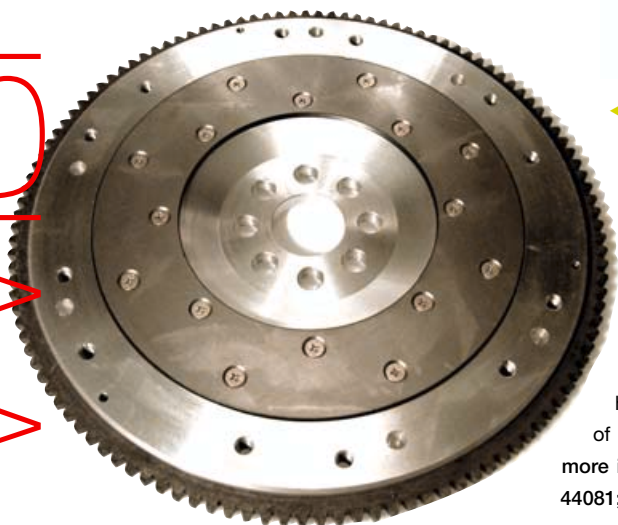
For the Toyota Tundra comes this Sportsman one-piece grille from Westin that provides the customized look you crave, and the front-end protection you need. Mounting brackets use existing holes on the Tundra's frame for superior strength with minimal vibration. The Sportsman also features rubber extrusions on the vertical-uprights, a welded cross-bar, and removable light guards for easy headlamp access. For more information, call: (800) 345-8476



◀ ALUMINUM FLYWHEELS

When you invest in a truck like the Dodge Ram SRT-10, which makes the very tread around its wheels beg for mercy whenever you approach, you wanna ride every horse you've paid for. From the company known for their ox-like strength but feather-like weight comes this aluminum flywheel for the Dodge SRT-10.

Fidanza's flywheel is made from the highest quality 6061 T6 aluminum known for its strength, heat dissipation, and of course, light weight. A 1050 steel ring gear that is heated, pressed on, and fastened with grade 8 button screws and 1050 high-carbon steel for the friction surface. A Fidanza flywheel can mate with any type of clutch material, including kevlar, organic, ceramic, metallic, and sintered iron. For more information, contact Fidanza at: Fidanza, Dept. TEN 4285 Main St., Perry, Ohio 44081; (440) 259-5656

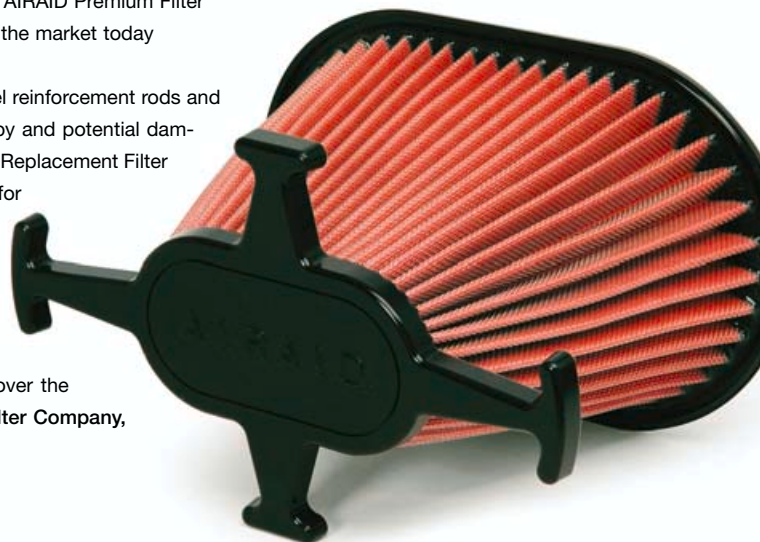


► AIRAID'S POWER STROKE DIRECT REPLACEMENT FILTER

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Best of all, the AIRAID Direct-Fit Premium Filter retails for nearly half of what a stock replacement air filter costs and installs in minutes. And in terms of power, the AIRAID Direct-Fit Replacement Filter improves airflow by as much as 20 percent over the stock filter element. For more information, contact AIRAID at: AIRAID Premium Filter Company, Dept TEN, 14840 N. 74th St. Scottsdale, AZ 85260; (800) 498-6951



► AIR-RIDE SUSPENSION SYSTEM

Kelderman manufacturers, builder of the 2003 "Big Red" Dodge Ram 3500 4x4 Cummins turbo diesel, is proud to introduce their Air-Ride suspension system. The Air-Ride system replaces the front factory coil springs and the rear factory leaf springs with a heavy-duty, very durable four-link system; eliminating the spring wrap found with the factory leaf springs. The bolt-on kit comes complete with a large 12-volt air compressor, height control valve and 2-1/2-gallon air tank.

Kelderman manufactures quality production level, bolt-on Air-Ride suspension systems for light, medium and heavy-duty trucks, trailers and motorhomes. For more info contact them at: Kelderman Manufacturing, Dept. TEN 2686 Hwy., 92 East Oskaloosa, Iowa 52577-9685; (800) 334-6150



◀ FREE ALL® RUST-EATING PENETRANT

New Free All® Deep Penetrating Oil features a patented, silicone-free formula that quickly and easily dissolves rust and corrosion, thereby removing the need for torching, drilling, or hammering and chiseling to free virtually any frozen fastener or part. New Free All® also won't damage your painted surfaces. Free All is offered in several convenient sizes, including 12- and 6-ounce spray cans as well as 2-ounce single-use packets. For additional information on Free All and other leading DIY products from Federal-Process Corporation contact them at: Federal Process, Dept. Ten, 4620 Richmond Rd., Cleveland, Ohio 44128; (800) 846-7325

► RANCHO'S F-150 4-INCH LIFT

From the trusted creators off all things off-road comes a unique gift to Ford F-150 owners. Rancho has introduced the industry's first fully engineered four-inch suspension system. Rancho's new four-inch F-150 systems features ultra-high-strength, nodular, cast iron knuckles to maintain precise O.E. steering geometry and Rancho's newly reengineered single-piece welded subframe, which ensures optimal strength and appearance. What's even better is it is engineered for use with their RS9000X nine-position fully adjustable units on the front, and their Pro Series adjustable remote reservoir shocks on the rear. The new system is available in classic Rancho Red and Outlaw Black. Need more info than that? Contact them at: Rancho, Dept. TEN, One International Dr., Monroe, Michigan 48161; (734) 384-7804



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► COMP CAMS XFITM CAMSHAFT

COMP Cams® New XFITM (Xtreme Fuel Injection) camshafts for Hemi-powered Chrysler vehicles dramatically increase engine horsepower and torque, yet retain compatibility with all OEM vehicle computer systems. Available in three different profiles (XFI 260, 268 and 273); the new camshafts are application-specific with designs for street performance and towing. In recent dyno tests on a Hemi engine using COMP's P/N26918 beehive valve springs and upgraded exhaust, the XFI 260 netted 20 additional lb-ft of torque in lower rpm ranges with a peak of 31 additional hp. The XE 268 camshaft added 14 lb-ft of torque at low rpm and 47 additional peak horsepower. The amazing COMP Cams® XFI 273 camshaft yielded its most significant horsepower increases over 4500 rpm generating 61 more horsepower than the stock Hemi 5.7-liter engine. For more information, Contact them at: COMP Cams, Dept. TEN, 3406 Democrat Rd., Memphis, Tennessee 38118; (800) 999-0853



◄ MILE MARKER SE9500 LB WINCH

Mile Marker, known for producing military winches, expands its electric winch line again with their new SE9500 high-speed winch. The Se9500 comes with a powerful 4.6 hp series-wound electric motor, free spooling, 9,500lb single-line pulling, 100 feet of 3/8-inch diameter cable, roller fairlead, powers IN and OUT, a three-stage planetary-gear system for highspeed, automatic load holding brake, and a built in power interrupt switch. Mile Marker has been manufacturing products and supplying parts for off-road enthusiasts for over two decades.

They manufacture off-road accessories with the highest standards, because when you need that extra degree of power, Mile Marker assures you, you won't be left stranded.

The United States Army uses them, and if it's strong enough for them, you can bet it's strong enough for you. For more information, contact Mile Marker at: Mile Marker, Dept. TEN, 2121 Blount Rd., Pampano Beach, Florida 33069; (800) 886-8647



► WHIPPLE CHARGER

Whipple Superchargers new intercooled supercharger kit for the 04-05 5.4L engines produces nearly 60-percent more power across the entire rpm range. This dramatically improves acceleration, mid-range and top-end performance from the stock 5.4L Ford engines without sacrificing reliability or factory looks. Whipples new system boast a massive air-to-water intercooler, high-flow air filter system, industry leading 2.3 liter Whipple Charger (same as the Ford GT), a highly engineered aluminum intake manifold which all equates to 475 tire frying horsepower and a thunderous 550 lb-ft of torque, all on pump gas. For more information, contact them at: Whipple Superchargers, Dept. TEN, 3292 N. Weber, Fresno, California 93722; (559) 442-1261 **TEN**





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This is Ironman

By Rick Shandley
Photos: Courtesy of the Stewart family



"THE TRUCKS HAD THE
SOUND, THE SPEED,
THE HORSEPOWER."
—IVAN STEWART

Growing up racing go-carts has been the springboard to many modern day heroes in motorsports. From go-carts, kids graduate to higher classes, greater cubic-centimeter motors, and on up to larger vehicles according to their age and experience. For a youngster named Ivan Stewart, learning those track layouts and honing those reaction times while constantly seeking the fastest line, would serve him long after childhood. Cart tracks around San Diego, California, and just south of border in Mexico, offered lots of seat time and room to improve. Growing up in El Cajon, a community in San Diego County, was the launching pad, and still is, for a lifetime of passion and performance based on pickup trucks. Even before the go-carts, there were the bicycles. "When I was in the third grade, I used to talk the neighborhood kids into racing our bicycles down the back alley and through a large sweeping turn," Stewart said. "There would be about nine or ten of us."

"The first car I ever drove was a 1947 Plymouth with a wooden bed carved out of a coupe," he said. As he grew up, a '52 Ford step side pickup took its turn at transport duty for a teenager who might not have known at the time how significant the ol' Stepside platform would be some day. Next in line was a 1960 Ford longbed with a straight axle front-end. "I drove the heck out of that straight axle," he said. Moreover, off into the formative years of high school where the love of his life would step into his world and share the ups and downs of this thing we call living.

"We went to school, dated, and married after high school," said Linda Stewart, Ivan's wife of more than forty years. "I was 17, he was 18," she said, "He didn't start racing until he was in his late 20s. No money." Even without much money, the Stewarts worked hard and played to exhaustion. Ivan worked his way up into a manager po-

sition running fence installations around Southern California; Linda managed the boys, Brian and Craig. However, the quest for adventure and excitement was spooling up for the Stewart family, and they never counted on money to have fun.

Their first new car was a chrome yellow, 1971 Ford shortbed pickup truck with a column-mounted shifter on a three-speed transmission. "We put a camper on it and took it to San Felipe (Baja, Mexico) camping," he recollected. "That '72 chrome yellow Ford pickup took us to the desert. That '72 enabled us to see our first Baja 1000 in November '72 with Bill Hrynko (a friend that Ivan would race with before long)," he said.

The big names in off-road racing in those days were Parnelli Jones (PJ), Mickey Thompson, and Walker Evans. Ivan admired Parnelli Jones then,

and does to this day, because PJ could drive anything with wheels on it whether it be a stock car, Indy car, exotic hybrid, or a race truck. Parnelli Jones gave Ivan a lifetime challenge to be able to drive anything.

Ivan also noted something about the stars of the racing scene in those days: "they put their pants on one leg at a time just like me," he said. "I just knew there had to be a way to get involved in racing. That '72 Baja 1000 (and '72 Ford shortbed) told me that I wanted to be involved in off-road racing."

He liked the pick up trucks. "The trucks had the sound, the speed, the horsepower." Ivan was riveted on a notion. He was a step away from a dream, and an inch closer to the kind of life most folks could only imagine. But that's what Ivan and Linda Stewart did: they imagined it, then pursued it.



Ivan Stewart
1979 SCORE Class 8 Champion

Ivan started cutting on the '72 shortbed Ford. He added shocks and a bolt-in roll cage. The stock bench seat stayed put, and Ivan did all the work himself. They called that chrome yellow Ford pickup truck the "Hay Hauler." It was also the family car. In addition, the truck became a legend unto itself amongst the charter members of the off-road racing community. "There was no technology," he said. "Everything we did was new technology. It was very slow, long pre-runs down in Mexico." And with every pre-run mile in those early days, Ivan was accompanied by Linda and the kids.

On those long desert pre-runs and camping excursions, the Stewarts accumulated countless stories and situations they experienced as a couple, and as a family. Back in the early days of the '70s and '80s, lodging meant a sleeping bag and a campfire. "We camped out," Linda said. "One time Ivan put a glass of water on a ledge, and it froze," she said about a particular blistery cold day in Baja.

Putting a glass of water down one minute, and finding it solid ice moments later is a situation most people don't attribute to the warm climate they imagine Baja, Mexico, to be. However, what most people imagine Baja to be isn't what they thought it would be when they get there anyways. It's always much more colorful and memorable.

In order to race, Ivan drove anything he could get his hands on—and that meant racing the two-seat Volkswagen powered buggies. The buggies were a stepping-stone to the trucks," he said. He drove buggies up until 1978 when he started driving for Coco and Charlotte Corral, owners of Fillmore Ford. Ivan had to prove himself in a Ford Bronco for a year or so while Walker Evans was building Stewart's first real race truck, a black Ford pickup.

Ivan drove a Chevy for McPherson for a year, then went back to driving for Coco and Charlotte Corral who built him another Ford race truck. At that time, Walker Evans was the factory driver for Dodge, yet he was race-prepping and maintaining Ivan's Ford race truck. That was about 1982, and the story goes that Walker Evans got tired of prepping Ivan's race truck and..."We were getting too competitive," Linda Stewart chimed in. Even the big boys at Dodge were said to feel that Walker was prepping the race truck of his competition in Class 8. Something had to give.

Therefore, Charlotte Corral recruited Cal Wells (Currently a Nextel Cup team owner running the #32 Chevrolet driven by Bobby Hamilton Jr.) to prep Ivan's Ford race truck. That worked.

By mid-1982, Wells asked Ivan to drive a Toyota in the Mickey Thompson Stadium Series. "No," Ivan said. "Why would I want to drive a mini-pickup when I can drive the big, full-size trucks." Wells convinced Ivan to drive just four races in the Toyota (the convincing part involved earning Ivan half the race winnings; unheard of at the time: even today) and he could still race the Ford in the desert.

People in high places took notice of Ivan's race results, talent, and commitment to Motorsports. "They didn't just pick him out of a crowd," Linda Stewart said. After Ivan won the 1983 Mickey Thompson Drivers Championship, Wells asked Ivan to go full-time with the Toyota deal. Ivan would only run the stadiums if the contract included his request to build him a desert truck and allow him to run in the desert events. Wells said he would do his best. "That's when Ivan saw he could make a living at this," she said. It became a relationship with Toyota, which would last 22 years, and continues to this day.

Wells built a Class 7 desert truck, but he made the Class 7 Toyota so exotic, they bucked the rules. Eventually they (Stewart, Wells, and Toyota) went to the Class 1 single-seat (driver sat in the middle) Toyota body where Ivan and Toyota dominated for years. Ivan and Toyota dominated Class 1 and the manufacturers couldn't compete against the Cal Wells Precision Preparation, Inc. (PPI) Toyota. The manufacturers were saying they wanted something unlimited, no rules. That's when "Trophy Trucks" came onto the scene in about the mid-1980s. Therefore, Ivan went to Trophy Trucks.

He raced. He won. (17 Baja 500 wins, three Baja 1000 wins, three Mickey Thompson Driver's Championships, 10 career driver's championships, and 84 career victories). He earned the unshakable handle of "Ironman." It was a handle people assigned him, not one he chose for himself. He earned it for his steely strength and resolve to pilot a race vehicle across thousands of miles of some most unforgiving desert terrain in the world by himself—without rest. When he broke down, he fixed the problem. When he got a flat tire, he un-

raveled his 6-foot four-inch frame through the roll cage tubes and changed the 120-pound Goodyear Baja Experimental T/A tire himself.

By about 1995, "It (racing) had become so exotic that people couldn't get involved in racing," he said. Ivan saw a need. "Why not make it easy? I'll just build a truck, all similar, all interchangeable parts built on tooled fixtures; the A-arms, the chassis, everything. More than anything, I wanted to build a class of trucks that could be manufacturer sponsored, look like a truck, and have two seats. The engine would be in the front, where it belongs. It's for the everyday guy who wants to be involved in racing." That class of truck is called the Pro Truck.

It's been ten years now since Ivan and Linda Stewart launched their Pro Truck organization. The stable has grown to more than 40 Pro Trucks as of today. They race Baja, Pikes Peak "Race to the Clouds," Paris to Dakar rally, and big off-road races on the Pacific Rim and anywhere they take place. It's a race vehicle with a truck body that can be adapted to any race-course or terrain. Parnelli Jones inspired Ivan because PJ would drive anything with wheels; Ivan continues to inspire the everyday guy who wants to be involved in racing because he builds a truck that can be raced in any kind of race. **TEN**



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DMT-600527 Dollar sign	DMT-600529 Stars (3)
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CLL-2032806656.....6 x 5 1/2

Rapid 20 x 8

CLL-2052806545.....5 x 4 1/2
CLL-2052806552.....5 x 135mm
CLL-2052806656.....6 x 5 1/2

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Front



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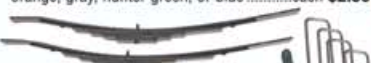
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INSIDE THE BOX

By Dan Sanchez
Photos: Drew Phillips

TODD EMMONS
PROVES THAT IT'S
HIP TO BE SQUARE



W

hen you ask a truck enthusiast what his favorite model year Chevy pickups are, we doubt that a 1974 Cheyenne C-10 would make it on the list. These trucks however, are abundant. And with the right attitude and aftermarket parts, these boxy trucks can turn out to be a real show stopper.

Todd Emmons decided to purchase his '74 Chevy and thought it would make a good daily driver.

Although he never intended it to be a show vehicle, one thing led to another and what started out as a simple repainting job, turned out to be a four-year, complete frame-up build. Luckily, Emmons had the foresight to see that these trucks could be just as cool as any early '70s models if it had the right sport truck appearance.

Emmons is an illustrator and Art Director for Boyd Coddington. His experience has given him a knack for seeing through a simple vehicle and

imagining what it could be transformed into. Since he's built, and worked on various musclecars, his vision for this Cheyenne pickup was to give it a musclecar appearance while incorporating some of the truck's original styling and features.

Once the Cheyenne was completely taken apart, Emmons began working on the frame by sandblasting it and powdercoating it black. The factory suspension was then modified to provide a lower ride height and Belltech sus-



pension components were added. Emmons and his friend Mike DeFrates added the company's drop spindles, coil springs and Nitro-Drop shocks to the front portion of the suspension.

At the rear, a flip kit is used with new leaf-spring hangars and a set of Cal-Trac traction bars were

► **The Beck Racing Engine's 454 under the hood makes over 500 horsepower and is outfitted with Boyd Coddington and Zoops billet accessories.**



added. Once completed, the truck sits seven inches lower than the factory ride height. Since Emmons was planning on adding some power to the truck, he opted to upgrade the Chevy 12-bolt rear-differential with an Eaton Posi-Unit that sports a set of 3.73 US Gears ring-and-pinion set.

The factory brake system was also deemed inadequate and was also upgraded to a complete Stainless Steel Brake Company, Force-10 system. This brake kit includes 13-inch diameter rotors in the front and 11.5-inch rotors at the rear, and both incorporate a set of SSBC four-piston, aluminum calipers. To finish off the rolling chassis, a set of Boyd Coddington F-09 wheels were selected for their performance appearance. The front wheels measure 20x8.5 while a set of 22x10 are used at the rear and are mounted on a set of Nitto NT-555, 255/35R20s and 285/35R22s.

Emmons wanted large, wide tires to get as much traction as possible. The reason? How about a 530-horsepower, 454-cubic-inch big-block under the hood? The engine was built by Beck Racing Engines in Phoenix, Arizona, and it puts out 500 lb-ft of tire-spinning torque. The engine uses a set of Keith Black pistons and a Crane camshaft to boost the engine's horsepower and torque output. To feed the beast, an Edelbrock Air-Gap intake manifold is used along with a Barry Grant Demon carburetor that flows 750 cfm.

The engine is topped off with a polished aluminum Boyd Coddington air cleaner and uses Zoops aluminum valve covers and bracket system for the alternator and power steering pump. An MSD billet distributor is also used along with the company's 6AL box and 8.5mm spark plug wires. Keeping the big-block cool is a combination of a Stewart-Warner water pump, an Air Mobile aluminum radiator, and a dual Spal electric fan unit. The engine is also equipped with a set of Lokar oil and transmission flexible dipsticks, and also uses a transmission kickdown and throttle cables as well as the company's hood-latch release.

When Emmons turns the ignition key and fires up the big-block, the sound emanating from the Hooker Super Comp headers and Flowmaster exhaust system turns heads and sparks a bit of awe for other truck owners, thinking that this Cheyenne is all show and no go. The exhaust work was bent and installed by Mighty Muffler in Phoenix and incorporates 2.5-inch diameter exhaust tubing.





▲ The B&M Mega Shifter is housed in a RodDoors center console and also incorporates the Electric-Life window switch actuators.

◀ The interior is a cool combination of musclecar era upholstery and modern craftsmanship. Black ultraleather and orange houndstooth contributes to the effect and a set of RodDoors door panels are used to accent the rest of the interior's upholstery.

◀◀ Carbon-fiber and billet accent the driver's steering wheel and gauge panel. Stewart-Warner gauges are used to provide accurate information and give a performance look.

▼ A set of clean, billet pedals are also used and replace the factory black pads.



► Custom kick panels incorporate Pioneer speakers for an upgrade to the factory sound system.

▼ Stopping is assisted with a set of SSBC Force-10 front and rear disc brake system.

In order to transfer the power of the engine to the rear wheels, a durable transmission would have to be a must and Emmons chose a TCI Turbo 400 automatic that is outfitted with the company's 2500-stall torque converter. Shifts are made with a B&M Mega Shifter that is located on the floor of the cab.

Operating the engine is simply a matter of stepping on the custom billet pedals and steering the Cheyenne with a Boyd Coddington steering wheel. The interior door panels are from RodDoors but were designed by Emmons. A set of power windows from Electric-Life were also added to the doors and black ultra-leather was used on all the stock surfaces around the windows. Emmons also used a simple "Super Sport" emblem on the dash that is taken from a 1966 Chevelle.

The upholstery is a combination of black ultra-leather and orange houndstooth to continue the musclecar theme. The dash was also upgraded to incorporate a Covan's Classic carbon-fiber gauge panel that houses a host of Stewart Warner, Maximum Performance white-face racing gauges.

Although Emmons liked the musclecar theme, he also knew to leave the body lines of the truck alone and to make some simple modifications that would enhance them. These included shaving the door handles, drip rails, and filling in the stake pockets on the bed. This was done by DeFrates who also shaved the side marker lights and smoothed the firewall in the engine compartment.

The factory front bumper was replaced with a new chromed unit from LMC Truck, while the rear bumper is actually a Blazer unit. A GemTop GT Classic tonneau cover fits flush on the bed and covers a complete wood bed floor from Bruce Horkey. The factory grille was updated with a T-Rex unit, and the headlights are halogen units from Zoops. The final touch is the Goodmark cowl-induction hood that shows there's something special under it.





▲ Emmons kept the body lines smooth on the truck by shaving the door handles, marker lights, and drip rails. A Gem Top flush tonneau also aids in this effect.

◀ Small details such as this Chevelle Super Sport emblem are used on the truck to emphasize the muscled theme.

▼ A set of Boyd Coddington F9 wheels give the truck a sporty look that is a combination between modern and classic.

The striking color that Emmons choose for the body is a House of Kolor Ultra Orange Pearl and the stripe is a satin black. Aside from the simple, yet effective, paint job, the details on this truck are quite obvious. Every nut and bolt is a polished stainless steel piece from Totally Stainless and the Hagan flush gas door doesn't disturb the lines of the truck.

Emmons has shown the build-up of the truck to many people, as he is a member of the Chevy Truck World website and goes by the name of "grumpy." But Emmons is anything but when it comes to talking about his newest project. With over 500 horsepower under the hood, and a truck body that is starting to become more popular, Emmons is demonstrating that the square-bodied Chevys are making a strong comeback.

TEN

What's In Your Tailgate?

OUR GUIDE TO BEDLINERS
AND TONNEAUS

By Joe Moxie



Spray on urethane bedliners offer a different type of protection and are permanent. It also provides high skid resistance and can be color matched to your vehicle.



You can't help the fact that your truck has a bed in it. If you forgot, your truck is made to haul items around from one place to another. Although many people use their trucks for shows, hauling motorcycles or simply for passenger transportation, the fact is that the bed can get abused if it is not treated properly. In the past, the toughness of a truck was evident by the abuse of the bed. Those pansy trucks still had fresh paint on it but the real trucks had dents and scratches in the bed that showed its experience. Nowadays, the measure of your truck depends on what kind of bedliner and tonneau cover you have on it.

With so many liners and tonneaus to choose from, we decided to put together a simple guide that will help you sift through all of the benefits of various brands. Since it's smart to install a bedliner before a tonneau, it's important to find out which type of liner might be best for you.

Drop-In Liners

Plastic drop-in liners typically come with the truck when you purchase it from a dealership. These liners feature a corrugated floor that is rugged



To protect your truck's bed, a bed-liner is one of the best ways to keep it free from scratches and dents. Shown here is an example of a drop-in plastic liner from Penda.



and can handle most heavy or sharp objects that are thrown into or dragged across the bed. Most drop-in liners are made of hard polyurethane plastic that will resist gouging and tearing. In some instances it can be damaged by abuse, but because it is so thick, it will continue to protect the truck bed. Manufactured from hard plastic, your cargo has a tendency to slide around in the back of the truck, but some new drop-in liners have incorporated a textured surface to eliminate most of this.

As the name implies, these liners drop into the bed. There are no modifications needed to install it. Most are molded to fit your truck like a glove, but depending on the manufacturer, some movement is possible and can cause some minor scratching.

Drop-in liners often attach with clips or screws on certain areas of the truck such as the tailgate and at the rear corners of the bed. For good protection at an inexpensive cost, the drop-in plastic liner is a good choice. It provides excellent protection and is easy to install.

Urethane Spray On Liners

Urethane liners are sprayed onto the surface of the bed to protect the metal from scratching and denting from heavy loads. Urethane bedliners are permanent but they are also more attractive as the appearance can actually enhance the look of your truck as well as protect the bed. Aside from your basic black, urethane spray-on bedliners can be color matched to your truck's exterior paint color, which some truck enthusiasts prefer.

The thickness and the application of the urethane bedliner is what separate the various manufacturers. Some use a high pressure application that provides a fine textured finish. Others use a lower pressure application that has a more skid-resistant finish. The thickness is typically up to the applicator but most urethane bedliner manufacturers like to apply anywhere from a 1/4-inch to a 1/8-inch-thick application to the bed floor.

Bed carpet or mats offer better protection for your bed and your cargo. These work great for motorcycles and jet skis and can be easily cleaned or removed when necessary.

In applications that are color matched to the vehicle also require an additional ultra-violet coating that is an added expense and protects the color from fading. Installation typically takes much longer than a drop-in liner as the bed surface must be sanded and prepped in order to allow the urethane mixture to adhere to it. Bubbling, or a separating urethane bedliner, can be fully attributed to the preparation of the applicator so it is always advisable to seek out a certified installer of the urethane liner manufacturer. Most have a toll free number, or a website that allows you to find a local dealer that has been fully trained on the installation procedures.

Other bed protection

If your truck has other duties, such as carrying jet skis or motorcycles, and you simply don't want to scratch or damage the cargo in any way, you can use a different type of bed protection in the form of a soft liner or cargo mat. Soft liners are typically made from Polypropylene foam that is like a carpet material with a thick, soft padding. This often works great to carry valuable cargo that has to slip in and out of your bed.

Cargo mats are simple rubber-foam mats that drop into the bed floor to protect cargo and to limit the amount of cargo shifting. Many can be easily rolled up when not in use and they are a great way to protect your bed from occasional heavy duty use.

No matter what you choose, make sure that you get a good idea of how you will be using your truck and protect it accordingly. Each type of bed protection has its own benefits, and make sure to contact the manufacturer if you have any questions regarding installation or how their products hold up over time. As a guide, we've compiled the following chart to give you a better idea of the benefits of the various bedliners available. **TEN**



	Material	Color Matching	Thickness	DIY	Heavy Cargo
Rhino Linings	Polyurethane	Yes	Up to 1/4-inch	No	Yes
Bed Rug	Polypropylene Foam	No (only in gray)	Up to 1-inch	Yes	No
Line-X	Polyurethane	Yes	1/8-1/4-inch	No	Yes
Reflex Liners	Polyurethane	Yes	1/4-inch	No	Yes
Penda Drop In Liner	Plastic	No	Less than 1/4-inch	Yes	Yes
Herculiner	Polyurethane	No	Less than 1/4-inch	Yes	No
Tuff Rider/Zolatone	Polyurethane	No	Less than 1/4-inch	No	Yes
Autotechnica	N/A	No	N/A	Yes	No
Fabick	Polyurethane	Multi colors available	1-inch +	No	Yes
Durakon	Plastic	No	Less than 1/4-inch	Yes	Yes
Ultimate Linings	Polyurethane	Yes	up to 1/4-inch	No	Yes
Vortex	Polyurethane/Polyurea	Multi colors available	up to 1/4-inch	No	Yes
Reflex	Polyurethane	Multi colors available	up to 1/4-inch	No	Yes
SWD	Polyurethane/Polyurea	Multi colors available	up to 1/4-inch	No	Yes
ArmorThane	Polyurethane	Yes	up to 1/4-inch	No	Yes

SELECTING THE RIGHT TONNEAU COVER FOR YOUR TRUCK

The cargo in your bed is only really safe if it is protected from the elements. Granted a plastic tarp works well, but most of us prefer a more permanent solution in the form of a tonneau cover.

There are various types of tonneau covers available, from fiberglass to vinyl, snap on, hinged, roll up, retractable—you name it. However, the reason why there are so many types is that they can adapt to the way you use your truck. Each type of tonneau, soft or hard, has some benefits that allow it to be used in a unique manner. For example, if you like the look of a soft-tonneau but

Top It

like the operation of a hinged hard tonneau, there's something available that fits that need.

The type of tonneau you end up using depends on the type of cargo you will be carrying and the overall look that you want to achieve with your truck. We can tell you that the most popular type of tonneau is the fiberglass hard units.

Fiberglass Hard Tonneaus

Advantage: These are typically painted to match the body color of the truck and they not only look good, but they also offer unbeatable cargo protection. They often have lights inside and most now clamp in and require no drilling.

Most also have a new hinge system that makes them easy to open and some even open with a hand held key fob remote.

Disadvantage: You can't use them for loads that sit above the bed rails as they have to be propped open or must be removed. It typically takes two people to remove and it takes up a lot of space in your garage when it's not on the truck.

Soft Tonneaus

Advantage: Soft tonneaus have the classic tonneau look that comes from covering the bed with a black vinyl. Many people like the look of these tonneaus and they can come in a variety of styles. The traditional styles roll up and use

Light Duty Loads	UV Protection	Skid Resistance	Best For...	Appearance
Yes	Available	High	Any kind of Cargo/custom look	Shiny over coat
Yes	No	Low	watercraft, motorcycles, etc	Looks like carpet
Yes	Available	Medium	Heavy duty use, non slip cargo	Fine textured finish
Yes	Available	High	non slip cargo	Medium texture finish
Yes	Somewhat Resistant	Low	Heavy duty use, multi-purpose	Black ribbed design
Yes	No	Low	Light duty use bed protection	Black textured finish
Yes	No	Low	Light duty use bed protection	Gloss black texture
Yes	N/A	High	Light duty use/easy removal	Black mat with various logos
Yes	No	High	Heavy use/ dent prevention	Smooth some colors available
Yes	No	Moderate	Heavy use/cargo restraint system	Black ribbed design
Yes	N/A	High	Heavy duty use, non slip cargo	Medium textured finish
Yes	Somewhat Resistant	High	Heavy duty use, multi-purpose	Medium textured finish
Yes	Yes	High	Heavy duty use, multi-purpose	Medium textured finish
Yes	No	Medium	Heavy duty use, multi-purpose	Medium/fine textured finish
Yes	No	High	Heavy duty use, multi-purpose	Medium textured finish

Off

By Joe Moxie

bows that straddle across the bed and are linked to a clamp-on frame. These are easy to remove if you have cargo that sits taller than the bed rails. Other types are hinged like a hard tonneau and others can also include hinges in the center of the tonneau to make loading and carrying cargo much easier. Some still use button snaps to install while others use a tuck method that seals well and provides excellent protection.

Disadvantage: Over time, the vinyl can fade and stretch leaving a tonneau that flops in the wind. Soft tonneaus also don't offer much theft protection as they can be easily cut and your contents removed. Some people do not like the bow system and others still condemn the but-

ton snaps as they are often cumbersome to reinstall and require lots of time to put together.

Retractable Tonneaus

Advantage: Just like the term implies, these tonneau covers retract into a compact roll. This allows the bed to be nearly fully open, fully closed, or set anywhere in between. Retractable tonneau covers can come in a variety of materials, including hard plastic and cast aluminum. They are made up of many pieces that are linked together to bend and fold so that it can be rolled up at the front portion of the truck's bed. Some manufacturers offer a motor operated roll up function while others are open and closed manually. These types of tonneaus

also offer unbeatable bed security and are almost impossible to break into. They also mount on a track system that clamps to the bed rails so that typically, no drilling is required.

Disadvantage: Cost is one of the factors on this type of tonneau cover. Most are more expensive than hard or soft tonneau and they take a little more time to install. Because the tonneau rolls up into one area the size of the roller can also take up some space at the front of the bed. Motorized units take up more room than manual roll up units do. Some truck enthusiasts also don't like the look of the roll up tonneau and they can't be painted to match the color of the vehicle; most come in black powder coat or with a vinyl top layer. **TEN**

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Lund Genesis Tri-Fold

Lund's newest tonneau comes completely assembled and installs in under two minutes. It features a high quality double sided fabric with a black matte finish that is tear resistant. The easy-to-use clamping system with quick release cam actions provides tension and security to the cover. The tonneau also folds in sections and can be secured that way with heavy duty buckle straps. For more information contact: Lund, Dept. TEN, 911 Lund Blvd., Ste. 100, Anoka, MN 55303, (800) 377-5863

Downey Products Soft Tonneau

Downey Products manufactures its soft tonneau cover in three styles. Downey's SST™ (Slant Side), LTD™ (Lift-Top) and SET™ (Silver Edition) tonneau covers are available for a wide variety of full and mid-sized trucks. Downey's flagship tonneau—the SST—features a black anodized aluminum frame that looks great even when the cover is off. The Downey LTD has all the same features of the SST, but also lifts up for complete access to the bed without removing the cover—a feature particularly convenient for outdoorsmen. The SE is Downey's entry-level tonneau with quality every bit as good as the rest of the Downey line, while incorporating a silver appearance for the rails and clamps. For more information, contact Downey Products Inc. 2000 Mallory Lane, Dept. TEN, Suite 130 #323, Franklin, TN, 37067; (800) 736-1610



A.R.E. LSII Series Tonneau

A.R.E.'s LSII Series fiberglass tonneau cover is custom designed and manufactured for the 2-door Regular and Club Cab full-size and mid-sized model trucks, as well as 4-door full-size models. The LSII Series fiberglass tonneau cover is equipped with the company's exclusive Lift Assist System to facilitate easy opening and closing. A.R.E.'s LSII Series cover is painted to meet the customer's specifications through a state-of-the-art vehicle color matching system. The cover is guaranteed to be structurally free from defects in material and workmanship, including the painted finish, for the life of the product on the original truck. A remote keyless entry option is also available, allowing for hands-free operation of the cover. For more information, contact A.R.E. at 400 Nave Road S. E., Dept. TEN, P.O. Box 1100, Massillon, OH 44648; (800) 649-4ARE

Retrax

The RETRAX Rigid Retractable Pickup Bed Cover is manufactured from polycarbonate, a virtually indestructible thermoplastic commonly known as LEXAN®. This rigid one-piece sheet incorporates sealed, ball-bearing rollers and it is engineered to retract or close without joints, or hinges that can trap dust, wear out, or freeze. Polycarbonate has excellent impact resistance and is unaffected by sun, moisture, or temperatures from -50 degrees to over 200 degrees. This patented design is engineered tough and it is maintenance-free. Treat the RETRAX cover like you would treat the hood of your truck. The RETRAX design is unique because it is flat from front to back, which allows water to flow off quickly without obstruction. For more information, contact Applied Products, Inc., 917 S. 46th St., Dept. TEN, Grand Forks, ND 58201; (800) 206-4070



Profile Snapless Roll-Up

The PROFILE addresses several noticeable drawbacks of the other roll-up style tonneaus available on the market today. Their rail system is installed on top of the truck box, not inside of it. This styling provides a more contoured, less "boxy" look and gives the owner more unencumbered bed space. This design allows rain and water to wash off the sides and over the tailgate of the truck, not onto the exposed rails that are mounted inside the bed box. Sewn cornerers and durable rubber seals front and rear are used to prevent, water, snow, wind, and dirt from entering at the front and rear of the truck bed as well as giving the cover a streamlined, tailored appearance, unlike the flap style closures that are utilized by other brands. An aggressive hook and loop fastening system is mounted securely into the side rails at an angle that makes opening and closing the Tonneau fast and simple. Integrated bows roll up inside the cover. A rear mounted latch handle system not only locks the rear rail tightly into place, but also serves as the tension adjustment to keep the tonneau taut and tight. For more information contact: Design Automotive Group, Dept. TEN, 590 Bond St. Lincolnshire, IL 60069; (847) 634-8600



Roll-N-Lock

Roll-N-Lock Corporation has a retractable hard tonneau cover for most new domestic and some imported pickup trucks. With the smallest housing dimension in the industry, the clever Roll-N-Lock® design allows more room in tight extra-short box areas. They're also UPS/FedEx shippable in just one carton. The handle hardware and pull strap are factory installed, along with all drain hose connections. The lock is integrated into the latch mechanism, and when the cover is fully extended, the latch engages both the tracks and the tailgate. The sturdy housing lid is formed and reinforced for strength so it won't sag, and the slats are extruded from heavy .040 gauge aluminum. Multiple mid-open latch positions, and a handle that doesn't protrude beyond the housing when the cover is retracted make the Roll-N-Lock® retractable hard tonneau cover, the ultimate in convenience and utility. For more information, contact them at Roll-N-Lock Corp., Dept. TEN, 915 S. Dixi Hwy. E., Pompano Beach, FL 33060; (800) 952-7655



SnugTop SnugLid F2

This innovative new tonneau cover features improved styling and engineering features. The F2's distinctive design is highlighted by a raised center section that blends into a subtle rear spoiler; a synergistic enhancement to the lines of late model trucks. And, more importantly in this day and age, its aerodynamics serve to improve fuel economy by a significant amount. Functional advantages of this low profile lid include the unique, patented "SnugLift" hinge mechanism that swings open much like a hood, has no exposed pivots, and has a Rotary "Slam" Latch for convenient one-hand operation. An optional keyless remote, that "pops" the lid open at the push of a button, is available.

Other features of the "F2" include a rigid honeycomb construction and a finished edge that allows the SnugLid to blend into the vehicle's body lines. The F2 is painted to match OEM colors using DuPont's highly regarded ChromaPremier basecoat/clearcoat process and is covered by a Lifetime Paint Warranty. And, like all SnugLids, it's also backed by a Lifetime Structural Warranty. For additional information, contact SnugTop, 1711 Harbor Ave., Dept. TEN, Long Beach, CA 90813. 562-432-5454.

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Bak Rollbak

This tonneau utilizes heavy-duty powdercoated aluminum, which the company says is longer lasting, plus it can withstand 200 pounds of weight on it. It attaches via a clamp-on rail system and has locking positions every 12 inches; self-adjusting inner rails let you access the stake pockets. It also locks. **For more information contact: Bakliner, Dept. Ten, 7307 Coldwater Canyon, North Hollywood, CA 91605, (818) 764-0031**

Undercover

This black-only cover installs without drilling, and has double stainless-steel locks for a little extra security, full-perimeter rubber sealing, and a dual hydraulic strut lift mechanism. They say the hardware is quick-release for easy removal. It weighs only 58 pounds. One of the easiest hard covers to install but, If you have an over-the-rail bedliner, you'll have to trim it. **For more information contact Undercover at: Undercover, Dept. TEN, 59 Absolute Dr., Rogersville, MO 65742, (800) 753-800**



Extang RT Tonno

The RT is no-drill installation, and utilizes bows that roll up within the cover. There's a locking rear rail, and the system has heavy-duty, high-peel Velcro as well as PerfectFit control at the cab rail to adjust the tension no matter how hot or cold it is. The edges are fully finished (versus folded). It is a low-profile fit, but it's not a one-handed operation. **For more information contact: Extang, Dept TEN 1901 E. Ellsworth Rd., Ann Arbor, MI 48108, (800) 326-1982**

Gaylord's SpeedSturr Wing Lid

This fiberglass cover is available with the X2000 and Traditional ("easy grip" clamp-on) no-drill hinge systems made by Gaylord's. Two locks, neoprene seals, doubled-up heavy-duty gas struts, and a nylon pull strap are among the notables. It's got a built-in wing however, they are available in a smooth flat finish. **For more information contact: Gaylords, Dept. TEN, 6765 Paramount Blvd., Long Beach, CA 90805, (800) 529-7543**



American Roll Cover

Truck Covers USA – manufacturers and distributes the American Roll Cover a high-quality roll top cover. The American Roll Cover is the only roll cover with double wall construction and a durability that is unmatched. The cover features a unique textured powder coating, custom heavy duty clamps, low profile tough canister lid. The tonneau cover also features the smallest canister (8x8 inches) that allows more room in the bed than any other automatic and spring roll up tonneau in the industry. The tonneau also locks every 12 inches, and comes with a new 2-year warranty. **For more information, contact Truck Covers USA, 6875 Nancy Ridge Drive, Suite C, Dept. TEN, San Diego, CA 92121; (858)-622-9135**

Pace-Edwards JackRabbit

This flush-mounted cover has a cargo light, pull strap, and low-profile design, and installs with clamps (Speed Clamp system) so no drilling is necessary. A retraction spring mechanism allows it to close with the strap, and then latches into position every 12 inches. The tonneau fits over fifth-wheel trailer hitches however however, the installation instructions difficult to follow. For more info contact: Pace-Edwards, Dept. TEN 2400 Commercial Blvd., Centralia, WA 98531, (800) 338-3697



Shur-Co TruXedo Lo Profile

This tonneau cover has a Velcro hook-and-loop seal installation and automatic tension control for keeping the cover taut no matter what the outside temperature. It has a smooth look, and custom applications are available if you have a toolbox. It seals tightly and provides good protection for your cargo. For more info, contact: Shur-Co, Dept. TEN, P.O. Box 713, Yankton, SD 57078, (877) 878-9336

Tonneau Masters/Sport Masters

We say "vinyl hard style" because it's not actually a hard tonneau. It has strong vinyl and is hinged like a hard cover. No drilling is required for the frame clamps, and it has tubular supports (bows) for extra strength and to help purge itself of snow and water. This is a very good, economical tonneau. For more info, contact: Tonneau Masters/Sport Masters, Dept. TEN, 444 N. Center St., Newton Falls, OH 44444, (800) 962-7804



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Urban Industries Fastback II

This fiberglass reinforced plastic cover arrives in black so it's an open canvas for customizing. "Slam Shut" and "Magic Hinges" are some of the buzzwords for ease of use and installation. The cover's fit still allows for bedrails or other accessories in the stake pockets. No profile but only one color option. **For more info, contact:** Urban Industries, Dept. TEN224 S. Riblet St., Galion, OH 44833, (800) 537-2807



LeBra Glow

The lid goes into place by the Fliplock snapless system, which has co-polymer strips sewn into the lining of the cover that go into the channels of the aluminum frame, mated to a Quick Release Tab. The top-rail mounting system has padded framerrails, and no-drill installation clamps. Now, the Glow: blue light, similar to undercar neon kits. **For more info, contact:** LeBra, Dept TEN, Global Accessories, P.O. Box 3656, Logan, UT 84323, (877) 427-8166

Innovation Fiberglass Spider Lid

In addition to beefy mounting brackets, there are two rubber seals to keep out the elements, automotive-style locks, and honeycomb construction on these custom-made covers. A 12-volt light and a clamp-on kit are also available. Optional third brake light, but third brake light is optional. **For more info, contact:** Innovation Fiberglass, Dept. TEN, 19940 Hansen Ave., Nuevo, CA 92567, (800) 444-9760



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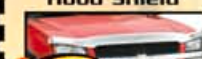


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any woman who does nothing but think about modifying trucks deserves a little respect from your average truck guy. But aside from just thinking about cool trucks, Carolina White actually goes out and makes them. Originally from London, England, White says she grew up as a tomboy and even ended up racing cars for a few years. Her love for trucks grew when she lived on the island of Maui and cruise night was twice a week. "I owned a Toyota pickup with a bat etched in the back window," she says. "The tailgate had airbrush work that said, 'Only one will rule the night.'"



The big fenders give the truck an aggressive look, but they also allow for a tremendous amount of wheel travel.



Sporting a 6-inch lift and Road Armor bumpers, the F-150 has the ground clearance of a real pre-runner truck.

White ended up with other trucks and it wasn't until she got into her 1999 model that she really began to add some serious modifications. The truck is all black, and White added a set of Road Armor front and rear bumpers to give the truck an aggressive appearance. To smooth out the body lines of the truck further, she added a Gaylord's tonneau that features the company's speed bumps, giving it somewhat of a roadster look.

To the front of the truck, she upgraded the factory F-150 headlight lenses with those out of a Lightning. Then she added a billet grille and an ARP cobra cowl hood. A set of PIAA auxiliary lights and a Street Glow ground effects neon system make the F-150 look cool as it's cruising down the boulevard.

The body remains stock, with the exception of a set of front Hanneman fenders that feature a three-inch flare. Finally, everything was painted black by M&M auto art, which make the entire aftermarket pieces match.

Now a truck with wide fenders and an aggressive off-road look had to be lifted. This is where White asked Off Road Unlimited for help. It was at ORU that the truck received a 5-inch RCD suspension lift and Bilstein 7100 series shock absorbers. But because the shocks are longer in length, they usually are made to fit trucks that are lifted 8-10 inches in height. So to make them work, a shock hoop had to be fabricated to move them inboard past the inner fenders

and into the engine compartment. The hoops were created at ORU and later chromed, but they allow the shocks to have full travel and resemble much of what pro off-road racers use in their vehicles.

To help control the trucks' body-roll, White also incorporated a pair of front and rear Hellwig anti-sway bars. When the suspension was finally buttoned up, she outfitted it with a set of 305/45R22 Nitto 404 tires mounted to 22-inch Dub Trump Spinner wheels. The wheels give the F-150 a unique appearance, and due to the wheel's back spacing, a pair of 9/16th-inch spacers had to be used up front. To stop this large rolling mass of aluminum



Lightning taillights and headlights were used and the Borla exhaust system protrudes from under the Road Armor bumper with a carbon fiber tip.

and rubber, White swapped out the factory rotors and calipers for a performance set from Brembo.

It takes some horsepower and torque to move big tires, and to show truck guys that this is a serious vehicle. Thus, a Powerdyne supercharger was added to the 5.4-liter V-8. The supercharger adds six pounds of boost, giving the engine plenty of additional horsepower. To keep the engine cool and to add more power, a Flex-A-Lite dual electric fan replaced the factory clutch unit. Furthermore, a Borla cat-back exhaust system ensures that there's no restriction in the tail pipe and is finished off with dual carbon-fiber tips.

Getting the power to the pavement is not a problem with the factory transmission, but to ensure that the power is put to the wheels equally, an Auburn limited-slip differential was added and the rearend housing now includes a Mag-Hytec aluminum differential cover.

The inside of White's truck, its not dressed up in pretty flowers or hand quilted seat covers. The black leather upholstery resembles that of the Harley-Davidson Edition trucks and uses Recaro bucket seats. White also added the center console from the Harley-Davidson Edition models to separate the front seats. The dash and other parts of the truck's original gray interior, were also covered in black leather by Floyd King

of Atascadero, California. In addition to the upholstery, White also added carbon-fiber pieces to the interior. She also included the use of Auto Meter Phantom Series gauges that are located on the driver's pillar and a set of Nu Image white flamed gauges replaced the factory instrument face.

"I have a room just for ideas and creations for my truck," says White, who is currently working on an Expedition and recently finished up a Hummer H2. Considering this retired model has always been into racing and modifying trucks, it would seem that this F-150 reflects much of her experiences and her love for performance vehicles. **TEN**



The 5.4-liter V-8 was augmented with a Powerdyne supercharger and a Borla cat-back exhaust system.



▲ Because the truck was only lifted six inches, ORU had to fabricate custom shock hoops to fit the Bilstein 7100 series shock absorbers.



White decided to add a Gaylord's tonneau and a Mag-Hytec differential cover.





Carbon-fiber dash overlays, and billet accessories, also adorn the black leather interior. The truck also uses Recaro seats and a Harley-Davidson Edition center console.



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Great American ROLL COVER

that big box attached to every pickup truck is one of the most versatile spaces in the automotive nation. You can fill it up, cover it up, or collect wind samples until an acquaintance promotes you to a friend on moving day. However you use your truck bed, there are many times when you wish you could protect valuable gear such as your

work tools or goose decoys from theft and weather. With a single-panel tonneau cover, the look is great, but to transport anything taller than the bed rails means the cover is lifted to clear the object. That looks awkward. Forget about hauling the dirt bikes or snowmobile. A camper shell also has its advantages, limitations, and lockable space.



INSTALL A TONNEAU THAT GETS OUT OF THE WAY

Text and Photos
By Rick Shandley

AFTER

A high-quality alternative that will allow you to cover your truck bed and secure the contents is the roll cover by Truck Covers U.S.A. A roll cover permits you to open up your truck bed to accommodate and transport large objects, and keep it covered with a hard surface that can not be penetrated with a knife or pointed object. The long-bed cover installs with eight heavy-gauge aluminum clamps (six clamps for a short bed) that guide the aluminum curtain. Each aluminum panel or slat that makes up the roll cover would remind some folks of an aircraft aileron because of the high-end construction and almost seamless fit. The curtain is powdercoated black to ensure a durable finish.

Installation is fairly quick, about two hours, and straightforward. Two people are recommended to perform the install. While one guy helps align and hold sections of the guide rails and curtain in place, the other guy bolts it down. You will drill holes for four drainage outlets that provide a flexible and well-designed system to get water and moisture out of the truck bed when the curtain is closed.

There are some variations and tapering, from the front of the truck bed to the tailgate, depending upon which truck manufacturer and model you are dealing with. To custom fit each application, high-density nylon shims are included with each application. These shims will not crush or deform under the load of the clamp bolts. **TEN**

Here's the install highlights:



◀ The Roll Cover is shippable by common carrier and comes complete with every piece of hardware you will need.

▶ Place the Roll Cover canister on the edge of the tailgate and recruit a helper to heft it up towards the front of the truck bed. Walk on the outer sides of the truck bed rather than in it.

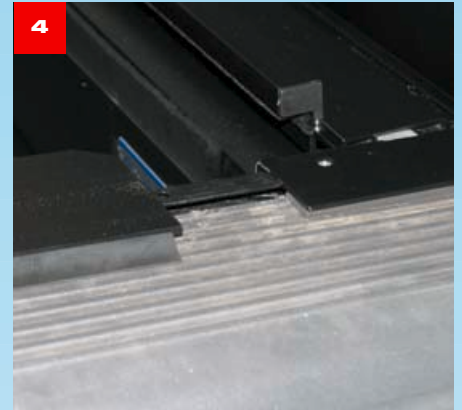




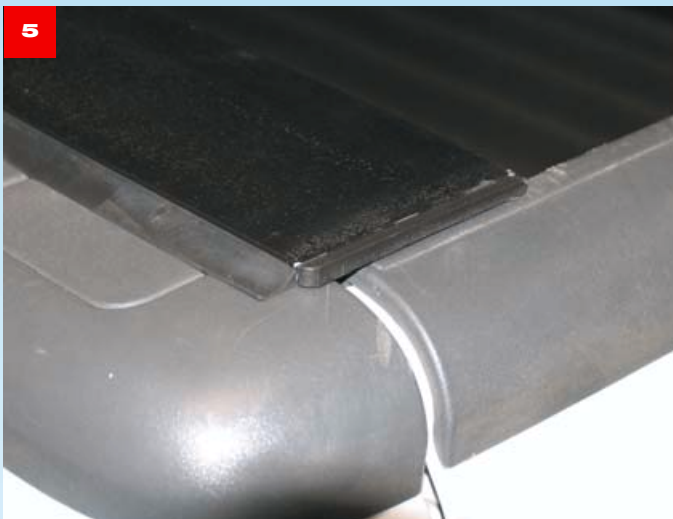
Position and center the Roll Cover canister from side to side. Measure the space between the inside of the truck rails and the canister housing.



You will next position the curtain guides on the left and right side bed rails. The curtain guides lock into the curtain canister.



The gap you see here is the space between the right-side curtain guide and the roll canister. These two components slide together and connect on the common locking rail in the center of the gap.



At the tailgate, the side rail assembly should fit just cover the lip of the tailgate to fully cover the truck bed.



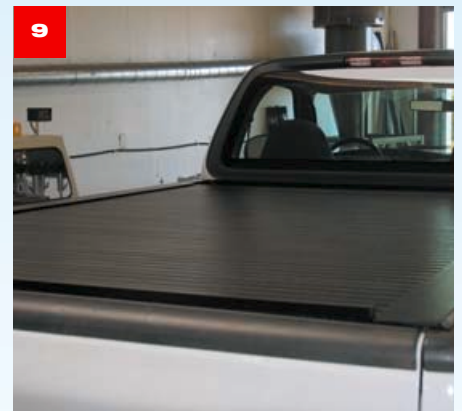
Take a measurement from side to side at the cab end of the truck bed and again at the tailgate as seen here. Any taper in the truck bed from front to rear will be revealed through this measurement and you will compensate, if needed, with shims.



Have your helper pull the side rail tight against the truck bed while you place shims and snug down the clamps. You can tighten these grade-8 bolts until they are cinched without fear of pulling through the clamp or stripping.



With the help of your partner holding the rail fast against the truck bed, walk your way down each rail side positioning all eight clamps and shims where needed.



Grab the tether and draw the tonneau curtain back to the tailgate. Check the clearances, the fit, and ease of locking the cover. You can adjust the spring tension easily if the curtain does not pull back at a comfortable pace.



With the cover alignment squared away, tighten down all clamp bolts.



You will drill drain holes through the double-walled sheetmetal just below the drain spigot along the side-rail drain channel.



Spray raw drain hole with corrosion preventative and insert rubber grommet.



Measure and cut flexible hose, supplied, and install.



Here's how the drain assembly looks up at the front of the truck bed under the roll canister. You can also see how much useable space you have beneath the canister.



Pull the curtain taught and flush over the lip of the tailgate, and test the lock and fit once more



Install final locking screws to secure entire rear assembly in place.



Install canister roll cover plate. You can stand on this plate.



Install finishing canister cover screw caps. And there you have it!

BED PROTECTION

Story and photos
By Rick Shandley

for the guy restoring the classic pickup truck, a hardwood bed kit all smoothed and polished with glistening stainless steel runners is a trick way to finish the truck bed flooring. The truck bed sidewalls are color-matched with the rest of the truck, and nothing more than a couple of weekend getaway suitcases will likely ever be used as cargo. That's a fine way to go for a hot rod or show truck.

BETTER
THAN PAINT
OR PLASTIC

Most drop-in bedliners, like the one in this F-150, work fine, but the drawbacks can be improved upon.





1 Truck bedsides are protected with construction paper and plastic.



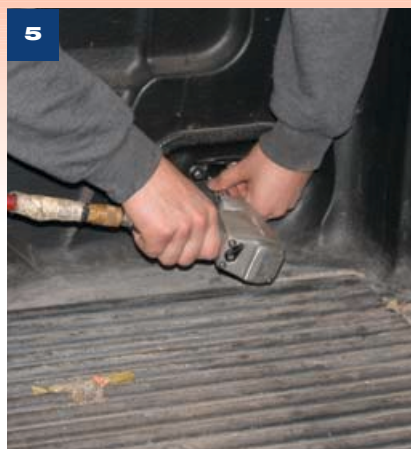
2 Tailgate is removed.



3 Detail tape outlines the area to be sprayed. After the Line-X is applied, and the protective masking plastic comes off, the fine wire embedded in this white tape will be pulled and it defines the clean separation between paint finish and the protective liner.



4 Tailgate's exterior is protected and only the surface that receives the spray-in liner is exposed.



5 Screws and bolts anchoring the drop-in bedliner are removed.



6 Once freed, the entire drop-in bedliner is removed.



7 Anchor bolts fastening the truck bed to the truck frame are removed so spray-in material coverage is complete.



8 Once the drop-in bedliner is removed, the bedrails are masked off. Late model Ford trucks have a more permanent plastic top rail protector, so it is more logical to leave it in place. Other trucks lend themselves more readily to the extending of the Line-X coating over the top bedrail.

However, if you haul gear with your pickup, that painted surface on the truck bed is going to get worked. Even when you order your late model pickup with a drop-in plastic bedliner from the factory, you might experience rust buildup between the plastic bedliner and the sheetmetal of the truck bed after a few years. Dirt, leaves, and moisture immediately start to collect under the plastic bedliner. And we have

all seen the occasional entire drop-in plastic bedliner crumpled up against the freeway retaining wall that a rogue gust of wind had picked up, high into the air, and provided some hang time in front of oncoming traffic like a maple leaf dancing in the wind.

A spray-in bedliner is an option that offers protection without the risk of gouging sheet metal or corrosion between the drop-in liner

and the truck bed. Line-X is a product that is sprayed onto the truck bed floor, sidewalls, and inner tailgate at 200 degrees farenheight. The bond is instantaneous and you can drive it away almost immediately. The process is quick and the protection is permanent. Here's a look at what is involved. **TEN**

9



With the truck in the spray booth, the truck cab is covered with plastic sheeting.

10



Truck bed is cleaned up with compressed air, then scuffed with a power disc to create a bonding surface for the Line-X.

11



Denatured alcohol is used to wipe down and clean the truck bed surface.

12



Line-X is sprayed onto the truck bed, and in a matter of minutes the material is applied at a 200 degrees F. The bond is instant.

13



Here's the complete install, clean and simple.

14



Bed bolts, screws and anchors are all reinstalled, and the truck is ready to roll.

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YELLOW

Running the streets of Naples

By Rick Shandley
Photography by Dan Sanchez



V FEVER

naples, Florida, is a clean little coastal community where lots of folks retire to a life of leisure.

Warm, breezy days and clear, star encrusted nights are the norm. Sure, there are the little souvenir shops that sell alligator heads, starfish, and seashells. You'll also find the finest dining, fishing, golf, and medical facilities able to respond to the slightest stroke of bad luck. However, Dennis Bentley isn't ready for the lush life just yet.





There are 500 horsepower and a 14-second quarter-mile straight from the factory under the hood.







Line-X bedliner and a Retrax roll-top bed cover finish out the truck bed.



Infinity GPS navigation system works with the Infinity head unit.

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White faced A-pillar oil temperature gauge gives the eyes one more thing to look at.

As the head custodian for one of the Naples, Florida, school districts, Bentley leads an active life where every workday has to meet high standards. On his days off, Bentley enjoys wood-working and tooling on his 1969 Dodge Dart with a hyperactive slant-six motor. Bentley belongs to the Dodge Truck World magazine Florida chapter as well as the West Coast Muscle Car club. He does all his own wrenching and learned back in the day when he "couldn't afford to pay someone to do the work, so I learned to do it myself," he said.

When he decided it was time to pick a new ride, Bentley had his mind on just about one choice. He bought this 2005 Dodge Ram SRT-10 to eventually mold into his own vision of what a daily driver with a few hundred horsepower could be. "Everyone can purchase the same vehicle," he said. "But little by little, I will personalize it to my liking." Things like the side

graphics, old-school Mopar stripes were Bentley's own take on graphics and personal touches for his truck. CTP Graphics of Naples, Florida, came up with the black graphics for Bentley's factory yellow paint.

The 8.3-liter V-10 motor churns up about 505 horsepower at 5,600 rpm and 525 lb-ft of torque at 4,200 rpm through a four-speed automatic transmission. According to the factory performance data, the SRT-10 will roll-up a quarter mile in about 14 seconds, and zero to 60 mph in less than six seconds. That's some old-world musclecar turning 22-inch factory rims wearing 305 Pirelli Scorpion tires at each corner. A K&N filter charger sorts out the intake debris, and the factory exhaust routes the hot air. Those neck whipping launches from the bingo parlor parking lot spool through a Dana 60 rear-axle loaded with 4.56:1 gears. **TEN**

In a few years, Jr. Bentley will be talking dad out of the keys.



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A QUICK COVER UP



t

he latest truck tonneau cover from Lund delivers quick and easy installation as well as convenient operation.

Lund's Genesis Tri-Fold Tonneau comes completely assembled and flips out in three sections to neatly cover the bed and protect cargo from the elements. Folding the cover out pulls the high quality double-sided matte black fabric tight for a sleek look that cleans up the lines of the truck bed. Lund's Genesis™ Tri-Fold is secured to the bed-top rail with four quick release cam latches. To open, you just unlatch the two rear latches and clip them in the up position. Then you simply flip the rear and center sections forward and secure the cover with the buckle-style closure straps. The rear two-thirds of the bed are open for easy loading and unloading. When you need full bed access, unlatch the forward two cam latches and lift the light weight Tri-Fold Tonneau off the bed for easy storage.

To install, position the Lund Genesis Tri-Fold Tonneau on the bed. If the truck has bed rail protection, additional self adhesive foam tape is provided to seal the small gap. Simply unroll the foam tape while removing the protective backing, then trim to fit. Center the cover on the bed making sure there is at least a 1/4-inch spacing between the front of the cover and back of the cab. Clamp the forward section to the bed with the quick release cam latches. Next flip the cover rearward and latch the rear section in place. Tension on the cover can be adjusted by turning the quick release cam latches. **TEN**

INSTALLING THE LUND GENESIS TRI-FOLD TONNEAU



If the truck bed has bed rail caps (Ford F-Series, and so on) an additional piece of self-adhesive foam tape is applied to the bottom of the leading edge of the cover to seal the gap. Trim to fit and flip the cover over on the front of the bed. Square the cover on the bed, leaving at least a 1/4-inch spacing between the cover and the cab.



▲ To unfold the Genesis Tri-Fold Tonneau rearward, unclip the buckle straps that secure the cover when it is in the open position. The tonneau can then be quickly closed by simply flipping the two rear cover sections over and securing with the cam latches.

▲► The secret to the Lund Genesis™ Tri-Fold Tonneau are these innovative cam latches. Once adjusted, flipping the lever handle latches or unlocks the cover from the truck bed. There are two securing the forward third of the cover and two at the rear. They fold neatly up out of the way when not in use.



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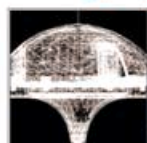
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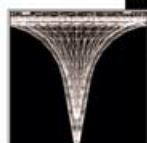
The complete installation process takes just minutes. With the rear cam latches locked down, the Lund Genesis™ Tri-Fold neatly seals the bed, protecting cargo from the elements. No drilling is required and there is no metal-to-metal contact.

The Genesis Tri-Fold Tonneau flips forward and is quickly secured with two buckle style straps when you need to haul larger items. For complete access to the bed, simply release the two forward cam latches and lift the Lund Genesis™ Tri-Fold off the bed.

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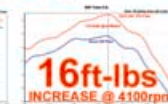
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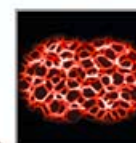
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FOR
TRUCK
OVER
S
ONLY

THE ALL TRUCK NATIONALS SHOW

By Dan Sanchez
Photos: Dan Sanchez



Many trucks and sport utility vehicles were present at the show. Some sported high-end paint jobs such as this Hummer H2 from Merzees Paint and Body.

If there's ever one show that brings in every type of truck around, it is the All Truck Nationals put on by Horsepower Productions. The All Truck Nationals was held at the Orange County Fairgrounds, in Costa Mesa, California, and everything from restored classics, custom low-riders, lifted 4x4 and even 18-wheel big rigs were parked on the show grounds.



In attendance were several members of the Ford Truck World website, of which Lynn Guthrie won First Place in the Semi-Custom category and Christine Ulrich won Third Place in the same class. Although there were lots of Ford and GM trucks in attendance, there weren't too many Dodge vehicles, but we did manage to see a couple of cool Dakotas and one really nice restored 1960 model, owned by Larry White.

TEN Magazines also had a booth along the manufacturer's row and were giving out issues of Trucks Magazine, Ford Truck World Magazine, Chevy Truck World Magazine and Dodge Truck World Magazines. Also along the manufacturer's row were many aftermarket manufacturers of truck parts and accessories, including No Limit Engineering, Sir Michaels, Classic Performance Products, Master Image Customs and more.

Although this show typically brings out many early model trucks such as F-100s and 1955-57 Chevys, the show had more later-model trucks that span from the 80s to present. Many of these vehicles were either slammed to the ground with lowered suspensions and air bags, or they were raised with full suspension and body lifts. The result was an abundance of vehicles that gave any truck owner a host of mod ideas that they could perform on their own vehicles. It also allowed truck owners to share stories and talk about many of the modifications they have done to their trucks.

Some of the more outrageous trucks were located in one of the fairground's display halls. This group of vehicles was from the Maximum Power car club and featured many lifted and customized trucks that had incredible audio and video systems installed. Many of these vehicles had subwoofer enclosures that were custom molded and had video screens mounted just about everywhere you could imagine. Some were also adorned with custom paint jobs and upholstery that set them apart from the rest of the vehicles in the show.

The east side of the fairgrounds was the location of the 18-wheeler display area. Normally these trucks are busy hauling around heavy loads of cargo from one place to another, but on this day they were polished and detailed as well as any other light-duty pickup in attendance. Some even sported custom billet wheels and had elaborate paint jobs. We could only imagine how long it took some of these truck owners to polish and detail these vehicles.

Although it technically isn't a truck, the Pontiac GTO Roadster built by George Barris, was also on display, and if you ever wanted ideas from the originator of customizing himself, this



Rick Walker is a Ford Truck World member who brought out his popular Super Duty pickups.



Although it isn't really a truck, the GTO Roadster built by George Barris was also on display. The GTO features a raked back windshield, a roadster rear tonneau and a custom center console with video monitors as rear-view mirrors



Larry White brought out one of the cleanest old Dodge pickups we've seen. The truck has been restored with some minor upgrades that make it a unique vehicle.



Several members of Ford Truck World also got together to display their vehicles at the show. Some even took home an award or two.



The MC at the stage kept everyone happy with plenty of tunes and the area was also the scene of the bikini contest.



The manufacturer's midway had plenty of people getting information and searching for parts and bargains at the All Truck Nationals.

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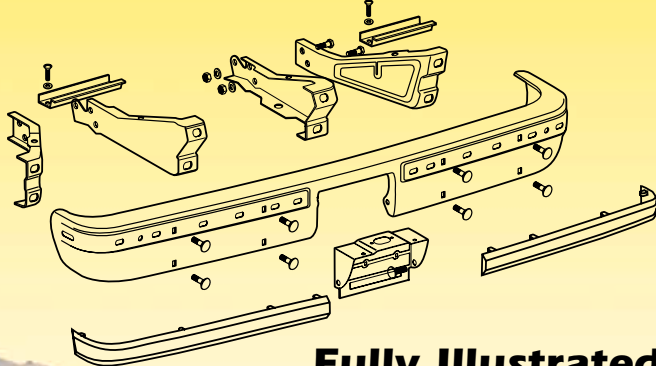
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TEN also had a booth and were giving out many of their Ford, Dodge, and Chevy truck publications, as well as current issues of Trucks Magazine.



was the vehicle to look at. So what was the most popular truck mod at the show? By far it was the vertical doors. These were everywhere and many of the more customized sport utilities and trucks had them.

Among the propped up hoods and doors, the center stage played music all day long with the

DJ keeping the crowd pleasantly up-beat with great music and by giving out plenty of music CDs, T-shirts, and other door prizes that were donated by the sponsors and participating manufacturers of the event.

The All Truck Nationals is one of several shows put on by Horsepower Promotions in

Northern and Southern California. If you're interested in finding out more on these shows and some of next-year's events, contact Horsepower Promotions at (805) 686-2007. **TEN**



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The HEAVYWEIGHT CONTENDER

DENT-PROOF YOUR
TRUCK'S BED WITH AN
ADDITION TO YOUR
URETHANE LINER.

By Dan Sanchez

protecting your truck's bed is a common upgrade that seems almost mandatory to avoid damaging the sheetmetal and scratching the bed surface. Although plastic drop-in liners and spray-on urethane liners are popular, they can still allow heavy objects to dent the sheetmetal underneath. Now, granted,

it takes a big object to dent your bed's sheetmetal, but if you use your truck for heavy-duty work, it's only a matter of time when this will happen. In this case, it would seem that the only way to protect the bed from heavy rocks and equipment is to combine the strength of a urethane liner with the extra thickness of a plastic liner.





The Fabick liner is applied in several stages. First, the truck bed is sanded and prepped just like most urethane liners. The truck is then placed on a level surface and all of the drain holes and seams are caulked. Then the edge of the bed is dammed-off and the Fabick urethane product is poured to fill between the bed floor corrugations.



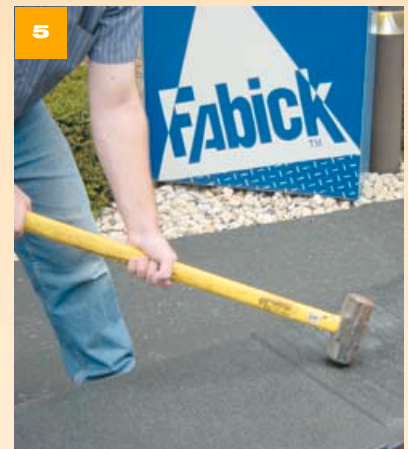
Once that area has dried, the second stage is poured on thick and will fill the area to make the bed floor flat.



The Fabick liner is poured to completely fill the floor of the bed and it will form a thick coat that will protect the sheet-metal from heavy-duty use.



The Fabick urethane product is sprayed on with a high-pressure system that covers the rest of the bed including the floor, and the bed floor is left to dry completely. This applies a non-skid finish and also protects the sides of the bed.



Fabick demonstrated the durability of the bed by beating it with a sledgehammer. Here you can see how the treated side remains dent free. Although we don't expect people to be banging on their beds, heavy objects dropped onto the sheetmetal can make a dent even with a plastic or standard urethane liner.

One company, Fabick thought of a way to protect a truck bed with a unique approach. The company uses an exclusive, patent-pending technology that combines a thick pour-on liner with a textured spray-on finish. The result is an extremely strong and resilient bedliner that is called the Heavyweight™.

The Heavyweight might seem like a little overkill for the weekend gardener but for contractors or truck owners needing a flat, smooth bed floor, the Heavyweight may be a good solution. The process of installing Fabick's

◀ **Note the smooth floor on this truck's bed. It uses a thick urethane liner that can handle the blows of a sledgehammer without denting the sheetmetal underneath.**

Heavyweight bedliner involves prepping the bed by sanding it to improve the bonding of the urethane material. The bed is then caulked, sealed, and the first portion of the bedliner is poured onto the floor, creating a smooth, thick surface.

Once this is completed, and the bed floor has dried, the rest of the liner is sprayed on to the floor and sides of the bed. Once this is dried, the masking is removed and the bed features an anti-skid surface that can take lots of abuse. Fabick has demonstrated the toughness of the Heavyweight by beating on it with a sledgehammer. The bed can take extreme abuse without dings or dents, and it also protects the bed from scratches and rust.

Fabick claims that the Heavyweight is perfect for contractors hauling heavy loads,

camping, dump trucks, and industrial use. To say the least, the Heavyweight can handle lots of abuse. And as evident in the sledgehammer test, it can definitely hold up to it. Keep in mind however; the dual process adds some weight to your truck, the total amount will depend on the truck and the total amount of product used. But if you're a person who throws tools, rocks, and heavy equipment in your bed, the Heavyweight may be a great solution for optimum protection. **TEN**

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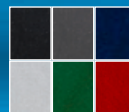


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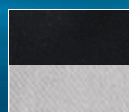
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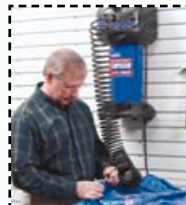
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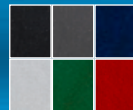


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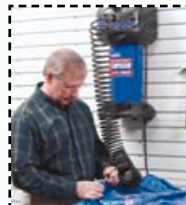
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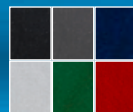


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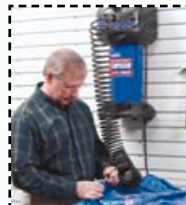
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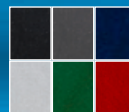


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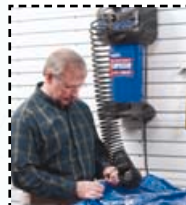
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Show Your Colors

Urethane bed liners don't always have to be black.

many truck enthusiasts are familiar with the advantages of a urethane bedliner. Although the protection in the bed is great for hauling loads and preventing dents, some truck owners don't necessarily like the look of a big black hole in the rear of their truck. Most urethane liners come with a basic black pigment, but some also offer optional pigments that can come close to, or perfectly match your trucks exterior color.

By Dan Sanchez
Photos: Dan Sanchez

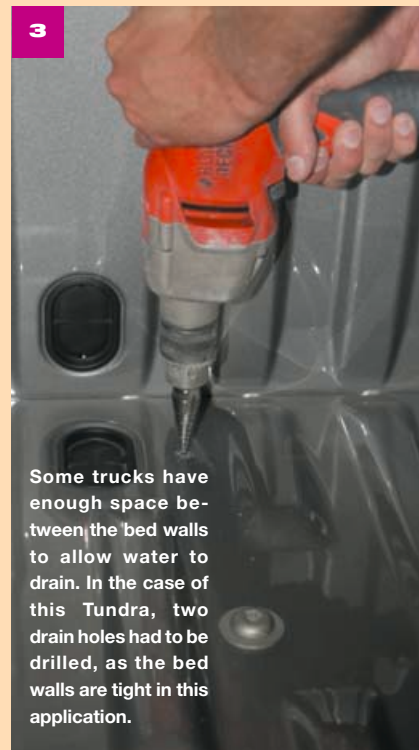
A color matched urethane bedliner not only looks better on your truck, it also offers the same protection against scratches, dents, and cargo movement.



1 This stock Toyota Tundra is being prepped for a color matched Rhino Linings bedliner. The operator will mix the semi-metallic pigment into the urethane mix to closely match the truck's exterior paint.



2 Items such as the cargo cleats are removed to avoid overspray. These will be reinstalled after the liner is applied.



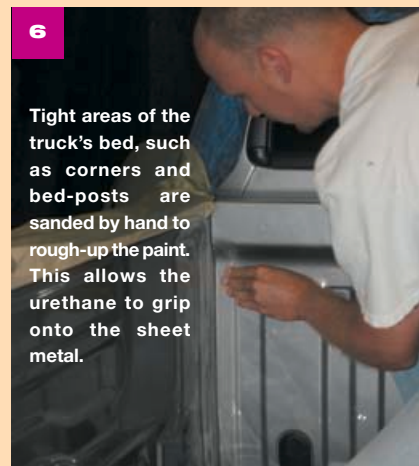
3 Some trucks have enough space between the bed walls to allow water to drain. In the case of this Tundra, two drain holes had to be drilled, as the bed walls are tight in this application.



4 Wire tape is used on some of the exposed edges. This allows the urethane to have a clean-cut edge when the masking is finally removed.



5 The rest of the truck is masked to avoid any urethane liner overspray onto the rest of the truck.



6 Tight areas of the truck's bed, such as corners and bed-posts are sanded by hand to rough-up the paint. This allows the urethane to grip onto the sheet metal.

Color matching a urethane bedliner to your truck is not a difficult task to do for Ed Fries, owner, and operator of Rhino Linings of Oceanside, California. Fries explained that the pigment in the urethane resins could be changed to exactly match the color of the vehicle. In some instances, they can even add a semi-metallic hue to the urethane mixture to further enhance the look of the bed liner.

There is an added cost to color matching your urethane liner, which varies depending on the dealer. If you're particular about the look of your truck's bed and want a different appearance than the standard black, then a color-matched liner is a good investment.

Despite the added pigments, there's no difference in performance between a standard

black urethane liner and a color matched one. Keeping the color from fading however does require an additional UV coating, which is also an additional cost. In this instance, Rhino Linings has an optional UV topcoat that is sprayed onto the liner immediately after the color matched coat is applied. The UV topcoat protects the liner from ultra violet rays and prevents fading.

According to Fries, the life of the UV topcoat will depend on the amount of use the bed receives. Typically Fries told us that he has had customers return after a few years to renew their UV topcoat to protect the color of their Rhino Linings liner.

The application of a color matched urethane liner is typically the same as any other. The vehicle is prepped by scuffing the paint on the bed



The area is then cleaned with a solvent to ensure that there is no grease or residue on the surface of the bed.



The larger areas of the bed are scuffed using an appropriate brush to merely scrape the paint enough for proper adhesion.



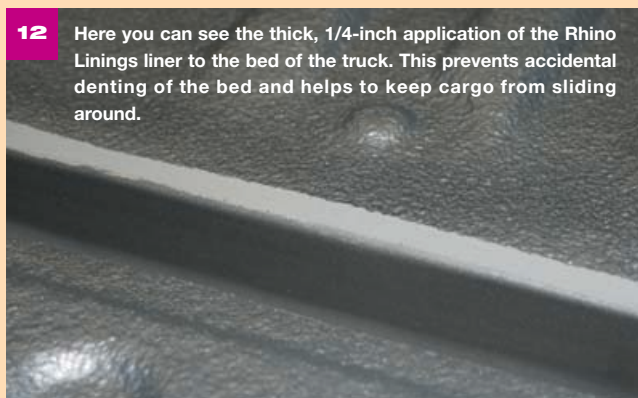
This is what the bed of the truck looks like, fully scuffed, masked, and ready for the application of the urethane liner.



The operator uses an applicator gun that applies the Rhino Linings mixture to the bed. It is applied like paint and the operator can add various layers to increase the thickness of the application.



The result, after the masking is removed, looks great and almost perfectly matches the exterior color of the truck's paint. A UV topcoat was also applied to ensure that the color does not fade over time.



Here you can see the thick, 1/4-inch application of the Rhino Linings liner to the bed of the truck. This prevents accidental denting of the bed and helps to keep cargo from sliding around.

to allow the urethane to properly adhere to it. The areas of the bed that the operator wants to avoid spraying are masked and in areas where the liner meets and edge, some wire-tape is used to create a clean edge when the masking is removed.

Some solvent is used to thoroughly clean the bed surface before the Rhino Linings urethane liner is applied to the vehicle. The liner is a mixture of two components that are mixed together at the head of the high-pressure spray gun. The operator typically applies up to a 1/4-inch-thick layer of urethane on the floor of the bed and sprays the sides of the bed to completely protect the area.

Once enough material is applied to the bed, the wire tape is pulled to create an even edge along the tailgate and other exposed sides of the bed. The masking is then removed and the urethane liner becomes dry to the touch in a matter of minutes.

Fries recommends leaving the tailgate open for about 24 hours to allow the urethane to properly cure. In this instance, we observed as Fries applied a color-matched Rhino Linings liner to a Toyota Tundra. The pigment mixture included semi-metallic silver, and once the truck was prepped and sprayed, the liner was a near-perfect match. Fries also added the UV topcoat to the liner to ensure that the color would not fade

and although the truck looks great, it is now equipped to handle heavy loads without damage to the bed. **TEN**

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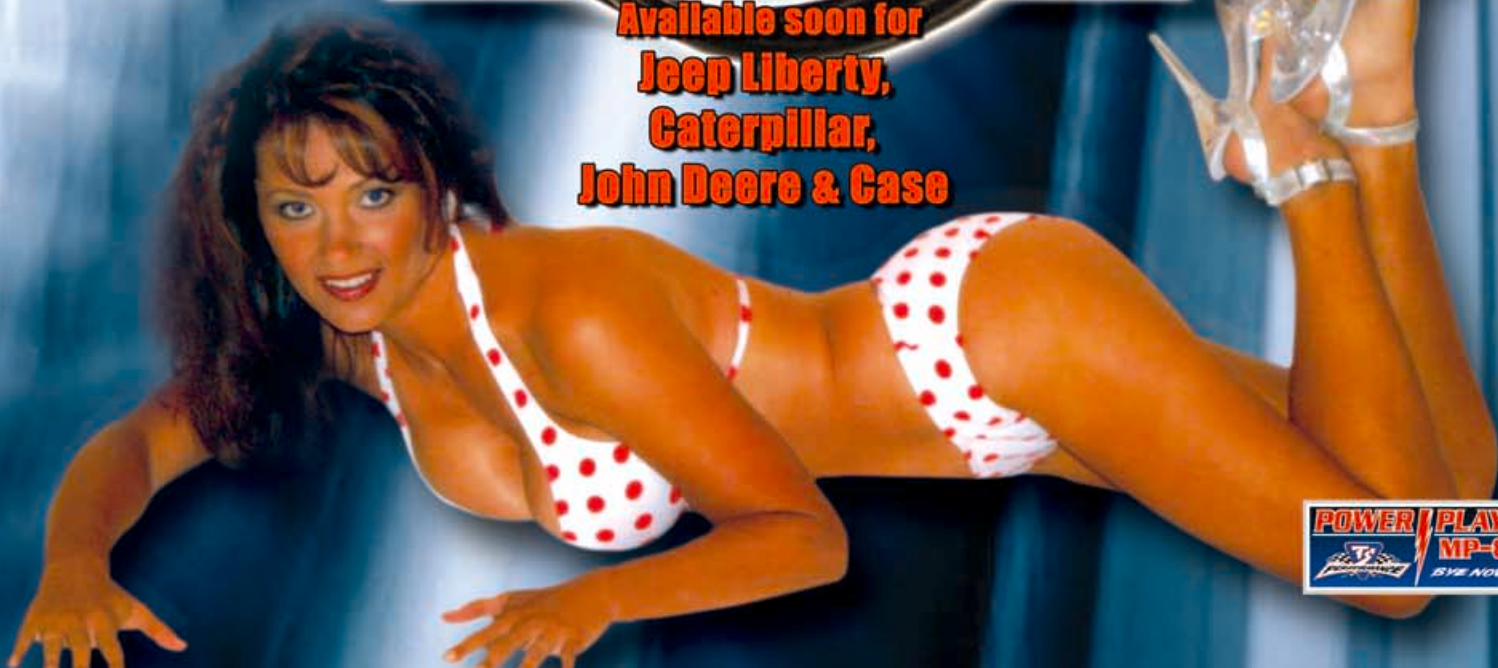
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NEW LOOK FOR OL' RELIABLE

2005 FORD F-150 FX4

Photos and evaluation by
Rick Shandley

ford pickup trucks with four-wheel-drive go back to the very beginning of the technology to provide traction to all four tires (or at least one wheel on each axle) of a vehicle. Design and creature comforts have continuously advanced to the point where a pickup truck comes mighty close to being a luxury ride in addition to managing a sizeable payload.





Rear back up sensors line the lower half of the bumper. The Fx4 is right at home in this scene.



Monotone paint treatment matches body color and bumper. The Fx4 comes with a black grille insert. Taken together, it's a nice break from chrome. Auxiliary driving lights and beefy tow hooks come ready for work on the Fx4 Off Road package.

We expected this 2005 F-150 to perform well in off-highway situations right out of the box, and it did. For a vehicle 229.8 inches long and 75.6 inches high riding on P255/70R17 BFG Rugged Terrain T/As, the truck provided a smooth ride for a truck, and good traction when we needed it. With on the fly four-wheel-drive at our fingertips, it was just a matter of turning the dash mounted selector switch one-notch to the right for high-range four-wheel-drive. Because low-range is an extremely low-speed function, it required the operator to stop, put the transmission in neutral, then select the low-range position two-clicks to the right on the dash-mounted selector switch. In heavy gravel washouts, rain gouged roads, and moderate boulder-strewn inclines, the low-range gearing enabled the truck to crawl and pick its way forward in a safe, positive manner. Testing in both high- and low-range was trouble free as we found ourselves in an area that had been severely reconfigured by winter rains.

For a 2005 vehicle in pristine condition, we drove this truck off-highway the way a rancher would, hauling salt blocks out to the glue nags and the long horns grazing down by the river. On a washed-out switchback fire road, high-range four-wheel-drive provided sure footing up some fairly steep inclines, some which required three-point turns to approach. High-range and low-range were tested on the fire-road downgrade with the transmission in second gear most the time, and first gear some of the time.

Ford's Fx4 with the Supercab and 6.5-foot styleside truck bed handled moderate uphill approach angles, off-camber situations, and departure angles like a good ranch truck. If you want huge angles and ground clearance, you modify the suspension and go to larger tires. However, testing in off-road conditions with four-wheel-drive engaged, was safe and sure-footed. Having a reverse sensor system on the vehicle took a little getting used to. Whether the rear end of the truck was heading for a fender bender with a boulder or not, the sensor would beep increasingly louder. But that same sensor also gives the driver a way to measure the distance to an object; as you get accustomed to it, the reverse sensor can be a big help.

Weighing in at 5, 471 pounds with the 5.6-liter Triton V-8, our Fx4 off-road F-150 Supercab is not a light vehicle by any measurement. On the highway, the 3.73:1 gear ratios in both differentials work with the BFG tires to optimize fuel economy without sacrificing too much performance. For example, at 70 miles per hour, the engine is turning 1,950 rpms. At "75" mph the engine is



Interior is roomy and comfortable on long runs. Aesthetically, the interior design is as nice as many passenger cars, but it's still a truck. The layout of the working dashboard (tachometer and speedometer on opposing sides, with minor gauges in between) is excellent.



We did lock it in low-range and crawled up this slope. The slope was about 25-30 degrees leading up to the ridgeline. Even though the tall gears (3.73:1 gearing) help with drivability on the highway, they take nothing discernable away from the truck in most off-road situations.



This dog did climb. Here's the view of our test slope from the downhill side. Traction consisted of fairly stable medium-sized rock. The fuel-injected Triton motor offered smooth, unflinching torque in low-range with the F-150 in a steep accent.



With the R70 sized tires on 17-inch wheels offer good ground clearance on approach angles. This photograph demonstrates the Fx4 approaching a recently carved berm on a gravel road. Only taller tires and significant suspension lift would change this photo—at the cost of center of gravity.

turning 2000 rpm. When entering the freeway and hitting the passing gear, the 5.4-liter pulled strong without hesitation.

For a vehicle so able to manage off-highway driving situations in all weather conditions, it is hard to dismiss the fact that this truck looks good, and stout, just walking up to it in a parking lot. Sure the wheel wells will look great with big tires on tall rims, but straight from the factory, this truck was ready to go to work. Color matching the front and rear bumpers gave the truck a lit-

tle more "use me now" character that encouraged shifting into four-wheel drive on the fly and being adventurous as opposed to cautiously trying to keep a shiny street truck clean. The Ford Fx4 F-150 is very user friendly, and plays well with humans.

From a driving perspective, there is plenty of legroom and comfort for a 200 plus pound, six-foot-plus person. The truck handles firmly and responds to steering inputs without wallowing or feeling cumbersome. However, in twisty

mountain driving situations at moderate speeds, the truck is still a long wheelbase vehicle that needs to be driven accordingly and not like a sports car. It's easy to have a false sense of security when a vehicle is so well mannered in 75-percent of driving conditions. As pickup trucks get more and more comfortable to drive, one must remember that it's not a car. This pickup truck handled great on twist mountain roads, but you have to drive it within its parameters, and that is...don't forget it is a pickup truck.

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hood shields



Wheel wells have plenty of room for the suspension to articulate. Running boards are fine for some folks, but at this ride height, the side steps are an obstacle to step over for a tall person.



Reverse sensing system sensors are the little black dots along the bottom edge of the rear bumper. Beeps get increasingly louder as you approach a potential hazard. All we wanted to do here was to test the rear axle articulation, which, you can see, kept the rear wheels connected to the ground...a good thing.



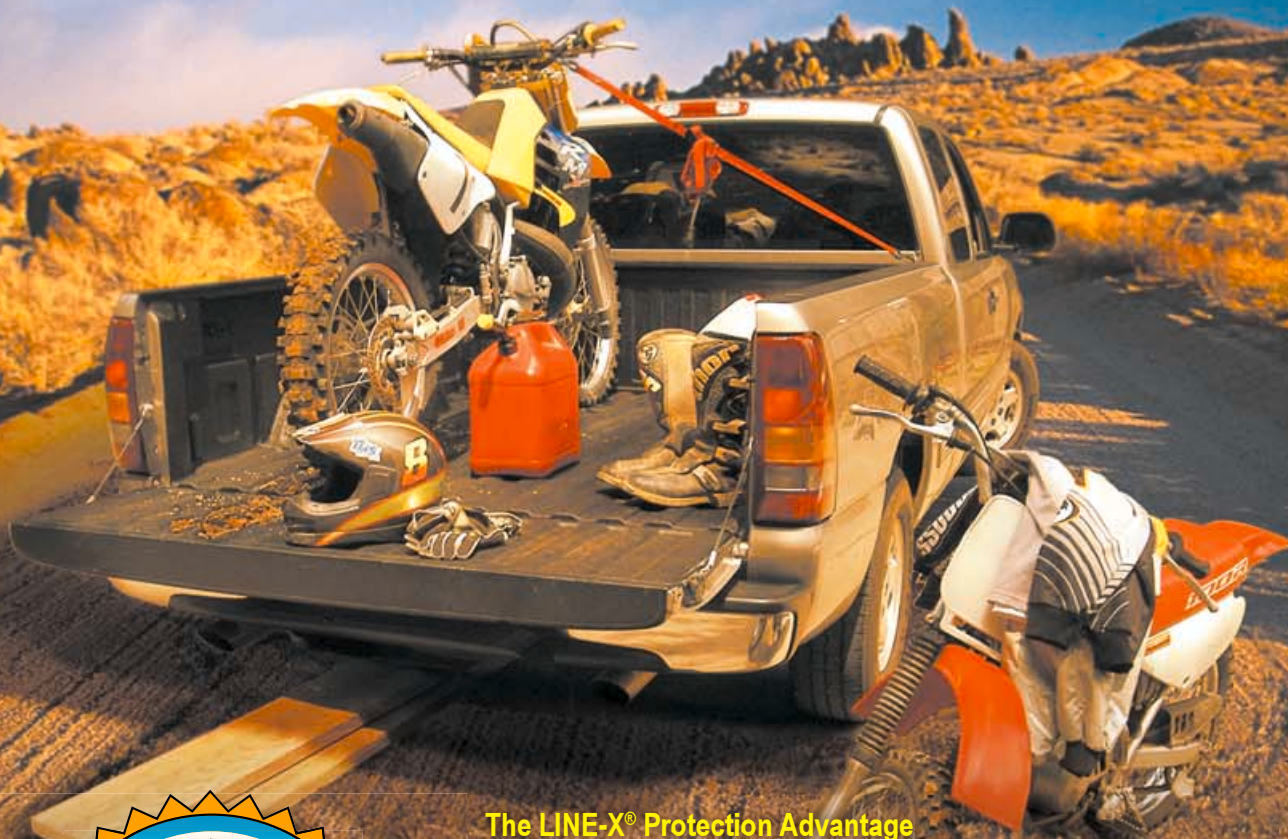
Off-highway performance and handling was characteristically well mannered.



The 5.4-liter Triton motors offer good power, and the engine bay provides lots of opportunities for the enthusiasts to upgrade with aftermarket components.

We liked this truck, and we expected to like it given the history of Ford pickup trucks. The side steps are great for short folks, dogs, and children to get into the cab, but the truck is not so high off the ground to really need them. And we did notice the use of plastic on the center console shift handle and gas door arm as well as other applications. Those applications are engineering and design tradeoffs that don't take anything away from a solid four-wheel-drive pickup truck with a legacy of working hard, running hard, and delivering value for the dollar. **TEN**

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before

GETTING YOUR ROLL ON

By Joe Moxie
Photos: TEN Staff

HOW TO LOWER YOUR 2004-'05 F-150

If you are into the street truck scene, then you know that one of the more prominent items on the ultimate street truck builders parts list is a lowered suspension, because a true street truck cannot have the tired, old, factory suspension installed and still be considered a street truck. If you are think-

ing about, or maybe even in the process of, building that pavement-pounding street truck project, then you can be sure that the factory suspension is high on your list of items to be overhauled, upgraded, or just plain sent to the trash heap. Planning to drop your truck is easy to add to your list, but how do you know what dropped

suspension is right for you? Should you drop it a couple inches in the front and back with a set of springs and some shackles, or maybe you should go for broke-and we mean broke-and install an air-bag system allowing you to lay frame if you want to? The answer, just like the look of your truck, is completely up to you.

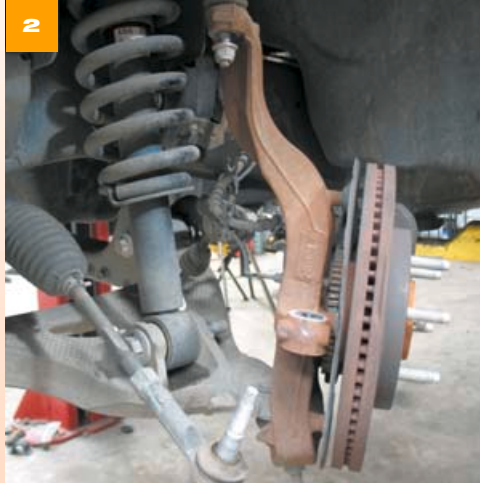
after



Installing The Drop Kit



After getting the truck up in the air and removing the wheels, we start work on the front suspension by disconnecting the factory sway from the lower control arm.



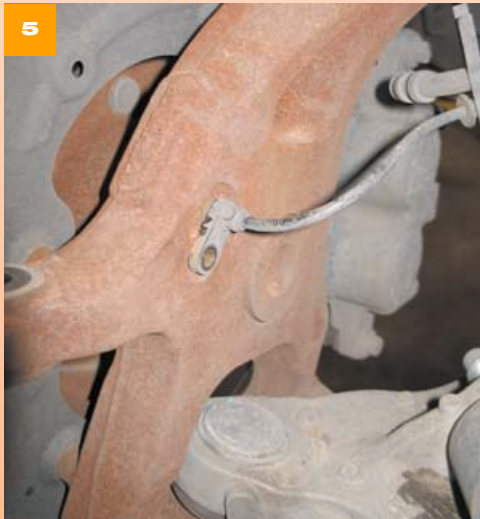
After disconnecting the factory sway bar, disconnect the outer tie-rod end from the spindle.



Remove the lower nut from the bolt that secures the strut to the lower control arm. The lower bolt was not removed yet as it is still under load from the strut.



Even though the directions didn't require it, we loosened the upper control arm, tie-rod end from the spindles.



To be on the safe side and keep from damaging the delicate ABS sensor, we removed it from the spindle.



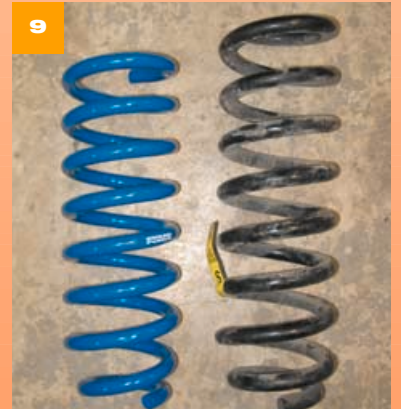
With everything else disconnected, remove the lower bolt that secures the lower strut to the control arm.



Remove the three small retaining nuts from the top of the strut mount and remove the strut assembly from the vehicle. These steps must also be repeated on the other front strut as well.



With the strut off the vehicle, spring compressors are used to release the tension on the strut's end cap retaining nut so that the cap can be removed and the strut can be safely disassembled.



With the strut assembly disassembled, you can easily see the height difference between the Groundforce's blue lowering springs on the left and Ford's factory OEM spring on the right.



With the strut's end cap retaining nut removed, the factory spring can be removed from the strut assembly and replaced with Groundforce's new lowering spring, using the spring compressors to enable us to put the strut assembly together.



These steps were repeated again for the second strut, which needless to say, needed to be modified too.



Once the struts are fully reassembled, they are ready to be reinstalled into the truck, and Groundforce's new lowering springs setting the truck's new ride height.



With the newly rebuilt coilover shocks rebuilt and reinstalled, we turn our attention to the rear, which will employ Groundforce's flip kit that takes the stock rear springs and mounts them under the differential giving us a considerable drop in ride height.



After supporting the rear differential with a jack, we start the differential flip kit installation by removing the factory shocks.



The next item on the list of parts to be disconnected from the differential is the drive shaft.



Along with the driveshaft, the carrier bearing was also disconnected, as the carrier-bearing's stock spacer would have to be removed and a new carrier-bearing mount installed to maintain driveline alignment.

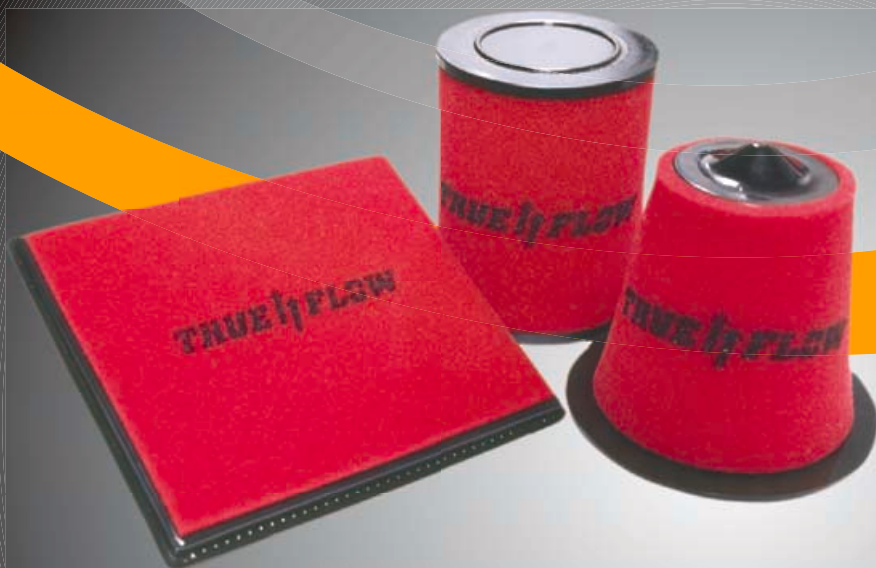
The lowering kit or system you choose to install will determine not only the look, but the practicality and usability of the truck. For instance, a bagged truck sure can get low, and depending on the bag setup it can even tow better than a truck with conventional springs, how-

ever if you have a problem with one of the air bags then your truck will be out of commission until you can repair the problem. A conventional static drop, which usually consists of new, modified, suspension components, will allow for a more practical drop overall, but it won't go as

low as an air system, and it won't be able to haul as much. To demonstrate the most radical drop with a bolt on kit, we took a brand new 2005 Ford-150 Crew Cab and added Ground Force's most radical drop kit, which shaves off two inches in the front, and five inches in the back.

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17



Moving forward, a spacer shim was added to the transmission's rear mount, which would also allow for proper driveline alignment.

18



After cutting all but 1/2-inch from the original carrier-bearing mount, the new, smaller mount is installed onto the original mounts existing tabs.

19

Editor's Note: With all the other driveline corrections complete, there is just one more change to be made; however it is a big one. The actual flip portion of the flip kit still needs to be completed and that requires quite a bit of work. For our installation, we were unable to perform the install step exactly as specified in the directions. Due to a manufacturing defect that Ford had made when assembling the truck, a single gas tank strap was unable to be loosened from the bracket making it impossible for us to loosen the gas tank without cutting into the bed mounts. An alternative was that we perform some of the steps without completely removing the rear springs from the truck.

20



To install the differential flip kit, the leaf springs have to be removed in order to replace the hangers. The rear-spring hanger hardware was removed.

21



With the differential securely supported, the U-bolts that secure the differential to the leaf springs were removed.

22



The springs were removed from the vehicle, and the hangers replaced with the supplied hanger from the Groundforce kit, which are considerably shorter than the OEM hangers.

23

In a perfect world, without the problems we discussed earlier, we would have been able to remove both springs and when we reinstalled the springs, add them under the differential, but because of our inability to easily remove the fuel tank, this was not the case. The springs were reinstalled to allow us to continue with the installation.





After muscling the differential over the springs, the leaf springs were clamped using c-clamps to hold them together. This is required to remove the top spring retaining plate and center pins, which is required to mount the springs correctly.



After removing the hardware, the spring center pins are reversed.



With the leaf spring center pins reversed, the flip kit differential saddle was installed with the longer end facing forward, which supports the round surface of the axle tube on the flat surface of the spring. After lowering the differential into place the original spring mount locks into place with the saddle.



Using the supplied U-Bolts, the lower heavy-duty spring plate was installed and the U-Bolts fastened, locking the entire flip-kit assembly together.

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28



With the plate fastened and both side of the differential installed, the U-Bolt hardware and spring plates were squared and tightened, and then cross torqued to 81 lb-ft.

29



The stock shocks were sent to the trash can and Groundforce shocks were installed in the stock location.

30



Wrapping up the installation, the factory rubber bump stops are replaced with Groundforce's replacement cell foam bump stops.

31



With the driveline left to reconnect, the carrier-bearing and driveshaft are reconnected.

32



With the wheels back on, in this case a new set of Lexani's wrapped in Pirelli rubber, and the truck sitting low on the ground, all that's left is a righteous road test, which showed that the Ground Force suspension improved handling as well as its appearance.

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BUILDING THE TRUCK
TOGETHER WAS THE
BEST WAY FOR BRENT
AND LUCAS TO FUR-
THER DEVELOP THEIR
RELATIONSHIP AS WELL

By Dan Sanchez
Photos: Mike Slade

It took several tries, but Brent Griffith of McMinnville, Tennessee, finally persuaded the owner of a '71 Cheyenne Super to part with his truck. The Chevy had been sitting outside for seven years when Griffith finally purchased it for his son Lucas. "The truck had been shot through the windows and the hood was in pretty bad shape," says Lucas Griffith, who ended up building the truck with his dad over two years.

The project began by repairing sections of the Cheyenne's body where necessary. This included the hood and replacing the glass on the truck.



The frame was modified with new suspension components that included a four-inch drop in front and a six-inch drop at the rear. This was done with dropped spindles and springs from Classic Enterprises in California, and with a set of Belltech Nitro Drop shocks. The Griffiths went on to thoroughly clean the frame and paint it with Emron black.

The factory rearend was also cleaned up and houses a set of 3.73 gears. They finished off the rearend with a large polished aluminum cover and because of this, the Griffiths had to make their own panhard rod. Once the chassis was

done, a set of Boyd Coddington Timeless wheels were mounted on BFGoodrich 225/40- and 265/40R18 tires to finish off the rolling chassis.

Both Lucas and Brent knew a little about engines so they realized that the factory 400 Chevy was a stout block that could make good amounts of power. They opted to take the engine to Millers Machine in Cookville, Tennessee, where they bored the block .030 over and added a Competitions Cams hydraulic roller camshaft and roller tipped rocker arms. The original Quadrajet carburetor was rebuilt and polished, as was the intake manifold. Finally the engine

is topped off with a flamed Billet Specialties air cleaner and valve covers. Flowtech ceramic-coated headers are used to expel the exhaust, which flows out through a dual system. The engine is attached to a GM Turbo 400 automatic that has been outfitted with a B&M torque converter and a shift recalibration kit that was all installed by McMinnville Trans Shop.

One thing that the Griffiths knew they had to have on their truck is a combination of custom body work. They employed the help of Mark Keith, of Willmore Ford, to help them fill all the jambs, and straighten any wrinkles. They then

added a phantom front grille and custom made their own flush mounted bed cover. Since they wanted the truck to be smooth and custom, they also ditched the factory bumpers and added the ones from a 1969 model that has no blinker light holes.

Both Brent and Lucas know that any cool truck must have flames on it. Thus, a set of flames was slated for the truck's overall paint scheme. Brent laid out the flames while Mark Keith applied the dark blue metallic flames. Some tribal graphics were also added in blueberry hues. But these flames aren't typical of most. These flames start off with the truck's base color of Ivy Green and Metallic ChromaClear, and then form into the dark blue hues, which give the truck a unique appearance.

► Using the factory bucket seats and upholstery, the Cheyenne's interior was restored to its former glory. Note the center console and the upgraded steering wheel.

▼ The engine compartment is highly detailed with billet accessories that carry the flamed theme. The 400-cid small-block has also been outfitted with plenty of performance parts.





▲ A phantom grille is used and the lowered stance comes from a set of dropped spindles from Classic Enterprises and Belltech Nitro Drop Shocks.

inside the cab, Lee's Upholstery in Manchester, reupholstered the stock, bucket seats in black vinyl. The seats are separated with a center console, which is also covered in black vinyl. The dash is stock and is painted in dark green and uses the factory instrumentation. Since the truck's wiring looked more like a rat's nest, it was pulled out and substituted with a complete Ron Francis system. A Grant Signature Series steering wheel is used to steer the truck, while the audio is handled by a Kenwood KMW-801 head unit that is wired to a 10-disc CD changer. To keep things cool, an Old Air Products air conditioning system is used and operates through the factory vents.



◀ Untraditional flames are used on the truck and were drawn out by Brent before they were painted with dark blue metallic.

▶ Brent and Lucas kept some of the truck's original badging, but many of the other areas of the truck have been filled and shaved smooth.



Lessons Learned



"To build a truck with your son is a dream come true," says Brent Griffith, who also told Lucas that he could build the truck for himself if he stayed out of trouble and kept his grades up. "Not only did he do that, he also mowed lawns and forked over half of the invested money to his truck," Griffith added. Lucas has since earned a scholarship to Oglethorpe University in Atlanta, Georgia, and hopes to become a lawyer. It would appear that building the truck together was the best way for Brent and Lucas to further develop their relationship as well as developing a good learning experience for both of them that they will keep forever. **TEN**



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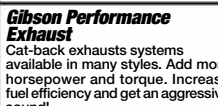
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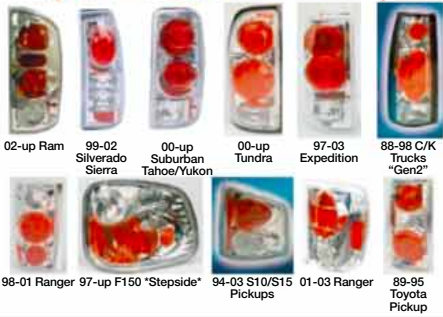
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TOPPING

By Marshall Spiegel
Photos: Marshall Spiegel

HOW TO ADD THE FINISHING TOUCH TO YOUR TRUCK'S BED, AND PROTECT YOUR CARGO.



for many truck enthusiasts, a tonneau cover is a must to protect cargo, or to simply improve the appearance of the vehicle. Among the many different styles and materials that tonneau covers are manufactured from, the fiberglass tonneau is one of the more popular. The reason is that they provide a durable shell to protect cargo and the smooth appearance seems to "finish off" the vehicle better than a roll-up or a soft tonneau.



1 This 2004 Hemi truck at SnugTop's facility awaiting the Snuglid SL installation. The owners wanted a color-matched lid that would finish off the lines of the truck and protect the cargo.



2 SnugTop color matches the tonneau to your truck's color code and it is delivered in a shipping carton. To install, the technicians at SnugTop placed it on a rack to be prepared for installation.

IT OFF



The installer removes the framerrails and unties the gas props, which were secured to the lid for shipping.



The framerrails, drip trail, strike loops, and hardware is gathered in the truck bed in preparation for the installation.



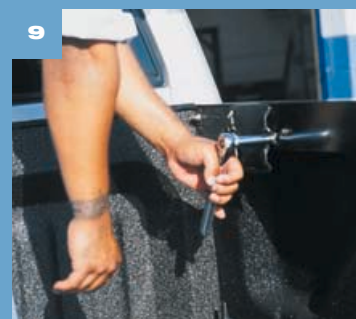
Cleverly designed, built-in clamps are tightened to affix the framerrails securely to the truck bedrails. This way, no drilling is necessary.



Our installer gets ready to install the drip trail by first peeling the protective strip from the adhesive backing.



He then mounts the drip trail by securing the mounting tabs, affixing the mounting brackets, and compressing the bottom foam seal so he can tighten the mounting nuts.



The clamps holding the framerrails are tightened securely.

Note that only a small handful of hand tools are necessary for installing the framerrails. SnugTop also provides a hex wrench when applicable.

The Snuglid is then placed on the truck bed. It typically takes two people to maneuver it correctly into position. ▼



Reclining beneath the closed lid, the installer affixes the gas props to the prop balls on the framerrails while the lid is lifted slightly.



The installer then rechecks the hinge in the hinge pocket and tightens all loose hardware.

One of the drawbacks to the hard tonneau is its weight and inability to be easily removed from the truck. Although most fiberglass tonneaus use gas shocks to aid in lifting them up, they are still often cumbersome for some people. Having to use a key to unlock both sides of the tonneau and pulling up on the lip to raise it enough to get

your hand underneath in order to push it up, is often inconvenient.

Manufacturers such as Snug Top have been looking into ways to solve some of these problems. Their latest solution is the Snuglid SL, that uses a unique locking and unlocking mechanism. The Snuglid SL locks by simply closing the lid, and

using a rotary slam latch assembly and strike loops that actuate when the tonneau is closed. To open the tonneau, there's no need to fumble with keys and two locking mechanisms, as the tonneau unlocks with a wireless remote. The SL model also features a newly designed Snuglift hinge assembly as part of the framerrail and an adjustable hinge

13



The gas prop locking rings are checked. This is often overlooked and can lead to the gas props popping out of position, which can slam the lid down on the bed.

14



Our installer then checks the position of the strike loops and the slam latch system. These can be adjusted for proper engagement.

15



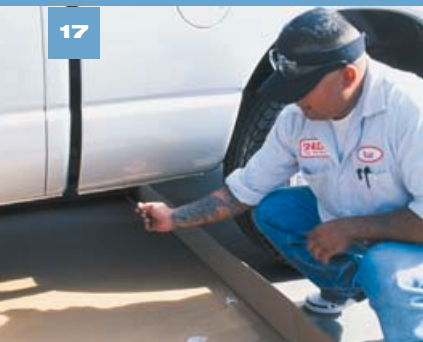
Here's the electrical "pigtail" wiring which runs from the SL mechanism at the rear of the Snuglid, beneath the carpeted underside, to the bulkhead.

16



A length of wire long enough to reach a power source beneath the hood is connected to the pigtail.

17



The wire is fed through a pre-existing drain hole in the truck bed to the outside.

18



The wire is fed through a pre-existing drain hole in the truck bed to the outside.

19



As the wiring is routed along the truck's frame, it is secured in place with wire ties.

20



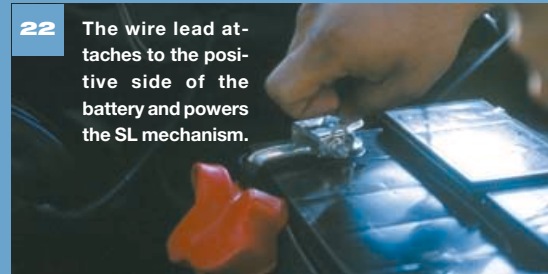
Once the wire reaches the open area beneath the engine compartment, it is threaded up through the compartment toward the battery.

21



The end of the wire is fitted with a connector to attach it to the battery.

22



The wire lead attaches to the positive side of the battery and powers the SL mechanism.

23



pocket so that the lid opens and closes much like an OEM hood. The SL also features a drip rail that is installed across the truck bed at the upper rail of the bulkhead. When installed correctly, the rotary slam latches connect with the strike loops and automatically lock so the lid cannot be opened without use of the key to unlock it, or the remote entry button that is built into the key fob.

At Snugtop, we learned that the Snuglid SL is delivered with the SL mechanism cleverly built

into the underside of the lid. The wiring for the SL feature runs under the carpeted underside of the lid and ends in a "pigtail," with a connector at the bulkhead end of the lid. It is the customer's responsibility to complete the wiring from the pre-existing pigtail to a power source either in the cockpit or under the hood. The accompanying photos show the highlights of the installation on this Dodge Ram.

SOURCE:

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**Chevy/GMC 7.4L (454) Vortec
Dodge 5.9L Cummins, '89-02
Ford 7.3L Power Stroke, '99-03
(shown)
Ford 7.3L Power Stroke, '94-97
Ford 6.8L Triton V-10, '97-04
Ford 7.5L (460) V-8, '87-97**

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**Chevy/GMC 6.6L Duramax, '01-05
Dodge 5.9L Cummins, '03-05 (shown)
Ford 6.0L Power Stroke, '03-05
Ford 7.3L Power Stroke, '99-03**

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Ford 7.3L Power Stroke, '99-03
(shown, w/opt. Power Elbow)
Ford F-150 Triton V-8, '04-05
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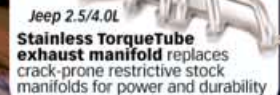
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By Dan Sanchez
Photography: Dan Sanchez



TRUCKS AND MORE, BURN RUBBER AT THE MOROSO JET & TRUCK NATIONALS

It doesn't take much more than a \$600 purse to lure out plenty of trucks and sport utility vehicles to Moroso's Jet & Truck show at the Moroso Motorsports Park in West Palm Beach, Florida. The show consists of racing and a show-n-shine, but considering that Moroso also put out a \$500 diesel truck purse, there were more trucks running the quarter mile than there were on the show grounds.

In this part of the country, truck enthusiasts are often more interested in racing their vehicles than they are polishing them up for public viewing. This is one of the reasons why so many spectators and participants come to this event; to witness real trucks battling to win their bracket.

It's not often that people get to seriously race their trucks and win lots of cash in doing so. The bracket is so popular that even racers in the Pro and Super Pro classes put their tow vehicles into this class in hopes they can win the overall purse.

But aside from the cool racing that takes place the entire weekend, the Moroso Jet & Truck nationals many people come to see the many jet cars and jet trucks that fire up and put on a great show. The jet cars are always an experience to see and hear. These specialized vehicles run the quarter mile in less than seven seconds, but reach speeds well over 200-plus mph at the blink of an eye. Aside from the streamlined jet cars that whine and put out long jet trails that can singe your eyebrows, everyone gets a big kick out of the big-rig jet truck of Les Shockley called Shockwave. This huge truck not only rockets down the quarter mile faster than most race cars, it also puts out the biggest plume of flame and smoke that requires Moroso to shut down the timing booth and move everyone out of the way.

If the jet vehicles weren't enough, some of the wheel standers kept the crowd amazed as they power down the track on two wheels. The Texas Bandit is a popular wheel stander that always

The racing crowd is drawn to the Moroso Jet & Truck nationals for the nice purse that is available for the racers who enter the weekend long event.

appears at this event, and this year, the S-10 truck body was swapped out for a PT Cruiser body with a rear bed. Aside from this, there's another PT Cruiser that looks stock on the outside, but once the rear hatch is opened, it reveals a supercharged, alcohol V-8 engine that makes this vehicle go down the quarter-mile on its hind wheels.

In the truck-racing bracket, we looked on as guys such as Gerard Longo of West Palm Beach, Florida, powered his modified Dodge Durango to the final round in the truck/suv bracket. Longo's truck runs consistent 12.70s, and is outfitted with a host of performance items that still make the truck streetable. The most notable is turning the 5.9-liter V-8 into a 408-cubic-inch stroker motor that makes about 405-415 horsepower to the rear wheels.

Several other racers such as Mary Victor pilot a different type of truck like his 1983 S-10 that has a 680-horsepower small-block 350 under the hood. The same goes for George Raffaeli, who also powers his S-10 down the quarter-mile and runs 9.70s with his small-block V-8 under the hood.



▲ Most of the action throughout the weekend was on the dragstrip. There were many vehicles ranging from full Super Pro race cars to stock trucks.

▲ One of the more spectacular sights to see is Les Shockley's Shockwave big-rig jet truck. You cannot imagine how fast this thing moves down the quarter-mile.

▼ Several trucks showed up on Saturday to take home one of six trophies in the show-n-shine that took place that day.





▲ On Sunday, more trucks showed up for the show-n-shine section which offered 14 additional categories with trophies to the winners.

▲▲ This F-150 caught a lot of people's attention as it sported an early model front end that has been grafted on to it.

◀ This customized F-100 Ford took home the Best of Show award on Sunday. The truck features a supercharged engine and a matching trailer.

◀ Rick DuPont showed his 1969 C-10 pickup, which he just finished for the show. This truck was simple, but very clean, and DuPont did all of the work himself.

In the diesel category, we witnessed some of the fastest street trucks around. Many of which ran in the 12-second range. This was the class where the field was large, as many of the racers used their own tow rigs to participate to try and get their hands on the purse.

Back in the show area, several trucks gathered that ranged from lowered minis to lifted, full-sized monsters. The awards for the show-n-shine were given both on Saturday and Sunday of the event. On Saturday, Gary Barns of Ormond Beach, Florida, took home the Best of Show award for his highly detailed Chevy Silverado

pickup. The show runs from 10 am to 9:00 pm on Saturday with much of the evenings' events being the jet cars and trucks spewing out flames that light up the track.

Sunday brought out more trucks to the show-n-shine section, and 14 trophies were given out to the participants whose vehicles were judged. Several of the Florida chapter members of the Dodge Truck World website and the Ford Truck World website also attended the show on Sunday. Dennis Bentley, a DTW member out of Naples, Florida, won the Best Dodge truck award for his semi-custom Dodge SRT-10 Ram.

The show area also had plenty of vendors and a swap-meet area. Kids also had a play area, and the jet cars were easily accessible to spectators who could see these vehicles close up and talk to the drivers.

The Moroso Jet & Truck Nationals is a great show that needs to be experienced from the driver's seat or from a comfortable seat next to your truck. For more information on next year's show, contact the Moroso Motorsports park at (561) 622-1400.

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◀ Head to head truck racing is what it is about at the Moroso show. The truck bracket offered \$500 to the winner, \$250 to the runner up, and \$100 to the semi-final round winners.

▼ The vendor's area had plenty of aftermarket parts and other items on sale.



◀ There were plenty of activities for the kids as well. Many of them enjoyed this jumper that tempted even some of the adults to try.

Racer Profiles

With the amount of racers sporting trucks, we wanted to find out who these people are and why they selected to use trucks as their race vehicles. We had an interesting time talking to several individuals at the Moroso Jet & Truck event and found out more about the motivation for some of these people who want to run trucks over a popular musclecar.



Marty Victor S-10 Pickup Truck

There were a couple of really fast pickup trucks that we caught



doing wheel stands off the starting line. One of them belonged to Marty Victor of Boca Raton, Florida. Victor has been racing for three years and looked for an S-10 pickup truck to race. "I wanted something different," said Victor. "Everybody has the same type of

car and I thought that running a truck would be different." Victor's S-10 sports a 350-cubic-inch small-block Chevy that sports a host of internal modifications including nitrous oxide. According to Victor, the engine puts out a little more than 680 horsepower and he simply has a great time beating the competition.



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▲ The Texas Bandit is always a familiar truck at Moroso Motorsports Park. The wheel stander puts on a spectacular display, and amazes the fans.

▶ One of the wheel standers at the show included this PT Cruiser with a blown alcohol motor in the back seat.



Racer Profiles



George Raffaelli S-10 Pickup Truck

Equipped with a 377-cubic-inch small-block Chevy, the black S-10 owned and driven by George Raffaelli easily runs the quarter mile in the 9.70-second range, at about 134 mph. The Loxahatchee, Florida, resident has been racing since he was a kid, and much like Marty Victor, he too wanted a vehi-

cle that would be different than the rest. According to the other racers in the field, Raffaelli is a hands-on and kind person, who is willing to help other racers when their vehicles needed repairs between rounds. Raffaelli also built his engine and Victor's engine, and, naturally, he didn't put all of his secrets into his competition's engines.





▲ Truck & Trailer USA is a major sponsor of the show and the company showed off several of their customized vehicles.



▲ This Ram 3500 diesel was set up on air bags and featured a killer audio system.

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Racer Profiles



Gerard Longo Dodge Dakota SUV

Although it might seem odd for someone to race a sport utility vehicle, Gerard Longo's Dakota is a force to be reckoned with. "The truck runs consistent 12.70s and 12.80s," says Longo. "It has nitrous

on it but I run it on all motor." Longo searched for a two-wheel drive 5.9-liter Dakota because

he likes the vehicle and felt he could make it pretty quick. Indeed, he has done so as the engine puts out 405 horsepower to the rear wheels and uses an abundance of aftermarket parts, such as a larger throttle body, a Hotchkiss suspension, and Cal Tracks traction bars. In the Truck Class, Longo came out runner up and the top four split the purse so they all went home that day with some cash in their pockets.



Race Breed

WE PUT THE PEDAL TO THE
METAL ON THE
JOE GIBBS TAHOE

— By Dan Sanchez
Photos: Dan Sanchez

What else does an NFL coach that has three Super Bowls under his belt do for fun? How about owning a successful NASCAR Winston Cup team with two championships under his wing? There's no doubt that Joe Gibbs has a winning edge about him, and his latest endeavor is to combine a winning profile with a set of vehicles that offer incredible performance.



The Joe Gibbs Performance vehicles consist of a Chevrolet Tahoe, Silverado, and Avalanche, all of which feature a host of after-market components that turn them into high performance vehicles that are still less expensive than any other truck or SUV with comparable performance.

Joe Gibbs Performance sent us a white Tahoe that has a clean appearance and a stylish look that most performance minded truck enthusiasts will like. The body colored front bumper cover gives the Tahoe a sleek appearance, and has a race-inspired lower air dam with an integrated matching grille insert. The JGP Tahoe also sports smooth door valances that further enhance the SUV's sleek appearance.

The suspension is enhanced by means of a Ground Force suspension kit that includes 2-inch lower coil springs and performance shocks. The suspension is also aided with a new set of 20-inch Joe Gibbs specialty wheels and a set of Goodyear Eagle LS tires. The factory four-wheel anti-lock brake system is augmented with 14-inch slotted and drilled rotors that allow the truck to stop from 60 to zero in 125 feet. The resulting upgrades also allow the JGP Tahoe to handle better than most SUVs in its class, while still maintaining a 7000lb-plus towing capacity.

But aside from the appearance and its handling capabilities, the JGP Tahoe shines in its acceleration. With numbers like a 6.4-second zero to 60 mph time and a



The heart of the JGP Tahoe is the 5.3-liter V-8 that pumps out 395 horsepower and 425 lb-ft of torque. The Eaton supercharger makes most of this performance happen and the carbon-fiber engine cover looks great, along with the custom air-intake tube.



quarter-mile time of 14.65 seconds, the JGP Tahoe is impressive. A heavy foot on the throttle allows one to feel the 425 lb-ft of torque right off of idle and as the Tahoe accelerates, the 395 horsepower takes over and keeps pulling. All the while the whine from the intercooled Eaton supercharger lets you know that Joe Gibbs truly knew how to build a winning package.

In order to keep backpressure to a minimum, the JGP Tahoe uses a Corsa cat-back exhaust and exit out behind the passenger rear wheels with the twin exhaust tips protruding from the cut outs on the rear valance. One of the things we noticed while driving the Tahoe is that you do not hear the exhaust in the cab. However, the throaty rumble can be heard by everyone else

and it simply adds to the performance appeal of this SUV.

Inside the cab, our test Tahoe was outfitted with the standard GM interior, but the JGP Tahoe has an optional leather and suede package that includes the JGP logo in the center. All of them however, do come with a signature instrument gauge cluster that features white faces on the gauge panel and silver trim rings. Each vehicle also has a numbered and limited edition collector plate with Joe Gibbs signature, located on the dash.

The MSRP for the JGP Tahoe in two-wheel-drive form is \$47,145 and is also available in a 4WD version at an additional cost. But considering that it would cost you more to bolt on all

of these aftermarket items separately, the JGP Tahoe is actually a pretty good value. The SUV is well equipped to go up against a 6.0-liter GMC Denali, Porsche Cayenne S and a BMW X5 and gives you the same or better performance at a more reasonable cost.

We really enjoyed our time with the JGP Tahoe and despite the need to beat Mustangs and some lifted 4x4 trucks from street light to street light, the truck can provide decent fuel economy. Ours averaged 15.8 mpg in both freeway and street driving. But aside from this, you are assured that you have a unique vehicle that has the performance to back up the added appeal that comes with owning a champion. **TEN**

The Tahoe uses a lower valance kit and everything is color matched to give a smooth appearance. Note the use of the JGP badges on the vehicle itself.



Even the supercharger pulley has the Joe Gibbs name on it, and yes, you could probably install a smaller diameter pulley to make more boost.



Special JGP aluminum wheels are mounted on 20-inch Goodyear tires that provide excellent traction and a good appearance.



The dash has the signature JGP logo on the instrument cluster and features silver trim rings.



Each JGP truck has a signature plaque that is applied to the dash.

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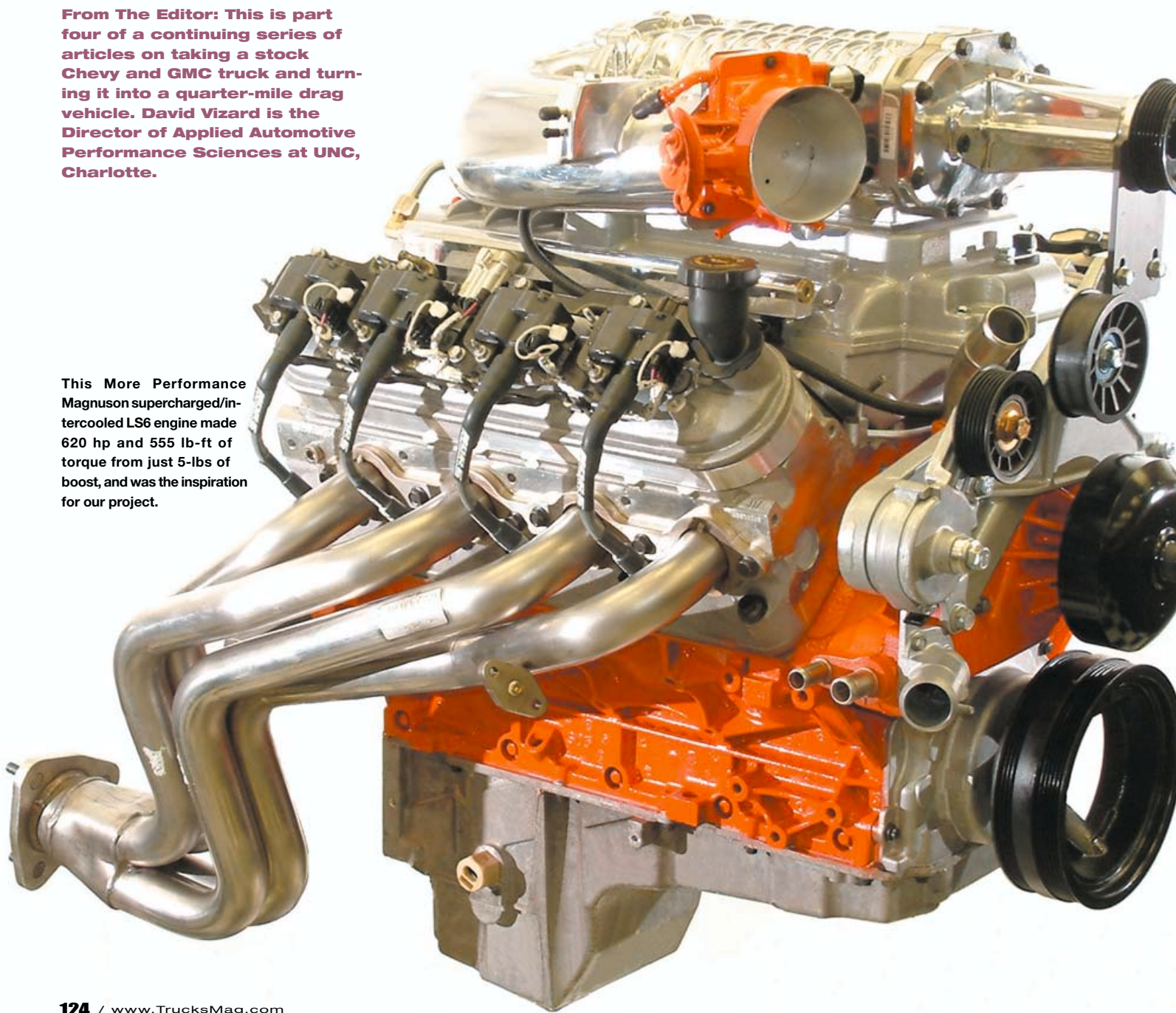
Tow Truck *Racers*

4.8 liters may be fine for economy but 6.8 is better for sheer grunt. Here, with the aid of a Magnusson blower, is how we get both.

By David Vizard
Photos: David Vizard

From The Editor: This is part four of a continuing series of articles on taking a stock Chevy and GMC truck and turning it into a quarter-mile drag vehicle. David Vizard is the Director of Applied Automotive Performance Sciences at UNC, Charlotte.

This More Performance Magnuson supercharged/intercooled LS6 engine made 620 hp and 555 lb-ft of torque from just 5-lbs of boost, and was the inspiration for our project.

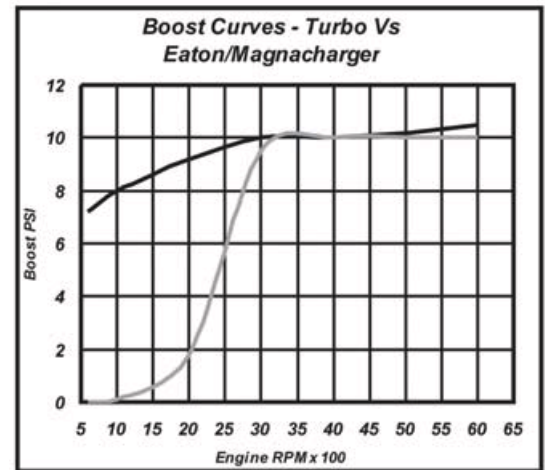


Part 4 Boosted Horsepower

Look at the engine in our lead shot. It's a 620hp, 555-lb-ft stump pulling LS 6 engine equipped with a Magnuson Supercharger. This grunt generating motor powers Mike Osucha's four-wheel-drive, crew cab Chevy truck. It has enough muscle to endow a 7200lb working tow truck with a performance about equal to a stock '03 Pontiac Trans Am or Camaro.



Shown here are the typical differences in the shape of the boost curves produced by a turbine type supercharger versus a positive displacement supercharger like the Eaton/MagnaCharger. The intended target boost here is 10 psi. Note how much flatter the Eaton/MagnaCharger (black curve) boost curve is compared to its turbine counterpart.



This is probably the ultimate development to date of the Roots type supercharger. The complex underside discharge form on this hybrid, rear intake, front discharge MagnaCharger is the result of extensive research.

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Mike Osucha is the boss at More Performance and this is typical of the sort of engines they build for their discerning clientele. I'd like an engine like this in my truck, but my race car keeps me poor enough put such a street monster just out of reach. But I'm glad that Mike's circumstances allowed him to get one because it meant the blower on the engine that this one replaced became redundant. However, better yet was that for helping him build his engine, he gave me the Magnuson blower from his old (12-month-old to be precise) engine.

The Magnuson blower on Mike's new engine was the latest upgrade to an inter-cooled package. The Magnuson Mike was giving to me was an earlier design that did not sport an intercooler. To get an idea what this earlier blower installation was worth, I put in a call to my old friend Jerry Magnuson. Jerry and I go back a long, long, long time so it took a two hour call to find out that this unit on my truck was typically worth 80hp and 100 lb-ft. That sounds good to me, but I am sure that many of you are wondering why I don't go with a turbo installation or one of a number of turbine compressor-type superchargers. Well these are all fine but this is a tow truck, and I wanted strong performance right off idle. A positive displacement type blower provides boost on demand and right off idle. That makes it a serious consideration for truck and towing usage.

Supercharger Performance

The Eaton supercharger used by so many companies as OE equipment and the Magnacharger are in essence first cousins. The link is that Jerry Magnuson's supercharger design expertise figures prominently in both. Just for the record, the companies using the Eaton blower as OE include GM, Ford, and Mercedes. Eaton builds 97 percent of all crank-driven superchargers so their volume is 35 times greater than all other brands combined. To get to their current design, which ranks as one of the most efficient superchargers in the positive displacement category, Eaton called upon Jerry's considerable expertise with Root's style blowers.

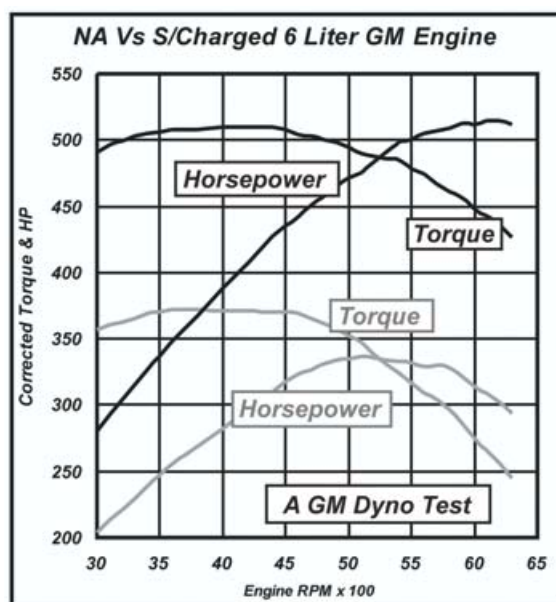
Working in conjunction with the engineers at Eaton resulted in a unit that, in the designed boost range (up to 5-6-lbs boost) would deliver 97-percent volumetric efficiency and around 68-percent adiabatic efficiency. All this was achieved with less than a half a hp parasitic loss at a 60-mph cruise. The high volumetric and adiabatic efficiency effectively broadens the operating range of the engine as shown by the GM generated power curves nearby.

In essence, the Eaton supercharger is a hybrid-Roots type design. The standard old-style top-to-bottom flow roots-type superchargers are 55-percent adiabatic and about 75-percent volumetric efficiency at best. In real world applications, turbochargers can deliver up to about 80-percent efficiency, but only if they are operating in a certain narrow range known as the 'island.' Outside of that range, their efficiency can be substantially less. What Magnuson's work on the Eaton unit did was to increase the efficiency to the point that it rivaled the average efficiency of a typical turbo installation under high-performance, street-driving conditions. Unlike a turbo installation, it provided not only instant on-demand boost, but would do so at rpms from idle up. This means a delivery of boost for low speed torque that cannot be matched by a turbo or indeed any centrifugal style supercharger.

The parasitic loss a conventional Roots type supercharger has under cruise conditions has probably been the number one reason for failed popularity as an OE unit, other than as a scavenge device on two-cycle diesels. Fortunately, the Eaton/Magnacharger has overcome that obstacle by means of a simple by-pass valve. Under cruise conditions, the power adding boost of the supercharger is not required, and air fed to the cylinders bypasses the blower. The addition of



The Joe Gibbs Performance truck is available through GM dealers nation wide. It's 4.8-liter MagnaCharger equipped powerplant delivers 14.4 second 1/4-mile e.t.'s. The decision to use an Eaton/MagnaCharger style blower was based primarily on reliability and was a clear-cut choice. With this setup, mileage is typical of a 4.8, but power is more akin to an engine of 6.8 liters.



Utilizing 5-lbs of MagnaCharger boost GM got the results shown here. This was not only a big increase in torque, but also after peaking, the output held on much further up the rpm range than with the normally aspirated engine. This extended, broader power band is a by-product of high supercharger volumetric efficiency.



Even with oil change intervals at 7000-8000 miles, Quantum Blue custom oil blends are showing a realistic potential of half a million miles for a typical street vehicle.



The low parasitic losses produced by the Eaton/MagnaCharger are the result of the addition of this bypass valve.



GM did not form that bulky guide boss just to use up aluminum. It's there to generate certain swirl characteristics necessary for improved low-speed torque and better emissions. The characteristics it develops must be preserved when porting these heads.

this same valve also means that the intake and discharge sides of the blower are at a common pressure thus relieving the unit of throttled parasitic losses. After these are all but eliminated from the equation, the only losses left are the rotor windage and bearing losses. These amount to about the same as an alternator with zero current draw.

We are hearing a lot about GM's high efficiency DOD (displacement-on-demand) engines. By deactivating two, four, or even six cylinders, and making the remaining active cylinders work harder, these DOD engines are delivering lower emissions and higher mileage. In effect, GM engineers are at part throttle, making the engine operate as if they were smaller than they really are. For all practical purposes, the Eaton/Magnacharger can also be viewed as a DOD setup but with one big difference. During normal cruise, the engine operates as if it was normally aspirated (nonsupercharged). When maximum power is called for, the bypass valve closes and the entire engine package becomes, in effect, a larger displacement unit. The difference between this and GM's DOD is that the Eaton/Magnuson blower cannot make the engine smaller-only bigger. As it happens, GM did look at the Magnacharger as an alternative means of providing extra displacement. Using a dyno-cell exhaust system rather than the full vehicle system, they ran a stock 6 liter in normally aspirated (NA)

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form, and then again with a Magnacharger. To say the results were impressive would be an understatement. With just 5-lbs of boost, peak torque climbed from 372 to 510 and the hp from 336 to 514.

At this point you may understand when absolute power is not the sole criteria, why the MagnaCharger is proving such a popular choice. Other than reliability, what we get here is a high-efficient blower that produces boost right off idle, has almost zero impact on fuel economy, and delivers on a typical 350-cubic-inch V-8 with good heads and exhaust, 30 lb-ft and 25 hp per pound of boost.

Now that I have one of these blowers plus the installation hardware, the next job is to make sure I utilize it to best advantage.

Blower Complimentary Head Mods.

Two supercharging subjects of conversation that crop up on a seemingly regular basis are boost and the pros and cons of porting the heads. Many enthusiasts seem obsessed with wanting to see higher than realistic boost figures on the boost gage. They feel that the higher the boost is the greater the subsequent power should be. This is not quite true. Although the boost level is related to power it is also more directly related to mass airflow, and the two don't track hand-in-hand. I usually close my argument on this by pointing out that boost will be the highest for any given setup if the intake valves are welded closed! The other misconception about blowers that I often hear is that there is no advantage to porting the heads be

cause the blower forces the air into the engine. Not true. Although a blower will seriously offset the effect of poor cylinder-head flow it will never completely compensate for it. In reality, the better the heads flow the better the results seen by the addition of a blower.

Since it was necessary, as part of an oil test, to pull the heads off my Sierra to visually check cylinder bore wear, it seemed like a good idea to port the heads. Here I got lucky once again, but first let me briefly go into the bore wear issue that the head removal was principally addressing. Mileage was at 106,000 and this is both a working tow truck and a dragstrip toy, so life for my Sierra is far removed from that of a high street cruiser. For the first half of its life, the engine was exclusively on a Mobil 1 diet. I have done many wear tests and power tests on the dyno, and I can totally understand why Mobil 1 is considered an industry standard when it comes to a quality, high performance oil. Their TV ads about 200,000 miles of engine life—they are totally realistic; you can believe them. For the latter half of this truck's life it has been run on a custom blend of Quantum Blue from BND, a small custom blending shop hailing out of Sagamore Hills in Ohio. Before swapping over to the BND oil, I drew a few samples during regular oil changes for an oil particulate analysis. The same procedure was followed after changing to the BND oil. In simple terms, ferrous particulates from cylinder walls, rings, timing chain, and the like were down over 20 percent. Piston and bearing material particulates were down 10-15 percent. Along with this,

BND had claimed that they could brew the oil specifically to cut the lifter noise that is often a problem with LS1 style engines. About two months after starting with the BND brew, 90 percent of the lifter noise was gone. The visual check of the bores after the heads were removed was encouraging to say the least. There was virtually no wear on seven of the eight cylinders. The honing finish was near 100-percent visible. Just one cylinder, number eight, showed signs of wear. This was a meager 3/10 of one-thousandths of an inch! For a performance street vehicle, 1/10-thousandth of bore wear is considered about the limit to where the driver may just start to notice loss of power from this aspect. What this means is that for my truck the worst case scenario is that the engine will need to be re-bored at half a million miles! At 25,000 miles a year, that engine is good to go for 20 years as a tow-truck racer! BND custom blended oil is not cheap and you can only get it direct from BND. Each jug comes with your name and the vehicle it is for printed on it. Until someone can demonstrate something better, this is about the only oil I will use.

Cylinder Heads.

OK, so much for oil, now let's talk about heads. Remember I mentioned I got lucky once again? Well here is the deal. My race partner-in-crime Bob McDonald has his own porting shop complete with flow bench in his oversize garage at home. He has 15 years of porting experience, mostly on small-block Chevy 23-degree heads. Down the road, he is looking to build himself an LS6 or two and wanted the experience porting these heads. Good guy that he is, he volunteered to port mine as a learning exercise.

Since you may not realize it, let me tell you that porting LS1/6 heads is far from being as simple as porting regular 23-degree small-block Chevy heads. The LS1/6 engines heads are the result of a prodigious amount of research by GM. Everything they did was pretty much for a good reason. Bob had the good sense to do some research of his own before putting even one blade of a cutter to aluminum on my behalf. This brings me back to the subject of More Performance. Mike Osucha is an ex-Busch engine builder of some repute. Among his close friends are some of NASCAR's top cylinder head specialists. Between Mike, his Cup car head experts, and his flow bench and dyno are hundreds, if not thousands of hours of testing on what is needed to improve on an already superb cylinder head.



More Performance's Bob Wilkinson made a lot shorter work of pulling the heads off my truck than I would have done. From truck to parts cleaner were just a couple of hours at most.



Fellow tech writer Bob McDonald, did the port work on my heads.

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This is the Finished McDonald ports. Note, easily
seen here is the fact that the port beside the guide
boss is scooped out much deeper on the outer
(cylinder wall) side than on the inner side. This main-
tains most of the swirl.



As can be seen by the sloping change in color be-
tween the port material and the cast iron guide, the
right hand side of the port around the guide boss
is much higher than the left.



The valve seats are critical so Bob McDonald cut
them on a precision seat and guide machine in a
friends Nextel Cup head shop.

The heads on a 4.8 are smaller than those on
5.3s and 5.7s. Since the smaller engines don't crop
up in Mikes shop very often, he has not made the
big investment in a CNC cut performance head for
this model. However, he was more than willing to
give Bob the major dos and don'ts of porting my
heads. On the intake these amounted to not killing
the swirl, velocity, or the flow pattern just prior
to the valve. On the exhaust he said go for all the
flow you can without unduly enlarging the port.
Since these heads flow respectably well stock, this
advice kind of makes porting LS1/6 heads a little
more demanding than usual. Nevertheless, Bob
was more than up to the task. He had a flow bench,
a swirl meter, and the experience so I was confi-
dent of the results. However, because I knew he
was building a supposed Sierra killer to surprise
me the next time our trucks squared off at the strip,
I omitted to tell him that the heads were to go with
the blower installation, which at this time I think
he was unaware of. Still, it did not affect the goals
he was trying to achieve so I left well alone.

It took Bob the best part of a month playing
with these heads. There was much velocity prob-



GM did a great job with the basic LS1/6 ex. Port.
When ported, it will typically match the race port
of a SB Chevy 23-degree head.



Here is the finished seat job. GM left very little room
to maneuver here thus making the production of
the bottom cut on both the intake (blue) and the ex-
haust (red) a difficult job



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I don't get on the other side of the camera very often, but here I am truing the seats and grinding the back cut on both the intake and exhaust valves.



Grinding a 30-degree back cut (arrowed) on both the intake and exhaust helped boost low, and to a lesser extent mid, lift flow.



The heads were reassembled with slightly stronger Comp Cams springs to offset the un-seating effect boost has. In addition, stiffer roller lifters and pushrods from Comp were used.



Here is what the finished and assembled McDonald ported heads looked like. After porting they were faced with five-thousandths to restore the gasket surface to as new. This small amount of facing just about compensated for the metal removed from the chambers during port so the compression ratio was virtually unchanged.



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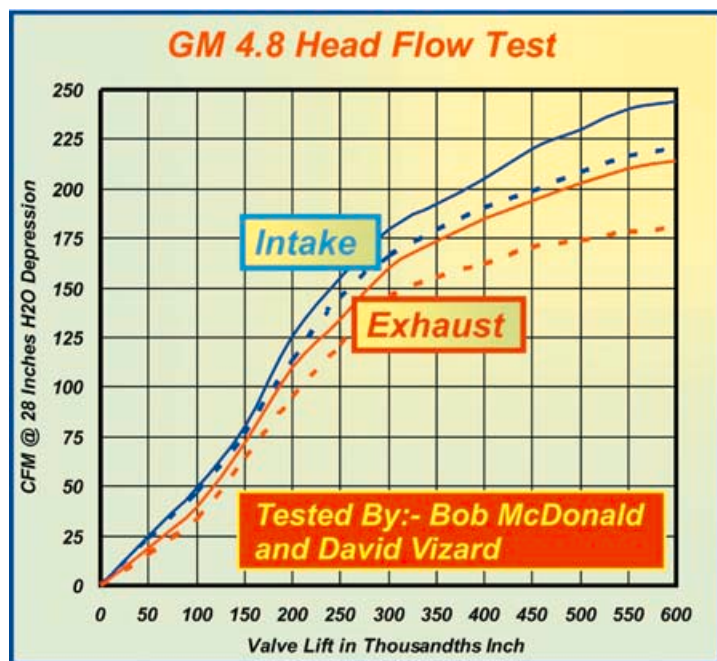
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Here we are just about to start testing on More Performances above ground, Dynojet chassis dyno after the head install. Peak power rose from 242 hp to 262 at the rear wheels.



This is what we received from Carputing to reprogram the Sierra's ECM. This, via a laptop, allows us to reprogram any aspect of the vehicles system including all transmission functions as well as the engine.



The LS1/6 family of heads are well-designed and precision cast. Finding more flow is not as easy as it is with earlier Chevy heads so the results seen here are more impressive than they might at first seem. At 600-thousandths lift, the intake went 242 cfm while the exhaust produced a very creditable 214 cfm. (Stock curves are shown dotted.)

ing and small-scale clay padding to find what extra airflow could be attained while maintaining swirl. Ultimately, about 10-percent of the swirl was given up but that still left more than enough to get the job done.

As for stand alone power increases the heads proved worthwhile in their own right. More Performances Bob Wilkinson, not only volunteered to pull the heads in the first place, but also to reinstall them for me.

When it came to dyno time, Mike Osucha pointed out that the Sierra's 4.8 might need some help in the computer reprogramming area. Mike uses, and highly recommends, Carputing for his reprogramming needs in this area so I gave them a call to get the low down. What they sent was a kit that was dedicated to my truck and would allow it to be reprogrammed as many times as was required, for whatever changes were made. The first run in which More Performances Bob Wilkinson and Kenny Keske made with the Sierra netted 28-lb-ft and 20hp improvement over stock. All these gains happened above 3200 rpm. At the top end, the power held on much longer so the rpm limit and shift points were raised accordingly. Below that the torque was down by up to 15 lb-ft. Mike commented that this was probably due to a slower burn from reduced swirl, but since swirl was only down by a small amount we might pick most, if not all, of this back

up with timing changes. The ability to reconfigure the ECM via the Carputing kit allowed us to experiment with any parameter we wanted to. Sure enough, Mike's suggestion was pretty much on the money. After adjusting timing, plus some small changes in fuel, the low speed torque came back up to within a few lb-ft of the original.

On the Road.

Road testing after the dyno setup did show the small reduction in low-speed output, but this manifested itself as a reduced tendency to spin the rear tires, so had little or no negative consequence. When the rpms hit 3500, the extra urge became apparent. The tach climbed even faster than it did when leaving the line, and it stayed that way right around to 6300-6400 rpm. I figure that with the ability to pull harder and further up the rpm range in both first and second, this Sierra was now good for trap speeds well into the 90-mph range. Unfortunately, all this happened during the cold winter months so a visit to the dragstrip at Rockingham was not on. Still, this truck was starting to feel more like a sports car than a truck. The blower should now really do the trick. Still, that's for next month. **TEN**

Sources:

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SUPERCHARGED *Hemi*

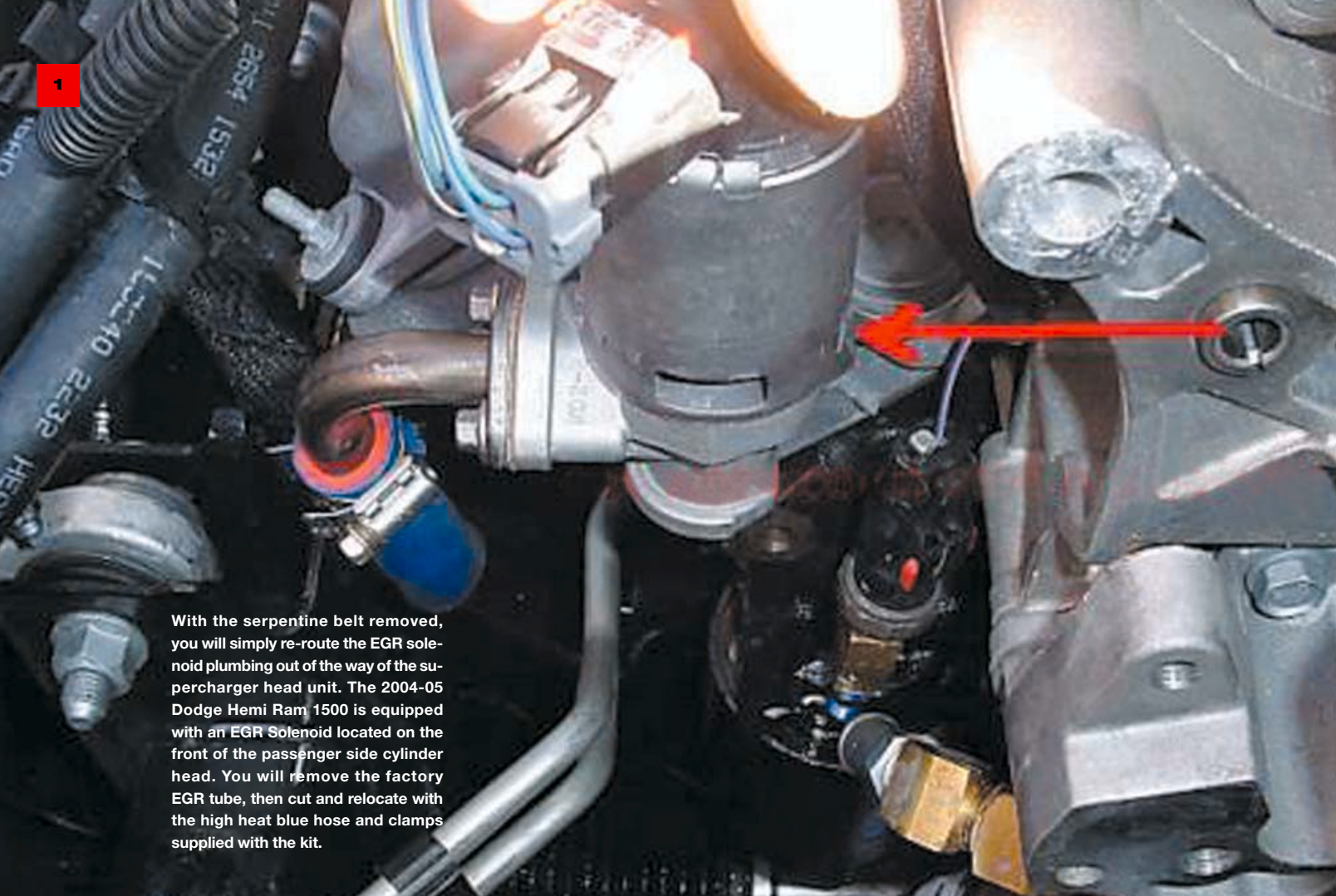
INSTALLING A GS MOTORSPORTS SUPERCHARGER

Photos and content
by Rick Shandley

Sometimes Dodge loyalists feel like they get overlooked when it comes to aftermarket performance products for their late-model trucks. That's understandable, and it took a couple lifelong Mopar purists to figure out a solution giving you the ability to bolt on more than 100 horsepower to your 5.7-liter Hemi engine. Scott Quaranta of GS Motorsports and his small band of colleagues designed a quality supercharger, intercooler, and software management program designed expressly for a factory-stock motor operated at sea level and in a warm climate.

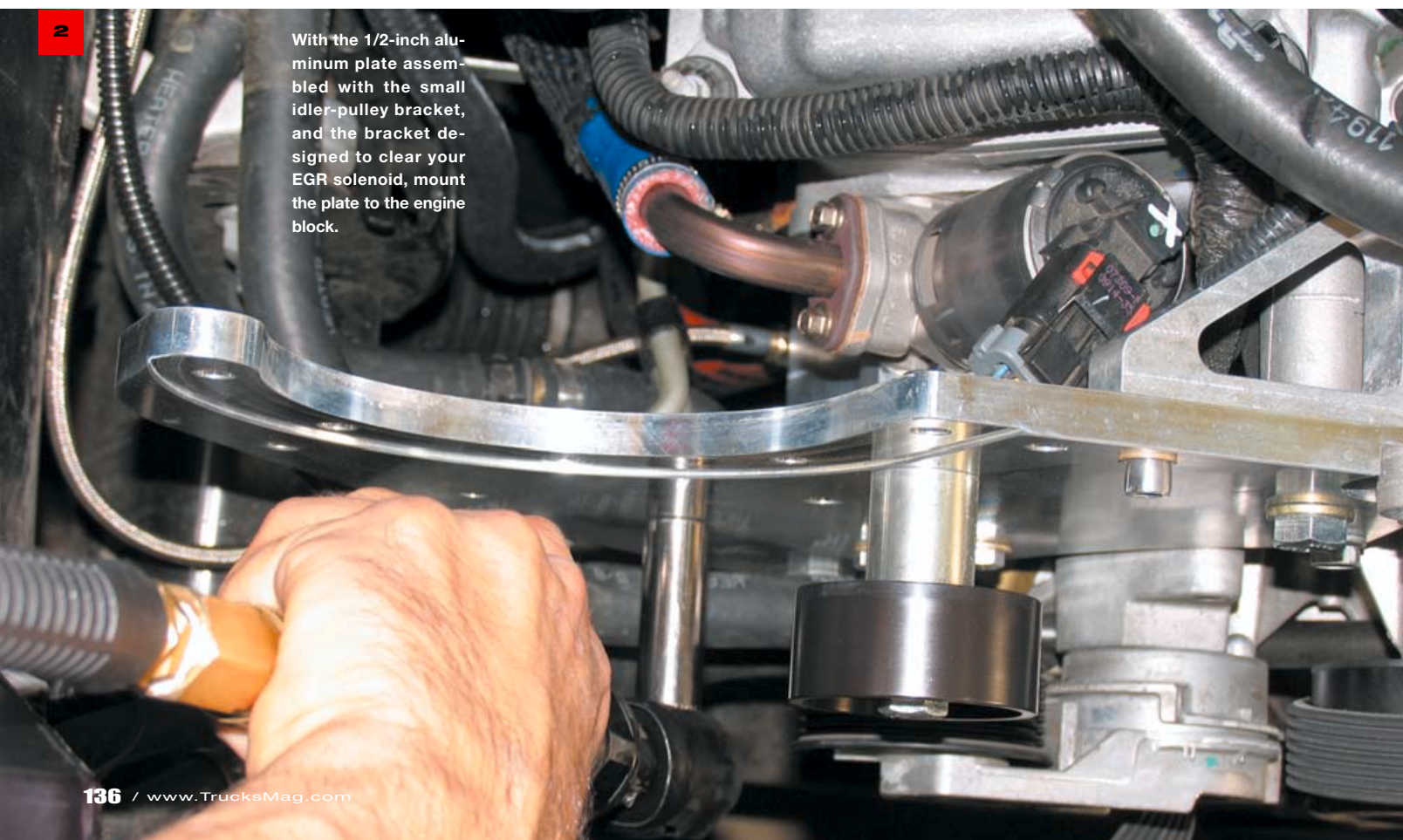


1



With the serpentine belt removed, you will simply re-route the EGR solenoid plumbing out of the way of the supercharger head unit. The 2004-05 Dodge Hemi Ram 1500 is equipped with an EGR Solenoid located on the front of the passenger side cylinder head. You will remove the factory EGR tube, then cut and relocate with the high heat blue hose and clamps supplied with the kit.

2



With the 1/2-inch aluminum plate assembled with the small idler-pulley bracket, and the bracket designed to clear your EGR solenoid, mount the plate to the engine block.



Reinstall the radiator overflow tank and washer assembly.



With the throttle body disassembled according to instructions, you will install the supercharger injector plate between the throttle body and the manifold with the O-ring facing the throttle body.

Common hand tools, a full day, and moderate mechanical abilities, are all that's required to bolt on this supercharging system that uses a Paxton centrifugal blower head unit and 1/2-inch-thick aluminum plate mounting bracket. At 1/2-inch thickness, the aluminum mounting plate provides a sturdy platform for mounting the supercharger that won't bend or wobble under a load. The instructions are straightforward, and the wiring steps are well documented.

At a quarter throttle, the 5,400-pound Ram pickup stepped right up and moved off the stoplight like a vehicle half its weight. Half-throt-

tle roll-offs give a full-size truck a power-to-weight ratio that makes the pickup a blast to drive. By design, there is a lag-time between gear shifts in the transmission to allow gears to change smoothly and prevent excessive strain on the driveline when the supercharger spools on. This supercharger lives from mid- to upper-range engine speeds. So a 2000-rpm roll away from the stoplight will help you sink into your seat.

It is highly recommended that you put your truck on a chassis dyno to document the performance your Hemi is turning out with the supercharger onboard. Once you experience this

basic supercharger platform, you can dial in more with a set of GS Motorsports stainless steel headers and advanced-tune programming. Keep in mind that GS Motorsports can dial in your specific tuning needs depending upon the operating conditions and climate you actually live in.

Here are the highlights of the installation process to give you an idea of what it takes. You will use your factory intake manifold and throttle body, with all additional components supplied with the system. **TEN**



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Mount the Hemi Fuel and Timing box on the right side (on driver's right) inner fender well. With the control box installed, you will follow the wiring instructions to tie the system together electronically.



We all know there is no easy way to change spark plugs, but you need to here. The factory spark plug at top is noticeably longer than the new plug at bottom. There's plenty of spark throwing capability with this system without the need for the electrode to spew fire right on top of the piston. These new plugs are readily available at all automotive supply stores.



Install the Paxton centrifugal head unit (supercharger) to the mounting bracket and thread bolts finger-tight to secure the head unit.



Bolt down the head unit and connect hoses and lines.



This is the oil line for the head unit.



Install the intercooler and ducting to the top of the supercharger head unit.



Install the serpentine belt.



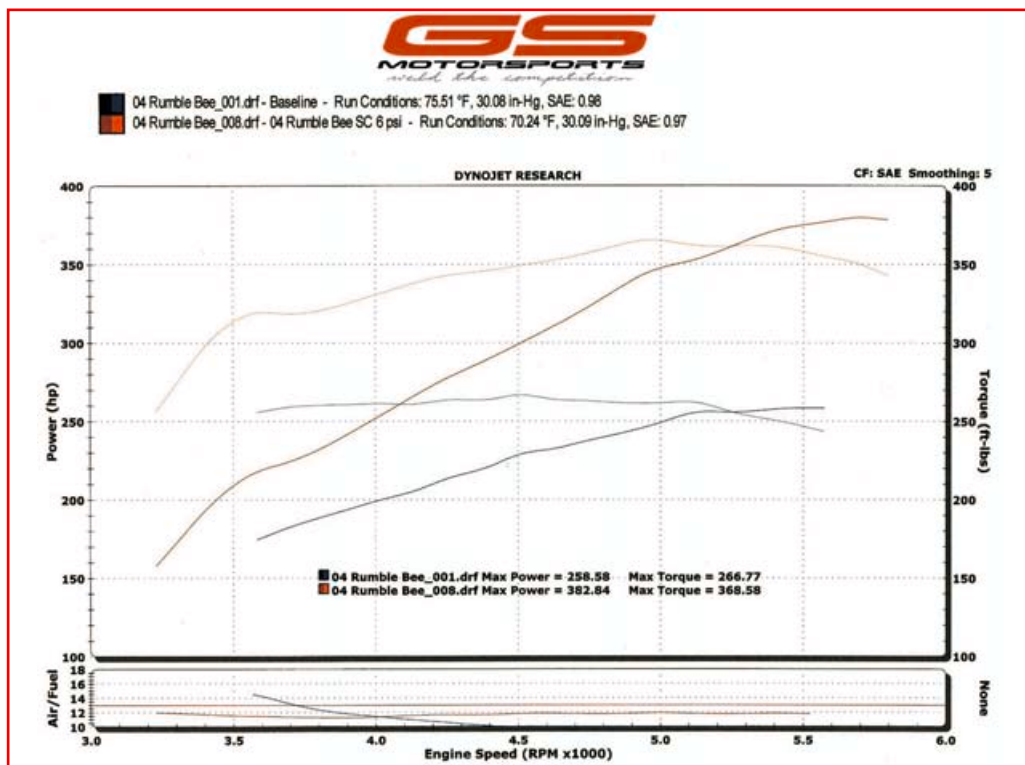
Install the ducting tube from the supercharger to the air-cleaner box.



Make sure everything is tightened down and that the wires are all connected.

SOURCE BOX

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When you fire up your Hemi and take it to the dynamometer, look for numbers like this. This yellow Rumble Bee Hemi Ram turned out 382.84 rear-wheel horsepower and 368 lb-ft of torque at about 5,300 rpm. That's about 124 ponies more than stock horsepower.

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JUST E

By Rick Shandley
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BIG IMPACT FOR





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A DAILY DRIVER

In a small corner of his workshop hangs a couple of old photographs salvaged from some antique store on the Central Coast of California. When Blaine Paige, of Santa Maria, eyeballed those photographs, he instantly recognized their place in American folklore, America's love affair with automobiles, speed, and fascination with individuals who stand apart from the cookie cutter masses. In the photographs were all the elements of exhilaration, nostalgia, tragedy, and of all things, finality.



Two photographs from the 1950s told the tale of one man's last day on earth, and, perhaps, one of Paine's silent mentors for living his own life. The top photo is a surreal color photograph of actor James Dean puffing on a cigarette and caught mid-stride as he was about to enter his spanking new silver 1955 Porsche Spyder after fueling up at some mystical gas station. Dean, a hero to millions of moviegoers and American teenagers that fateful Friday, September 30, 1955, had just wrapped up a Warner Bros. Film, "The Giant." But it was a Friday indeed, Dean was free, and he was on his way to compete in a race at Salinas, California.

Dean was traveling westbound on California State Highway 46 towards the Central Coast town of Paso Robles where he would head north on U.S. 101 (Pacific Coast Highway) and run up to Salinas a couple hours away. But Dean's life was cut short as his sports car slammed head on into a much heavier 1950 Ford Custom Tudor Coupe. It was truly an accident, James Dean was traveling about 85 mph coming off a long downgrade; the driver of the station wagon was a student from Cal Poly San Luis Obispo heading home for the weekend. The student was rightfully merging onto eastbound Highway 46 as Dean was traveling westbound on the same

highway. The silver Porsche Spyder simply blended into the scenery in the early evening shadows when it plowed into the big Ford Coupe.

The second photograph is an 8x10 black and white image of the wreck, snapped a millisecond before emergency workers lifted the body of James Dean onto a stretcher. Looking on, with his back to the camera, a person who could have passed for a James Dean double, was a young man staring in shocked disbelief. That young man could have been fellow actor, Bill Hickman, who was accompanying Dean on the trip, and who followed the Porsche in a Ford station



Flame patterns laid down on big bubble fenders clearing the Mickey Thompson Baja Claw tires give this pickup eye-catching appeal.



A Powerdyne centrifugal supercharger wakes up the 4.6-liter Triton motor. Gibson headers and mufflers route exhaust out.

wagon towing the empty car trailer. Dean had decided to drive his racer up to Salinas rather than trailer it. Like a mangled soda pop can twisted and crushed into an unrecognizable shell, the Porsche Spyder was just a prop for a ghostly scene. No drugs, no alcohol, no malicious intent, it was an accident that left a nation wondering.

Paige, born and raised in the central coast city of Santa Maria grew up steeped in the legends of James Dean and his famous connection to the Central Coast. Nonetheless, Paige has been carving out his own life as one of the youngest and busiest Line X franchise owner/operators in the region. Since getting started more than four years ago, Paige has drawn inspiration from a thousand sources and taken more than a few risks. He leveraged the home his deceased parents left him to buy the business, he taught himself how to run it. He learned by trial and error how to trouble shoot his equipment that was mucked up by the previous owner. Paige learned how to market his business and let people know he is part of the business scene.

It was his passion for running and building radio controlled cars that gave Paige the idea to turn his 2000 Ford F-150 into a full-size dirt toy. Tory Lepp, of Wild Ridez dialed in the suspension for six inches of front lift. The front A-arms and suspension system is a CST Performance Suspension long-travel kit with CST shocks, spindle, and coil springs.



Two-inch steel lift blocks on the rear axle work with a VinAir compressor and Air Lift rear airbag suspension system. Firestone airbags plumbed into two five-gallon air tanks boost the rear suspension from two-to-seven inches depending on the need. One of the biggest improvements Paige enjoys about his long-travel front suspension and bagged rear axle is the enhanced ride quality (comfort) without sacrificing vehicle control. Each wheel hub is loaded with 35-inch Mickey Thompson Baja Claw tires on 16x10 Axis aluminum wheels with imitation bead locks (If you want to run true bead lock wheels, Axis Wheels also make the real thing.)

JD Fabworks custom made the rear track bars and front tube work for the bash bar and light bar. Kodiak electric power steps automatically

glide into position to help one load up into the truck cab. Because this F-150 is his work truck, Paige has kept the interior Spartan-like with the exception of some big speakers in the rear, and a pair of air gauges to monitor the airbags.

The 4.6-liter Triton motor runs a recently installed Powerdyne centrifugal supercharger for some super-hero launches from ranch gate—a Hypertech power program supplied the extra ponies before the supercharger was brought online. Gibson Performance headers and exhaust system ventilate the motor and sound great when the supercharger starts to sing songs of freedom.

A new custom front grille and engine hood further set this F-150 apart from the multitude of ranch flatbeds and hay haulers milling about

Paige's agricultural community. Richard Enos, of Santa Maria, shot the factory Island Blue paint with bright yellow flames and tangerine outlines.

This truck was built to look clean for a young man in business for himself: hungry, but not mean. It's a vehicle that makes a few silent statements, but one that smacks of a line inscribed on a James Dean monument in front of the post office at Cholame, California, the nearest little hamlet, less than a mile from where the folk hero and screen legend perished. The philosophical quote attributed to Antoine de Saint Exuprey's—Little Prince, is said to be one of Dean's life guidelines and states: "What is essential is invisible to the eye." **TEN**



This F-150 has 35-inch tires on 16-inch Axis aluminum wheels.



Simple and functional, this daily driver is just a walk in the park.



Kodiak electric steps retract out of the way when driving, but make climbing aboard much easier.



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DieselSTOP

By Joe Daniels
Photography: Joe Daniels

HEAVY BREATHING

Installing AIRAID's
Power Stroke Intake
System

When it comes to squeezing more horsepower and torque out of your Ford Power Stroke diesel, the power principal remains the same—getting more air into and out of the engine means more power. Since just about every engine, gas or diesel, is essentially a giant air pump, improving the pumping efficiency of the engine is the key to making more power. And the best place to start is on the intake side.

While stock intake systems meet the strict OE manufacturer's requirements for air filtration and noise cancellation to meet the vehicles over-all NHV rating, (noise, harshness and vibration) the end result is functional, but not optimal for performance.

The factory Ford intake system on the Power Stroke equipped Super Duty is one of the best stock intake systems on the market. It utilizes a fresh air snorkel through the radiator core and a large, commercial-style air filter in front of the

turbo inlet. But by design, the system has some inherent air flow restrictions, leaving plenty of room for improvement.

The easiest upgrade to any intake system is to simply change the filter from a paper element to a high-flow style filter. On the Power Stroke, swapping out filter elements to a free-breathing, cotton-gauze style element can improve air flow inside the stock air intake system by about 20 percent (see sidebar Go With The Flow).



GO WITH THE FLOW

AIRAID'S POWER STROKE DIRECT REPLACEMENT FILTER

For Power Stroke owners looking for better breathing from their stock intake setup, AIRAID Premium Filter Company has developed one of the coolest direct replacement, high-flow filters on the market today

The newest AIRAID Direct Fit, Premium Replacement Filter features two unique steel reinforcement rods and a stainless steel filter mesh for structural rigidity. This prevents harmful dust blow-by and potential damage to your engine. And like all of AIRAID's Premium Filters, the Power Stroke Direct Replacement Filter features AIRAID's SynthaFlow technology for improved filtering which is essential for diesel powerplants. SynthaFlow is a specially blended combination of cotton gauze and synthetic layers that consistently filter down to two microns.

Best of all, the AIRAID Direct-Fit Premium Filter retails for nearly half of what a stock replacement air filter costs and installs in minutes. And in terms of power, the AIRAID Direct-Fit Replacement Filter improves air-flow by as much as 20 percent over the stock filter element. The following photos highlight the steps in a typical install.



The first step of the install is to unclamp the factory filter element from the housing. For photo purposes, the entire intake setup was removed from the truck for better viewing.



The factory element is held inside the housing by a rubber seal at the top.



Using a cutting tool, carefully separate the filter element from the housing.



Next, remove the factory element from the housing and discard.



The new AIRAID Premium Replacement Filter simply slides down inside the stock canister.



The finished install should look like this. Re-assemble the canister containing your new AIRAID Premium Filter back into the factory intake system.

Product Source

AIRAID
Premium Filter Company

14840 N. 74th St.
Scottsdale, AZ 85260
(800) 498-6951
www.airaid.com



1. Airaid's intake system for the '03-'05 Ford Power Stroke Diesel is a complete replacement setup that utilizes the factory air inlet location and has provisions for the OE mass air meter.



2. The stock air intake system utilizes a rather large filter that sits inside a plastic housing on the driver's side of the engine bay.



3. The install begins by removing the stock filter element.



4. With the element housing removed, and hoses disconnected, the front half of the factory intake was pulled from the radiator core support.



5. Next, the wires connected to the factory mass air meter are unplugged.



6. Next, the rear section of the factory intake housing is unbolted from the flexible ducting and removed. The factory filter minder should be saved. It will be used on the new intake.

And since filtration is important when it comes to turbo diesel powerplants, AIRAID Filter Company has raised both the performance and filtration bar when it comes to cotton-gauze air filters by adding a synthetic layer of filter material that improves filtration (down to 2 microns) without affecting air flow. The company's SynthaFlow® layer is now standard on AIRAID's line of direct replacement filters as well as all its intake system filters.

To get the most horsepower and torque out

of a Power Stroke diesel, the next step to better breathing is to change out the complete air box. On the 6.0-liter Power Stroke diesel found in many of today's Ford Super Duty pickups, the flow bench results tell the story. Substantial flow gains were noted over stock when the entire intake was swapped out.

AIRAID's new Power Stroke Intake System utilizes a heat-resistant, roto-molded housing, which draws in cool air from the factory location while providing additional airflow through the

Cool Air Dam on top. The heart of the system is a high-flow, high-filtration AIRAID SynthaFlow filter which exceeds dirt filtration requirements for diesel powerplants.

On the flow bench, the stock system flowed a whopping 766.15 cfm. In comparison, the new '05 AIRAID Power Stroke intake system flowed nearly 1000 cfm (997.39 cfm) at 20 inches of water on the flow bench. That's a 30 percent gain over stock that can be felt at the drop of the throttle, without sacrificing filtration.



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7. The AIRAID intake kit includes a special bit to remove the factory mass air meter from the original housing.



8. The OEM mass air meter was carefully replaced on top of the AIRAID intake using the supplied gas-ket



9. The factory filter minder was also re-installed on the new intake.

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10. With all the sensors mounted to the intake tube, the assembly can be installed in the truck as per the instructions.



11. One of the final steps in the installation of the SynthaFlow, high-flow air filter and the sealing gas-ket on top of the Cool Air Dam.



12. The finished install not only looks factory, but it's good for an additional 21.2 rear-wheel horsepower and improved throttle response from the big turbo diesel.

On the dyno, swapping out the intake systems was even more dramatic. With the AIRAID intake installed on an '05 Ford Super Duty, the truck gained an additional 21.2 rear wheel horsepower and 35 lb-ft of torque with no other changes.

The following photos highlight a typical AIRAID Power Stroke intake system on an '05 Super Duty pickup. Installation can be accomplished with ordinary hand tools in less than an hour.

The bottom line when it comes to better breathing for your truck is to somehow improve the pumping efficiency of the engine. Whether with an aftermarket air intake and exhaust system, improved efficiencies mean more usable horsepower and torque when you mash the throttle, and often times, improved fuel economy as a byproduct. **TEN**

Source

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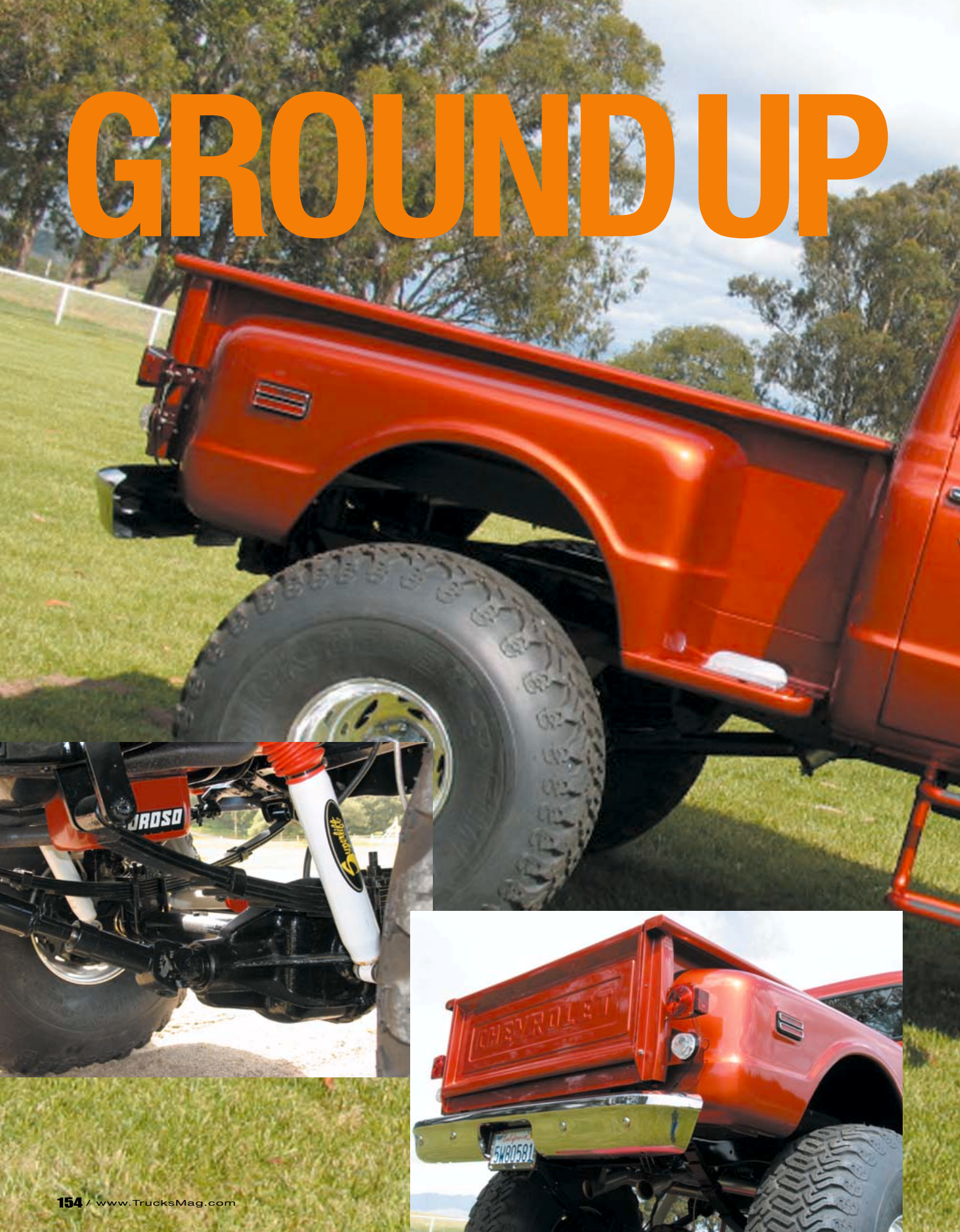


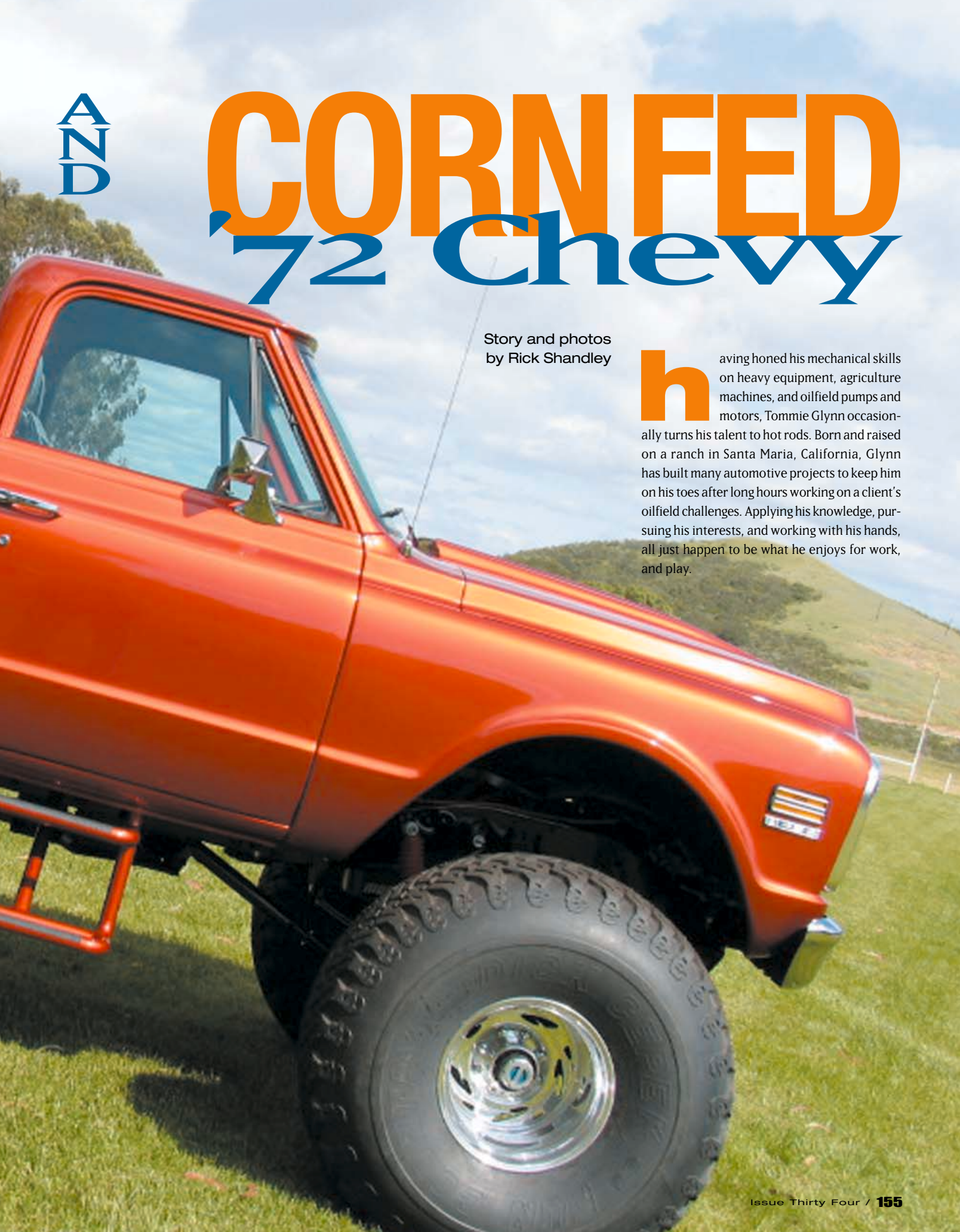






GROUND UP





AND

CORN FED

'72 Chevy

Story and photos
by Rick Shandley

having honed his mechanical skills on heavy equipment, agriculture machines, and oilfield pumps and motors, Tommie Glynn occasionally turns his talent to hot rods. Born and raised on a ranch in Santa Maria, California, Glynn has built many automotive projects to keep him on his toes after long hours working on a client's oilfield challenges. Applying his knowledge, pursuing his interests, and working with his hands, all just happen to be what he enjoys for work, and play.

Glynn has been into cars and trucks all his life. "I had to buy my own vehicles in high school and worked on them myself," he said. Not only did he rebuild the motors, he did some custom work also. "My first car was a '55 Chevy Delivery Wagon and I put a straight-axle in the front. Then I had a '57 Chevy wagon and I did the same to it. I'm always rebuilding something," Glynn said. "I've done a '75 Chevy pickup, a '76 Jimmy 4x4, a '63 Corvette Split Window, '75 CJ-5 Jeep, a '70 Nova for my son, and a '69 Chevy Camaro SS." A couple of those vehicles have since parted company with the Glynn family, but there is al-

ways some project in the pipeline. Glynn's latest project is the 1972 Chevy half-ton turned one-ton stepside four-by-four pickup you see here.

When the chance to lunge at a new project came up, Glynn didn't have to think twice. "I really like this truck and wanted to build something one of a kind. I know who the previous owners are back to the original owner. I was offered the truck for trade of my '75 CJ5 Jeep plus \$2,000 in 1980. I turned it down, and had tried to get it ever since." He finally got hold of the '72 in 1997," he said. "It (the truck) had sat under oak trees for several years so there were

dried oak leaves inside everything in the dash and vent holes."

In 2001, Glynn cut out the rot on the panels and corners of the '72 and replaced the sheet metal. "I worked on the body, cleaned it up, and painted it myself," he said. Glynn replaced the dashboard, installed new gauges, carpet kit, and seat. He pulled the 400-cubic-inch motor and freshened it up to use as his daily driver until sometime in 2004, "when I decided to really fix it up right."

Glynn replaced the half-ton suspension with one-ton hardware, and relocated the front



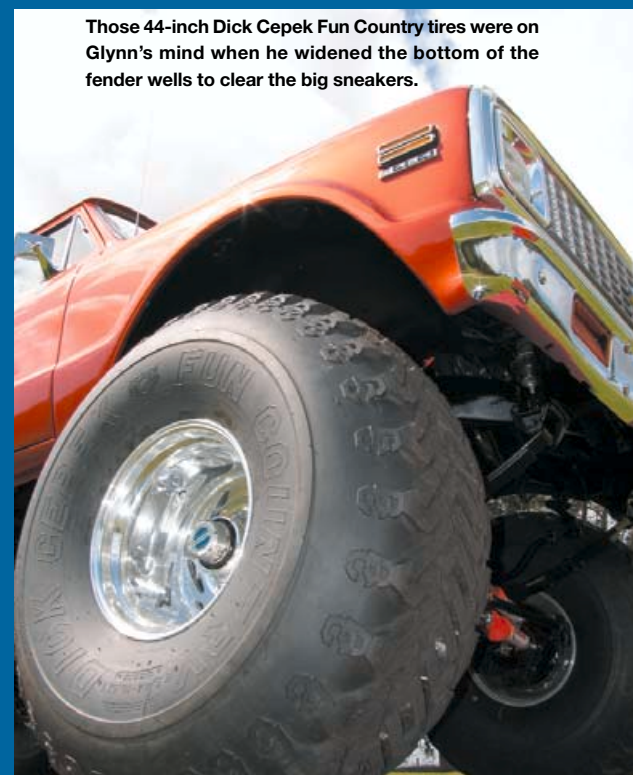
A Dana 60 straight axle suspended with eight-inch springs work with Rancho steering stabilizers and shocks. That's a Moroso deep sump oil pan your eyeballing at the bottom of the big-block. All suspension parts were painted with tool black.



Glynn went for a straightforward and functional approach to outfitting this engine bay. The 454 cid is strong, good looking, and reliable; everything else is clean, but not ostentatious. This truck is in the shape it might have been if these custom upgrades were to be done to this '72 Chevy stepside when it was a brand new truck.



Even the little details make this rig appear like it is still 1972, thirty-three years later.



Those 44-inch Dick Cepek Fun Country tires were on Glynn's mind when he widened the bottom of the fender wells to clear the big sneakers.

shock mounts. He installed a Dana 60 differential (4.10:1 gears) and eight-inch springs with a three-inch body lift up front. At the back, Glynn replaced the half-ton 10-bolt axle with a 14-bolt GM Corporate posi-traction thumper in the rear along with eight-inch springs and three inches of body lift. The NP-205 factory transfer case was freshened and connected to the factory four-speed transmission with a custom driveshaft built by Coast Clutch and Brakes in Santa Maria, California. Weld Scorpion 16.5x14 wheels at each corner are shod with 44-inch Dick Cepek Fun Country tires.

With a 32-year career troubleshooting oil field machinery to his credit, Glynn built his own 454-cubic-inch ground pounder to slip into the engine bay. He went with a 1980 Chevy big-block bored .30-over with a four-inch stroke. Keith Black pistons connect to ground and polished factory rods for a 10.2:1 compression ratio. A Competition Cams camshaft with .561-.561 lift and .236 duration works with a Holley intake manifold bolted to a Demon 750 cfm carburetor protected with a Summit air cleaner. Spark is supplied by an HEI ignition while Hooker headers and mufflers route the spent gases through three-inch tubes.

Nacho Cepeda at CGN Auto Body of Nipomo, California, modified all four fenders by widening them at the bottom to fit the 18.8x44-inch tires he had in mind for his '72. The front inner fender wells were cut to match the enlarged wheel space. Both bedrails were capped at both ends. Ramon Garcia painted the truck Blazing Copper.

You can see capped and smoothed bedrails, along with the new oak wood bed kit. The tailgate chains were removed, and a scissor type gate supports were welded in. Seatbelt latches were welded inside the truck bed to secure the tailgate.



A Corporate 14-bolt rear axle loaded with 4.10:1 gears handles the big tires and provides for some pretty snappy throttle response.



Glynn used as many new factory components in every facet of this hot rod as he could. You'll also notice almost every nut and bolt is brand-no-doubt-new.



An oak wood bed kit with polished stainless steel straps and bolts was installed. A fresh GM grille accompanies a new front bumper from the Classic Parts Depot. New factory stock headlights and taillights bring the '72 up to spec. The truck hood is a custom job with a two-inch cowl and the windows are all brand new, with factory tint.

On the interior, Glynn built mounts for a '95 Ford F-250 bench seat covered with black crushed velvet and vinyl. Pete's Upholstery of Santa Maria, California, upholstered the bench seat. Glynn upgraded the seat belt situation with late model three-point retractable shoulder belts. He installed a factory carpet kit and door panels to keep that fresh classic feel to the truck's interior, but splurged on Autometer gauges and a Grant Signature Series polished mahogany steering wheel. He kept things simple for the audio section of his truck cab by going with a JVC AM/FM CD player with a set of Pioneer 6.5 coaxial speakers with 120-Watts of peak power capacity booming out of the kick panels.

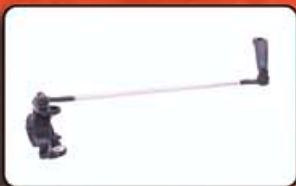
Naturally, this truck won't be the last creation Tommie Glynn will come up with. But what's so cool about it is the fact that after a long day working out of his heavy-equipment mechanical tender truck in the oil fields around the Central Coast of California, Glynn enjoys jumping into whatever four-wheel project he has restored, and drives it like he built it himself. **TEN**





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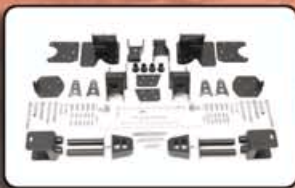
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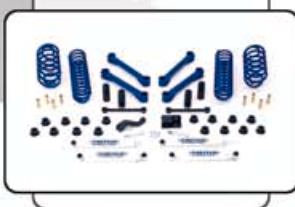
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This Month's Super Swamper Adventure Series



Sometimes the adventure isn't about getting your truck through a trail or a swampy mud pit. Often the adventure is getting your truck to look just right, as is the case with Chris Martin of Springville, Alabama. Martin is a member of the Chevy Truck World website and outfits his 2001 Chevy HD 4x4 truck with a set of 35x12.50 Super Swamper Radials. Needless to say that even with a six-inch suspension lift, this truck looks the part. But Martin is also ready to play dirty when necessary.

We want to hear your adventures too. If your truck is equipped with a set of Super Swamper tires, we want to see it and hear about your adventures; be it in the jungle of the Amazon or in your back yard mud pit. Send a high resolution photo, info on your truck, and describe the best time you've had with your Super Swamper tires. Send to Super Swamper Adventures, 1760 California Ave., Suite 101, Corona, CA 92882 or email to editor@tenmagazines.com.





O'Reilly Auto Parts TEXAS 4-Wheel Jamboree

HILL COUNTRY HOSTS 654 TRUCKS AND
10,000 PLUS SPECTATORS!

the O'Reilly Auto Parts Texas 4-Wheel Jamboree was a hit as the Gillespie Country Fairgrounds in Fredericksburg, Texas, was jammed with 654 custom trucks and 10,056 spectators during this inaugural event.





"We anticipated 500 trucks and about 5,000 fans for the weekend, a new event and a beautiful Hill Country weekend combined for a spectacular show," said David Figg, director of special events.

Plans are underway for the 2006 weekend and the Gillespie County Fair, and Festivals Board of Directors are excited about the future of this event. Show stopping custom trucks, the Dodge Pro Monster Truck Thunder Drags, Mickey Thompson Tough Truck Shootout, Mud Bogs and the Mickey Thompson Tires Burnout Contest were all very well received.

Show-n-Shine Recap

The Jambo Judges, Bob Russ and Rick Krey had some tough decisions in the 34 classes. When the tallies were all counted, Celestino Soto, Jr., of Kingsbury, Texas, wheeled away with Grand Champion honors in the Pro Category. Soto's 1962 Ford also chalked up Best Interior, Best

Plating and Polishing awards. Chane Kamp, of Richmond, Texas, was tops in the Modified Category, in his 2002 Cadillac. Hailing from Douglasville, Pennsylvania, Mark Gardner's 1997 Ford Ranger was the top pick in the Street Category.

The Ford in a Ford award, new to the tour, was presented to Dennis Brown of El Paso, Texas, in an awesome 1974 Ford Bronco. Ford Racing Performance Parts will present this award to Ford owners at every Jamboree who truly have an "All Ford" trucks. At the end of the tour, Ford will provide special recognition to one lucky award winner!

RAMINATOR Sweeps Dodge Monster Truck Thunder Drags

Mark Hall, Dodge Raminator, picked up where he left off last year on the Jamboree trail. The reigning champion left nothing to

chance as he captured three wins in the opening three rounds of this summer's Dodge Pro Monster Truck Tour. On Saturday afternoon's opening round, Hall defeated Dave Harkey in the Bigfoot Ford. The same result occurred on Saturday evening's performance when the Dodge/Ford match up was repeated. Round-three action on Sunday found Hall's teammate, Dale Benear, in the Rammunition Dodge in the finals. In a close finish, it was the season veteran and reigning champion, Mark Hall, first to cross the line.

The points stack up following the rugged Texas weekend: Mark Hall, Raminator Dodge-1200, Dave Harkey, Bigfoot Ford-960, Dale Benear, Rammunition Dodge-760, Jim Kohler, Avenger Chevrolet-640 and John Seasock, Traxxas Ford-640.

SEASOCK Cleared To Drive

John Seasock, Traxxas Ford, was knocked out of competition on Sunday morning with severe pain in his stomach. Seasock, long time monster truck driver, was transported from the fairgrounds to Hill Country Memorial Hospital



◀ Introducing the new midsize category in the up-and-coming "my pickup can out drink your mid-sizer" segment.



▶ For those that gave up on the show-n-shine trophy, this proved to be a good way to release some tension.



in Fredericksburg, Texas for observation. Seasock was treated and released later Sunday morning after passing a kidney stone. He decided to sit out of the racing portion of the program but did thrill the crowd with some freestyle!

Mickey Thompson Tough Trucks!

The Mickey Thompson Tough Truck Shootout drew a six-truck field to the spacious Texas Hill Country. Steve Zander and Larry Berger hauled in from Bismarck, North Dakota. Joey Leone, Lionel Easler, and Jason Makuch all traveled from Florida. Roger "Bubba" Cardot left the snow and cold in New York to come play in the raised purse and double point's event.

Zander claimed the Number One qualifying spot and a first round bye in his first appearance at a Mickey Thompson Tough Truck Series event. Joey Leone's "Tropical Depression" Chevrolet carded the second spot and earned a bye run in the opening round. Leone was a rookie on last year's tour and scored two victories in the last two events in 2004. Lionel Easler's Rancho Chevy was the number three qualifier, and he defeated Berger's "Mad Max" ride in the first round. Easler's Rancho ride claimed the round win.

The other first round paring found series rookie Jason Makuch in the Dynamax Ford against

Cardot's Skyjacker Ford. The Skyjacker backed ride claimed the win after Makuch "landed" on Cardot Ford in the closing few feet of the race. Both vehicles sustained only cosmetic damage.

The Semi-Final round paired Zander against Easler, and Leone against Cardot. Easler's Rancho ride was the winner by half a truck-length, and Leone held off the hard charging Cardot to advance into the finals.

Close racing was the main theme of the weekend and the finals held true to that story line. In the last 100 feet, Easler crossed the centerline and Leone had to check up to avoid contact. Easler was disqualified and the win went to Leone, his third victory in a row, dating back to last year, on the Mickey Thompson Tough Truck series.

Leone tallied 400 points, followed by Easler with 360, Cardot and Zander each scored 240 points, Makuch, and Berger each left town with 160 markers.

The Mickey Thompson Tough Truck Challenge moves to the O'Reilly Auto Parts Ozark 4-Wheel Jamboree in Springfield, Missouri, April 30 and May 1, 2005 for a single pass format event.

The Mickey Thompson STOCK Tough handled the axle-twisting course in good fashion. Matt Burkett, Keller, Texas, was the winner as his Jeep posted the best weekend time of 26.32.

Burnouts, Bogs, and Bikini's!

There were plenty of fun and games at the O'Reilly Auto Parts Texas 4-Wheel Jamboree!

The Mickey Thompson Tires Burnout Contest drew four trucks to roast the skins. David Lott's Houston, Texas, garaged 2000 Ford F-250, was the winner! He edged out an "old school" '79 Ford F-150 that was driven by Aaron Cox, Fredericksburg. Lott picked up a set of Mickey's for his ultra bad Ford Power stroke ride!

A 100-foot mud bog was just right for the daily-driver crew who may not have scored enough points to take home a show-n-shine trophy. William Butler of Corpus Christi, Texas, won Class 1 with a combined distance in two runs of 82 feet 1-inch in his Chevy.

In Class 2, Joe Sagebiel, Willow City, Texas, outlasted 15 other trucks to post a winning combined distance of 125 feet 2 inches.

Class 3 found Shane McGarry, San Antonio, Texas, as the winner as his Chevy Blazer, tore up the pit with a 105-foot 9-inch effort.

In Class 4, Randel Parmer, San Antonio, proved that bigger is better as his Chevrolet Suburban forged a 136-foot winning effort.

The "Miss 4-Wheel" contest attracted several "beauties" with the shapely Megan Wright, San

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Antonio, Texas, taking home the crown. Ms. Wright arrived at the show in her XTC Jeep with 44-inch tires and a 23-inch lift!

SPRINGFIELD, Missouri, next stop!

The 8th Annual O'Reilly Auto Parts Ozark 4-Wheel Jamboree will be held on Saturday, April 30 and Sunday May 1, at the Ozark Empire Fairgrounds in Springfield, Missouri.

This event will feature Round 2 racing action in the Dodge Monster Truck Thunder Drags and the Mickey Thompson Tough Truck Series.

New this year will be the Diesel Hot Rod Association's Diesel Power Pulling Series. The DHRA will stage qualifying on Saturday and the finals on Sunday. The Street, Super Stock, and Pro classes, will be run on both days. (For more info on this sled pulling series, go to www.dhraonline.com. **TEN**



▲ More impactful than a hand painted sign, what better way to advertise the festivities on hand?



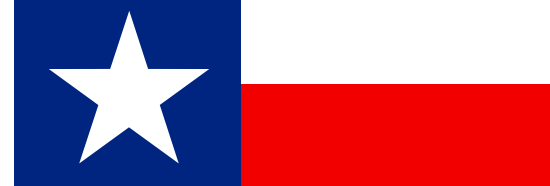
Keeping the local car washes in business, the contenders for the 100-foot bog run proved very competitive. ▼





▲ Silly boys, jeeps are for girls.

▼ The O'Reilly Auto Parts Texas 4-Wheel Jamboree proved to be a hit with all walks of truck life.





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Story and photos
by Rick Shandley

John Rago, co-owner of Mac's Springs in Highland, California, has a long-standing deal with his teenage daughter, Theresa. The father/daughter negotiations came about as a solution to academic performance in High School. Since she was a child, dad has taken his daughter to car shows and truck

shows in support of his business and love for custom rides of all kinds. Naturally, daddy's girl spent every spare minute at dad's spring shop in Highland, California, hanging out and helping get things done when she was not in class. So it was no surprise that her first car would be a truck, soon to be a show truck.

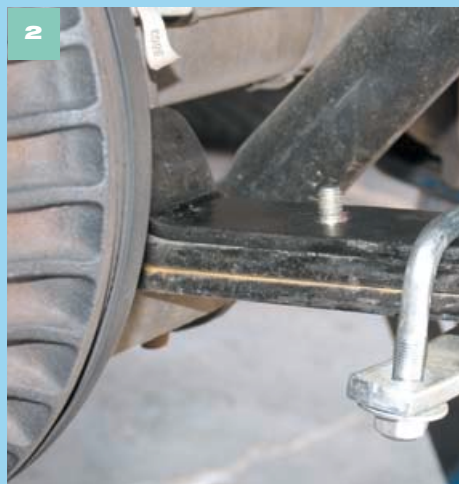




The kit includes every component you need for the installation.



With the rear-end raised off the ground, and safety stands under the axle with wheel chocks in place, remove the rear wheels. Assemble the upper bracket with the swivel air fitting facing towards the front of the truck.



Position the lower mounting bracket on the leaf spring. Check for any obstructions that might interfere with the tire/wheel.



Set the entire lift assembly on the leaf spring. Make sure the air fitting is pointed forward and that the entire upper assembly is parallel and perpendicular to the lower bracket. Holes are provided so you can drill and bolt the assembly to the truck frame. As you can see, this install was welded.

The deal is for Theresa to achieve As and Bs in return for dad's help in building her own customized pickup truck. This strategy may not work for every family, but it lit a fire under little Miss Rago. Getting the truck in the first place required an academic performance that convinced the senior Rago that his one and only daughter was serious about school and her determination to build a truck. So, even before she was ready to take her driving test for her first driver's license, Theresa took delivery of her own late model Chevy S-10 after raising the bet and throwing down a royal flush-like report card.

Then came the three-inch spindle/spring drop at the front end, and a four-inch Western lowering spring at the rear. Doetsch Tech shocks at each corner probably explain the A in English. Another round of high marks earned the teenager four high-end low-profile tires on 20-inch wheels; the show truck build up had begun. As the S-10 was slightly lowered and getting closer to the ground, the need to retain the load carrying utility of the truck bed needed to be addressed.

Any half-ton pickup truck that gets loaded with the occasional Jet Ski, snowmobile, car parts, or any of the innumerable uses of a square box, is subject to sagging springs once you load it up. Even trucks that are not lowered or customized to any extent can benefit from a set of airbags to assist the load carrying capacity of a pickup truck. Well, with a fresh report card and outstanding grades, Miss Rago put her order in for a set of rear air-adjustable Slam Air airbags by Air Lift (P/N 59104). The installation takes a couple hours and is very doable for any enthusiast with moderate mechanical skills and ability to figure out how to position the kit components and route the airlines and wires so the install looks seamless.

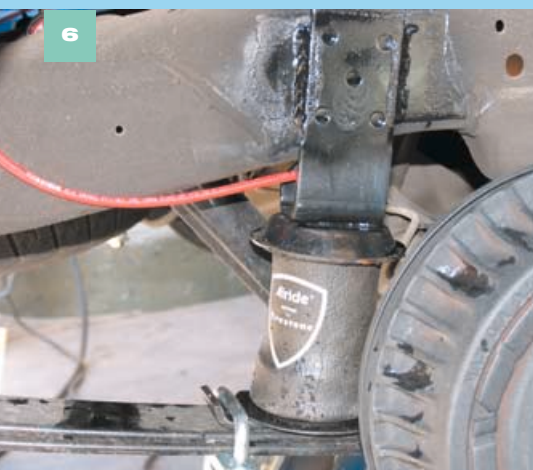
As we follow this installation, the first item you need to deal with is to measure the Ride height of your truck. Ride Height is determined as the distance between the bottom of the bumper and a flat surface with no weight in the lowered vehicle. Measure this distance before you begin the installation, and note it. AIR LIFT kits are designed to be installed and operated at ride height. **TEN**



Whether you choose to drill holes or weld it up, make sure you have a clean mounting surface on the frame to secure the upper bracket.



Here is the entire driver's side install. If you weld it up, keep a Dixie cup full of water ready to splash-cool it down.



Connect the airline and spray paint the weld to prevent corrosion.



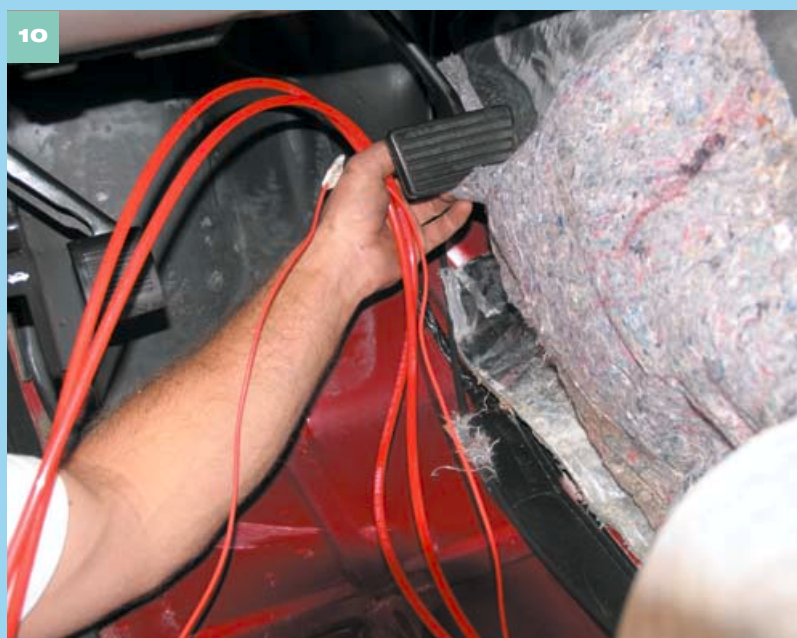
This application runs both Firestone air bags off a single air compressor. Airlines from the air bags intersect at a T-fitting, which routes to the compressor. Be sure to route all airlines well away from exhaust pipes or sources that might bind or pinch.



Assemble the air compressor to the universal mounting bracket.



We located the mounting bracket along the driver's side framerail just below the truck cab. This is where you need to decide what's best for your application. Weld it up!



Route airlines along with the electrical wire from the compressor up into the truck cab, under the doorsill molding and carpet, up to the location where you elect to mount the pressure gauge.



We ran the wiring from an unused fuse port on the fuse panel.



This is how the wiring is linked to the fuse panel. We're hooked up to the #20 fuse.

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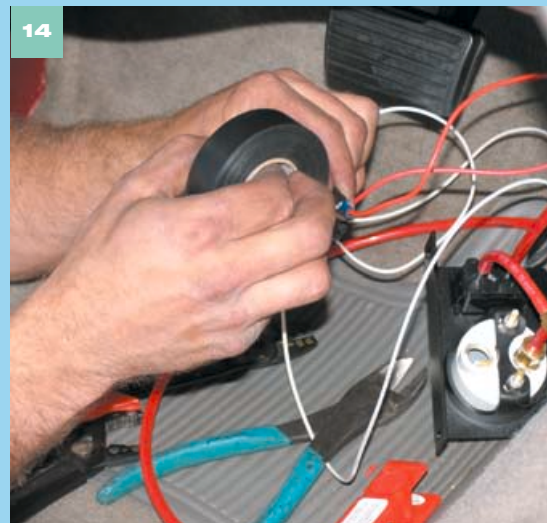


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Royal of 69

By Rick Shandley
Photos by Dan Sanchez



IT WAS A VERY GOOD YEAR

Class

When the sun goes down and there's enough time after dinner to enjoy something relaxing, most folks settle down to watch reruns of *That '70s Show*. Well, Rick DuPont heads out to the shop and works on his truck. "I work all week to pay the bills, and like to work on rods in my garage at night when I'm not hanging with my family," said DuPont of Royal Palm Beach, Florida.

At some point, DuPont acquired the rough-cut version of the 1969 Chevy C-10 pickup truck you see on these pages. With the help of his friend Craig May, an understanding wife and daughter, DuPont went to town on a restoration journey that would end up as a reliable daily driver, a show truck, and his entry into the Rare Breed Truck Club in Royal Palm Beach. So why did he build this truck? "So I can have a daily driver that also looks cool."



► New life breathes through the 350-cid small-block GM crate engine.

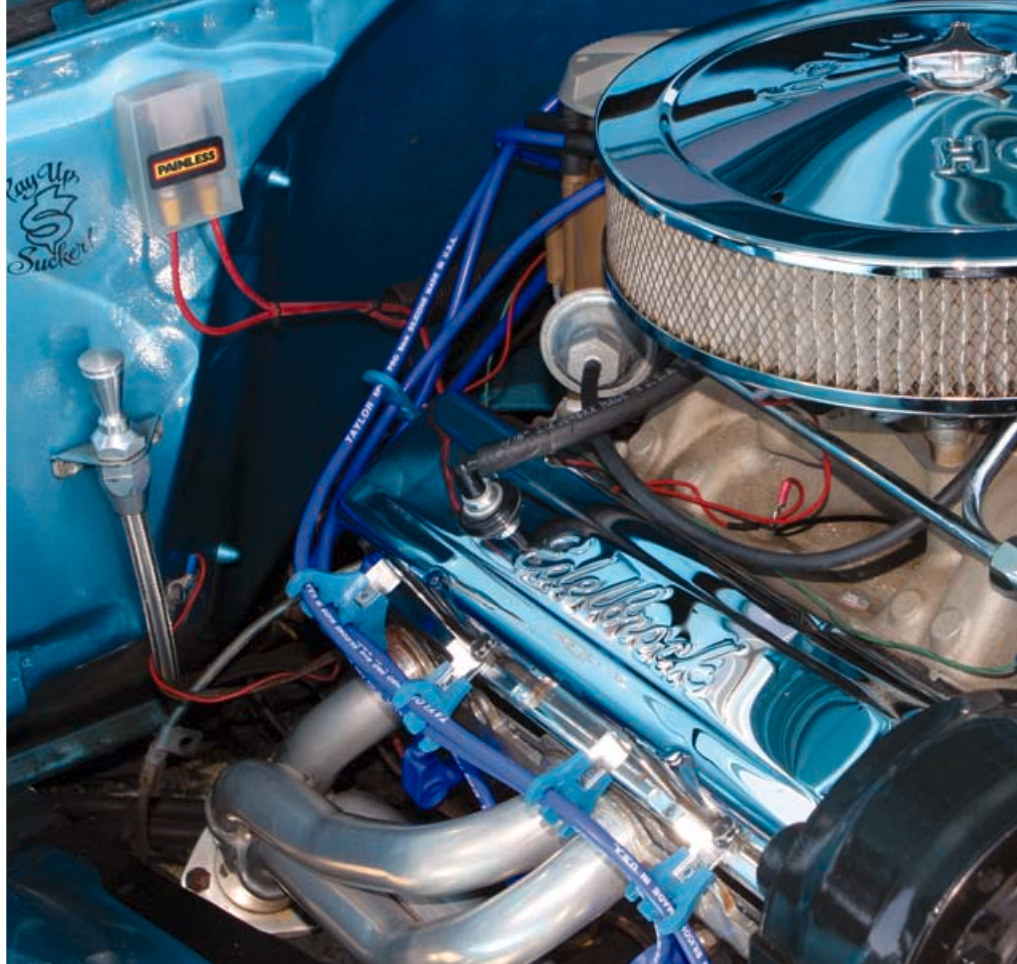
►► 18-inch Coddington billet wheels are shod with Goodyear Eagles.

It was a frame off restoration, which put all the removable body panels, fenders, and chrome trim pieces into the trash compactor. A pair of 2.5-inch drop spindles, one-inch drop coils, CPP Classic A-arms, and CPP Classic front disk brakes were mated to the front-end for a 3.5-inch total drop. Four-inch lowering springs sink the rear suspension. An adjustable track bar, a new rear swaybar, and relocated shock mounts further modify the rear axle. Doetsch Tech shocks are bolted at all four corners of the truck. Two 18x9-inch Boyd Coddington billet wheels with 295/40-18 Goodyear Eagle tires are up front, and 20x10-inch Coddington/Goodyear Eagle wheels at the rear.

Drivetrain changes include a crate GM 350-cu-bic-inch motor rated at 350 horsepower. The small-block is naturally dressed out with classic aluminum or chrome accessories and performance components. Lokar billet oil and tranny dipstick tubes replace the factory tubes. Carburetion comes from a 750-cfm Holley delivering the air/fuel mixture through a Dart Kool Can manifold. Accel ignition provides the spark. Hedman Headers and 2.5-inch tubes are routed through Flowmaster mufflers. Motor upgrades include a serpentine belt on a pulley system. It's a clean and moderate treatment for the motor bay, that hits the boulevard every day.

A TCI prepped GM Turbo 350 automatic transmission with a 2,500-stall converter sends power to the 3.75:1 Auburn gears in the rear differential. Gear changes are handled with the floor mounted Lokar gear shifter. Sitting about where the factory fuel tank used to be is a No Limit billet Fuel Cell.

DuPont would replace the throw away components with new fenders, doors, cowl hood—whatever he could justify to his checkbook. They shaved the marker lights, bedrails, and any holes left behind from the chrome trim. Good Marks





bumpers replaced the original crash beams front and rear. The front grille, cowl hood, and tailgate handle relocater are also Good Marks items. A Gaylord's bed kit dresses out the eight-foot truck bed. Deric Payton prepped and painted the truck this powder blue and white combination you see here.

Interior decorations include black leather upholstery, Lokar billet gas pedal and cable assembly. No Limits glove box and dash inserts upgrade the dashboard. Pro Comp gauges let DuPont know when it's time to shift. The Colorado Custom aluminum steering wheel gets a little warm in the summer months, but that's what driving gloves are for.

As you can see, extensive attention and detail was invested into the truck cab interior to fully customize this hot rod with a second life. DuPont created his own center console to house the floor mounted shifter and add that truly personal involvement in this project.

Audio components are housed in a DuPont-built custom housing behind the bench seat. The dashboard houses the Alpine head unit and route to Alpine speakers, amplifiers, and subwoofers.

With the prices of new vehicles, including pickup trucks, reaching figures that would buy a family home back in 1969, restoring your favorite vehicle from the past can make sense. Of course, you can get carried away and take a second mortgage out on the farm, but building a truck like this '69 doesn't cost an arm and a leg, just a couple busted knuckles. **TEN**



▲ DuPont custom made the center console to house the LoCar automatic shifter.

▼ The gauge cluster is all Autometer, Pro Comp performance components with white face dials. Dice are significant somehow, but all we can tell is that DuPont is rolling six's, seven's, and nine's.



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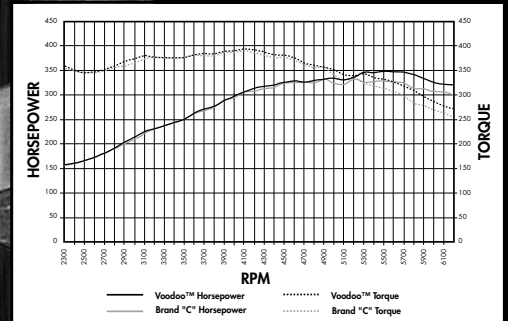


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Making Moab Memories...

MEMORIES ARE MOMENTS IN TIME YOU REMEMBER FOREVER

You could spend a lifetime in Moab, Utah, and never see it all. It is a picturesque setting, visually pleasing, enchanting, and unusual for a boy accustomed to the Southern states. It evokes vivid images that are ever etched into my brain. It always brings back fond memories of the adventure the red rock walls that surround the town hold in my heart and mind. I usually get to make the trek to this 4x4 Mecca during the Easter Jeep Safari (EJS). If you have never been, you should go just to experience the vastness of this region. Moab is no metropolis, but more than adequate and very accommodating to the slew of off-road fanatics that make their way to this haven seemingly set aside from time.

Story and photography by Larry
Conville and friends





Each year at Easter, the Red Rock 4-Wheelers, Inc. and the Moab Chamber of Commerce do an industrious job in bringing about one of the biggest four-wheel-drive fests in the world. They run 10 or more trails per day, and 29 groups depart in a great spectacle of rigs on 'Big Saturday' (the day before Easter). You can drive sand, rocks, mud, and the ever-popular slick rock (think petrified sand) all in the same day. The word 'slick rock' was derived from early settlers whose metal-shod horses found the expanses of barren rock slick to cross. Off-roaders usually find just the opposite is true because the naked sandstone is as 'slick' as coarse sandpaper.

The most enjoyable thing about Moab and the Easter Jeep Safari is the camaraderie among the jeepers that all come out to play together. I use the term 'jeepers' loosely for the reason that there are more than just Jeeps there. 'Fellow Four Wheelers' would probably fit best because you see all types of rigs out on the trails...premiere cherry rides, old-school rebuilds, re-

constructed beaters, competition crawlers, moon buggies, big ones, little ones, and creations of all shapes & sizes. But they all have a common goal—friends, fun, and four-wheelin.'

Some friends and I participated in Skyjacker's 'Annual Invitational Ride.' Skyjacker® Suspensions has hosted this event for the past few years, and we were honored to accept the challenge. Currently, the invitation is extended to fellow four-wheeling friends, family, and real 'players' in the off-road industry. (We've heard rumors that next year you may be able to win a trip on this ride yourself. We'll keep you posted on how you can get in on it.) Even though the field was limited to about 25 vehicles, the Skyjacker® Invitational Ride hosted a who's-who of off-road players, manufacturers, rock crawl competitors, media, and enthusiasts...along with many of Skyjacker's staff & rigs guided by Tony and Heather from the Red Rock 4 Wheelers.

TUESDAY

Tuesday morning, we all gathered up at the Skyjacker 18-wheeler in the Old Spanish Trail Equestrian Center (a.k.a. Spanish Arena) parking lot. Little did we know, but this was probably the most ideal day of weather for trail riding during the whole week. The sun was shining, it wasn't too hot nor too cold... perfectly brisk Moab weather. And you could feel the enthusiasm and excitement in the air to get started and hit the trail. After a brief time of meet and greet, morning refreshments, and an energetic 'let's all go and have some fun' speech from the Skyjacker® staff, we lined up for a convoy to the trail. Steel Bender was our first conquest trail.

Steel Bender is a 3.5-plus out of 5 on the EJS scale. For some this was a crash course initiation into the 4x4 exploration of Moab. To others, it was familiar territory. But either way, it was going to be an outing to

remember. The terrain changes as the conflicting forces of erosion and trail repair modifies the area almost daily. At first, I was in a vehicle of a new comer Michael Graves, a Skyjacker technical and customer-service rep. His '95 Jeep YJ was set for the challenge, but you could tell Mike was a little in awe of his surroundings. This Louisiana native was struck by the world-changing surroundings. Down the trail we went, under the canopy of Utah brush & shrubs, across Mill Creek, up a ravine and down a stair step ledge. After a few photo opts, we followed a sand wash up to another stair-step ledge. The sandy bottom before the ledge created a need for a 'bump then throttle' approach to crest the first ledge. Then it was a steady climb to higher altitudes over rocks, sand, and basic dirt.

It's up and down, around and over rock filled terrain. You want to speed up and get to the next big obstacle, but the faster you go the more you're pounced upon by the steady infiltration of bumpy road. Slow and steady is the best pace. Trail riding is slower than rush-hour traffic, but more of a positive rush to the senses. The Moab sights of majestic creations are all around you. Multi-color reddish orange monuments of boulders that defy gravity, unclosed greenery and sage colored wilderness, wildlife and creepy crawlers, clean open air with just a mild hint of exhaust fumes and sweet fragrance of burning rubber from the tire's sticky compound. It's like I was thrown into a dream state of a prehistoric time of vastness...a caveman-like feeling—yet my buddies and their off-road time machines, were ever present. Such are those moments in time you remember forever.

And it's also the moments when you do stuff you didn't think you could do in a vehicle. The steep up and down angles of Steel Bender offer some intense moments in your mind where, you're not sure if you will make it, but your gut says you can. The 'pucker factor' is high at times when you're climbing a crest and the front tires lift... and the next instance you're up and

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Life is an uphill battle for most of us, and these rigs are finding it no different. The day waxed glorious and the terrain waxed some rigs. It's a tradeoff.



Low-range and traction—without one, or both, you have no action. For each obstacle on the Steel Bender trail, the rigs waited patiently in the conga line for their turn



Moab includes children and familial trappings that go along with being happy and carefree.



Sick and twisted machines came out to the slick rock to test their mettle, dig in deep, and get back that loving feeling.



over, no problem. Other puckers come from the vertical down inclines where the rear tires lift and there's a hard turn to the left, then there's a hundred-plus foot drop to the right. There are even times when you are riding on a ridgeline when only a few bushes and loose rocks separate you from certain destruction. These are the memories that, even in your wildest four-wheeling dreams, you never thought you would do.

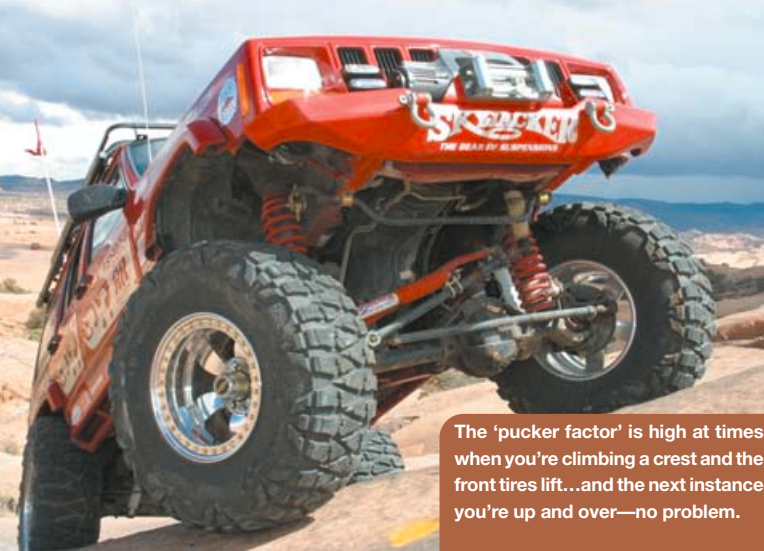
We thoroughly enjoyed meeting the people, watching their vehicles work, (and them work their vehicles), plus the newly formed relationships and friends we made out on the trails. There was even a game of 'Musical MasterCraft Seats' along the way. This was in honor of one of Skyjacker's guests, Robbie Pierce, CEO of MasterCraft Seats. At each rest break we were urged to switch seats with someone to make the ride more personable with others. Everything was good but we still had our share of breakage—power steering hose, fuel pump, non-charging alternators, jump starts, broken tranny, sheared axle—but everyone worked together to make sure no one was left behind. And we survived to ride another day.

WEDNESDAY

Wednesday was the next day of survival at First Annual MasterCraft Trail Ride at Hell's Revenge. Hell's Revenge is rated a four on a pretty day, but when you add slush puppy style sleet, dime size hail, and rain, it crawls up the scale. Hell's Revenge has to be one of the premier slick rock trails in Moab. It is just east of town and is in the Sand Flats Recreation Area. There is a fee of five dollars to use the area, and it is money well spent.

Hells Revenge trail is just past the entrance to the recreational area. Our first interesting challenge was a steep knoll or 'fin' as some would say. It's a very tall, narrow rock formation, with little room for error. It is kinda' scary, but you might as well get used to it because there are many more to come just like it...except bigger. Again, the fear factor comes into play. You watch the vehicle in front of you to see what he does right or, maybe, what he does wrong. The slick rock is somewhat smooth, but there are miniature and immense cavities to maneuver across. At these heights, the wind is also a hidden factor. You can't see the wind, but you can see its effect on the people trying to get a photo and the vehicles as they sway for seemingly no reason.

This would be the day we hit a trail-ride killer. A loud pop from the front axle on JR's



The 'pucker factor' is high at times when you're climbing a crest and the front tires lift...and the next instance you're up and over—no problem.



Broken parts and healthy hearts kept folks involved in the inevitable challenges of mechanical breakdowns.



This would be the day we hit a trail-ride killer.



Head first into the punchbowl.



A loud pop from the front axle on JR's Unlimited ended his trail time. Dillard DeLaSalle, who was the on-hand technical engineer did his best to get it fixed but with no spare Dana 44 axle shaft on hand, he had to head back for repairs.

Unlimited ended his trail time. Dillard DeLaSalle, who was the on-hand technical engineer, did his best to get it fixed, but with no spare Dana 44 axleshaft on hand, he had to head back for repairs. Skip Tumminello continued his role at the helm of the Rock Ready Cherokee to take advantage of the off-road antics ahead.

There are long stretches of slick rock where the 4WD trail has recently been marked with a yellow—sometimes-white—paint design, which resembles a flame or a splattered spot. This came in very handy catching up to the rest of the gang that went ahead. Matt Burkett from ARG Performance, along with his wife & daughter, lent a helping hand and lead the way back to the pack. We were almost in sensory overload. The changing elements—sun, sleet, hail, sun, wind, rain, hail—and the ever changing terrain with the ascents, descents, sharp turns, keep it straight, faster, then slower, was almost more than you can stand. The difficulties are interesting and at times dictate maintaining a line in between two white lines to prevent a rollover while descending.

Another cool aspect of Hell's Revenge is some of the hot tubs they have there. The big hot tub—or bathtub—whatever the term, this big, hollow-cavity looked more like a toilet bowl to me. It had residue from the open elements and a mixture of vehicle fluids that just looked nasty. We did get to see Allen Ball from M.O.R.E. conquer the bowl in his rig and Karl Munford, 2004 UROC Pro-National Rock Crawling Champion, in his yellow BFG sponsored crawler make this hard thing look easy. I would have to say the 'Hell's Revenge' trail and spectacular scenery, was the highlight of my trail riding adventure in Moab. This is what the EJS is all about. Conquering the terrain with good friends and living to make more memories later.

But EJS offers still more. A week of trail rides and just generally having a good old time, is culminated with a two-day trade show/off-road expo (Thursday & Friday). The show has grown in recent years to take full advantage of the indoor/outdoor facility at the Spanish Arena. It is now common to see major manufacturer's tractor-trailer rigs and displays. Spending time

wandering around the arena and taking in all the latest 4x4 industry offerings is certainly worthwhile—and fun! Plus you get to rehash the memories from the trails you ran together.

The Easter Jeep Safari provides no end of opportunities to, see some of the most outstanding machines on the planet, meet true players in the off-road industry, enjoy the company of fellow four-wheelin' friends, and have some fantastic fun with the family. Not just your blood kin, but also the family we call 'jeepers'. You're never too old, or too young, to hang out with your family, have some fun, and go four-wheelin.' Life is too short...Make some Moab Memories for yourself while you can for the kids and the kid in you. **TEN**

Editor's Note: Larry Conville is a long time friend and an avid four-wheeler who contributed this article from his perspective as a southern gentleman born and raised in Louisiana. Conville handles public relations and manages media for Skyjacker Suspensions in Monroe, Louisiana.



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18, 20, 22, 24

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17, 18, 20, 22

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20, 22

Origin
18, 20, 22

Valera
18, 20 (FWD)

Blunt
20, 22, 26

Element
20, 22, 24

Breeze
20, 22



Flexion
20

Juice 5
18, 20

Penalty
18, 20, 22, 23

Wave
18, 20

Juice 8
18, 20, 22

Juice
20, 22

Collision
20

Impulse
20



EMR
16, 17, 18 (FWD)

Rush
16, 17, 18 (FWD)

Flood
16, 17, 18, 20 (FWD)

Opulent
17, 18, 20 (FWD)

Voltaic
17, 18 (FWD)

Juice
17, 18 (FWD)

Maxx 6
17, 18, 20

Scorch
18, 20, 22

Connections

Making the right connections with your audio system can make all the difference in its overall sound quality.

By Jesse Stamm

One of the most important areas in any car audio installation is often overlooked.

You can put in the best amp with the best speakers and sub, and still have a sound system that is seriously lacking musical detail, frequency range, and even power. The proverbial chain is still held back by its weakest link, and in the case of car audio, this link is often the installation components.

Most people think of installation components as just being wire. However, that takes away from the critical functions they have and ignores the additional parts like the interconnects, fusing, and capacitors. The idea that these components can be very different, even though they appear the same, are foreign to many people. It's hard to imagine that such a perceived small add-on can drastically affect a system's performance. However, since everything is connected through those components, they play a crucial role.

The ultimate goal when selecting installation components is to select what will transfer as much of the information and current as efficiently as possible without any loss. This means that the design of the cable, interconnects, fuse blocks, and any other components, must all be considered when deciding which is best to use.

When purchasing a high performance car audio system, these vital pieces are often not discussed but instead are just "attached" to the sale. Our goal is to give you some basic knowledge of the critical areas that should be considered and help prevent some of the common problems that can keep you from being properly jacked in.



Interconnects

The connectors at the ends of the interconnects are the first and last opportunities for a cable to transfer signal properly. However, the cable itself is still the most critical design consideration. A compact twisted pair design will be best for eliminating unwanted interference. The proper interconnects will maximize the signal transfer and reduce inducted noise that is caused by an alternating magnetic field within the vehicle's environment. As this field passes through the cables, it creates an interference that is stronger on the side closest to the magnetic field's source. A twisted pair design helps solve this problem by twisting two wires around each other so that they alternate the side of the cable that receives the stronger signal, which in turn cancels out the interference.

Some of the features you'll find in a well designed interconnect are silver plating, Teflon dielectric, advanced precision machined connector design and small tightly twisted unshielded conductors. The StreetWires brand ZN6 Audio Interconnects for example contain all these features and are engineered for the best signal transfer and noise rejection. This is achieved by maximizing the contact area with a dual split pin and a unique designed 'serpentine cut' outer diameter to ensure a zero loss of signal transfer, and they have a tightly twisted pair design that eliminates more of the inducted noise than even other twisted pairs.

Power Cable

One of the most critical choices is the proper power cable. It too must be as strong a link as possible with a minimal amount of resistance. Length and cable size, or gauge, are the two most influential factors in increasing a cable's ability to transfer current efficiently and limit voltage loss.

First, the distance that the cable has to be run should be as short as possible to reduce the amount of resistance in the cable. This isn't something that you always have control over (like when running speaker cable from the trunk of a car to the door's speaker mounting locations) but, whenever possible, it's a good installation tip to follow. Keep in mind that the longer the run of power cable, the more voltage drop you will have in your cable due to the increased resistance. Any power cable that is installed in a vehicle where it will be in contact with other metal objects, or any other elements, should be covered in cable loom to reduce the chances of any cuts, rub-throughs, and so on.

Secondly, selecting the proper gauge is crucial to system performance. The bigger the cable

Power Cable Calculator
Matching Power Cable to Amplifier/s chart

	1/0	4	8	10				
	Gauge	Gauge	Gauge	Gauge				
Amperage	225-300							
	150-225							
	125-150							
	105-125							
	85-105							
	65-85							
	50-65							
	35-50							
	20-35							
	0-20							
	4 FT	5-7 FT	8-10 FT	11-13 FT	14-16 FT	17-19 FT	20-22 FT	23-28 FT
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the better, as more current can be transferred at one time making the cable more powerful. Not having a large enough power cable will cause an excessive drop in voltage and reduce the output capability of the amplifier. Inadequate voltage supply to an amplifier can also cause the amp to overheat. This happens when the amp isn't getting enough power from the battery to give the system what it needs. The amp ends up working so hard to supply the audio system with power without getting the proper voltage from the battery to do so. You must also be sure to use the same gauge cable for both power and ground. Installing a 0 gauge power cable to the amp is only effective if you install a 0 gauge ground cable also to complete a fluid and smooth complete circuit. If the ground is very short, it is possible to use different gauges, but it is never recommended. It's important to know that the thicker the cable, the lower the gauge. Therefore, 0 gauge (aka 1/0 cable) is larger than 4 gauge cable, and 4 gauge cable is larger than 8 gauge cable. See the chart to calculate when to use different gauges.

There are other factors to consider when buying cable, like its strand count, the material the cable is made from, and what kind of jacket it has. Cables today are not just solid metal rods, as they are made from many strands that are configured together. The more strands a cable has, and how it's constructed, will make it more flexible for an easier installation.

The material is important because a cable's efficiency can also be reduced by the conductivity

of the metal. Copper is the industry standard. Ideally, you'll want the purest copper cable available that is also oxygen-free; oxygen in copper increases oxidation, which decreases the life of a cable and its conductivity.

However, not all cables are created equal, as over the last couple of years the cost of raw copper has dramatically increased. This has created a serious concern in the cable industry as some manufacturers are cutting costs by "under gauging" their cable. "Under gauging" is the dishonest process of claiming a cable is a certain gauge when it is actually much less. This is done by either cutting back the number of strands or by lowering the size of the strands in a cable, while leaving the outer jacket diameter unchanged so the cable looks no different than it would if it was the correct gauge. This deception makes it so the cable gives poor performance; you do not get what you paid for, and it is fraud.

Speaker Cable

Proper speaker cable type and gauge selection is important to the overall performance of the system and the ease of its installation.

The superior design for speaker cables is a twisted pair. It reduces magnetic field emissions, which in turn reduces the chance of causing noise interference problems with the interconnect cables.

Some of the same principles to selecting power cable also apply to speaker cable. It is still true that the bigger the cable the better, and that you will

need to choose a larger gauge cable if it will be run longer distances. These larger gauges are also subject to under gauging so it's still important to be wary when purchasing.

The insulation and jacket around a cable are also major factors. It should be easy to tell the positive side from the negative side based on just the jacket alone, and it should be as flexible as the stranded cable in the middle to avoid kinking. The insulation should protect the cable from anything it might come into contact with, including water, battery acid, oil, and gasoline.

Fusing and Protection

Protecting the cables themselves, and protecting your car, is a critical selection factor for vehicle safety. Improper car audio wiring and improper fusing cause many vehicle fires. It is an absolute must to include a properly designed fuse holder located less than 18 inches from the battery. If the amplifier does not include fusing or the amp is mounted in such a way that it is difficult to access its fuses, a fuse block should be used. A fuse block should achieve its goal of protection but still maintain maximum power. Highly conductive brass connections with high quality plating, such as StreetWires' diamond nickel-plating, will deliver full power, and protect against corrosion.

Capacitors

Capacitors are one of the enigmas of the industry as everyone needs them, but not everyone even knows what they do. They reinforce the volt-



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age supply to the amplifier, which helps the overall system performance. A good electrolytic capacitor should have low internal resistance and will smooth out the transient current demands of the amp. A good rule to follow when selecting the size of the capacitors you need is to add 1 Farad for every 750 watts of power. When using larger amps and more capacitors, they will also help in maintaining a minimum system voltage. What this means is, when the music you are listening to through your audio system has a hard hitting bass note or some type of signal that requires more power from the amplifier, the capacitor can supply this extra voltage so the battery isn't effected by this spike. This will help to prevent your headlights, dash lights, and so on, from dimming due to an increased load on your battery.

Conclusion

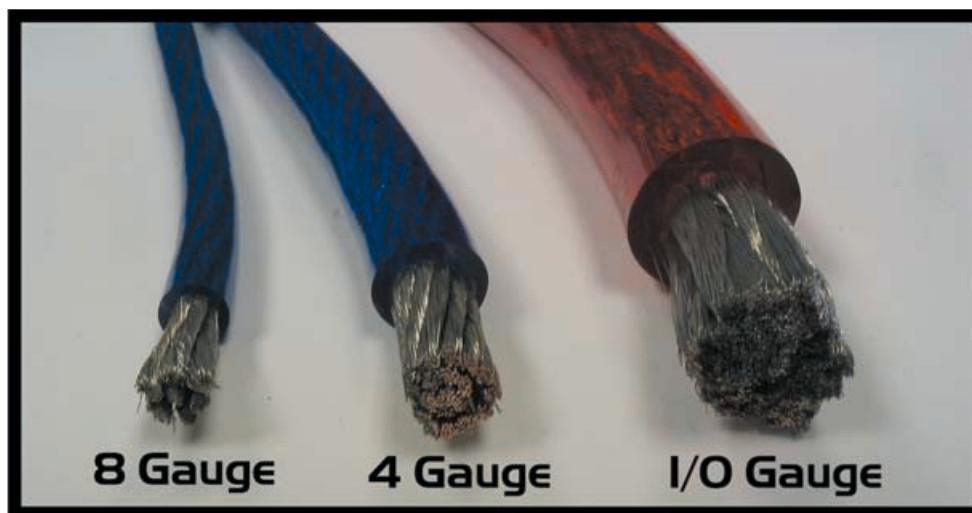
As you can tell, there are a lot of things to consider when buying the installation components to go with your audio system. They are as important as the speakers and amplifiers themselves, and some thought should go into making an educated decision on which to use. Hopefully this has helped you separate the good from the bad, without getting you too tangled up in it all. **TEN**



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By John Carollo
Photos: Sierra Photo

from the high speed Atlanta Motor Speedway, the NASCAR Craftsman Truck Series headed for the first short track race of the season at the gorgeous Martinsville, Virginia, Speedway. Often referred to as being shaped much like a paper clip, the track is not very forgiving to racers. Reigning NCTS champ, Bobby Hamilton, says, "It's a very close racetrack. The least situation, the wiggle of the steering wheel, or slip of the tires can cost you dearly here. We had no intentions of sitting on the pole. I can promise you that. Everybody works on race run stuff. You just slap some tape on it, put Goodyear Wranglers on it, push it to the mat and hope it sticks. It stuck." It sure did as Bobby nailed the pole with his Bailey's Dodge. Unfortunately, that was the high point of his weekend. Although finishing 20th, he did manage to hang on to the points lead. But he was cool with it, "I finished 30th here in both races last year. I was just trying to get a top 20 today, and I think we were running 10th with 10 to go and then boom. Stuff like that happens at Martinsville. I don't know about the points, but who cares right now anyway? We finished 1-2-3 before this, and we were headed for a top 10 on a bad day here but I got ran-over from behind. We're going to be just fine."

A total of 44 trucks showed up looking for their spot in the 36 truck starting field for the Kroger 250. As this was a companion event with the Nextel Cup race, there were a few Cup stars in the field. When Cup drivers race in Busch Series races they are often referred to as Busch-whackers. We wonder if Cup guys in a truck race have

The trucks line up for the green flag. Labonte won after positioning himself up at the front of the pack at the last restart before the checkered flag.

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a nickname. Would they be called Cup Truckers? Likely not.

Bobby Labonte was one of those Cup invaders and when the day was all over, there were probably a few truck series regulars that were calling him worse names. That's because Bobby won the race in the #47 Chevrolet Silverado Rodeway Inn/Econo Lodge Trick Pony All Star Silverado. It was his first win in the NCTS making him the 12th driver to win a race in each of NASCAR's big three series. It certainly wasn't a cakewalk as his margin of victory was just 0.257 seconds and the closest finish in NCTS competition at Martinsville.

"Wow, that was fun!" said Labonte. "I have a great truck. Randy Goss and the entire Morgan Dollar crew worked so hard. I can't thank Chevrolet enough for the chance to race these truck races. They are a ton of fun. I knew Hornaday would make a hard run on that last restart so I knew I had to have a good restart and try to get away. He and Ricky (Craven) were beating and banging behind me and it gave me just enough to get away. This is a great track, I love to race here and I am proud of getting this trophy." The win was the second in as many races for the Chevy Silverado team. Ron Hornaday took the win at Atlanta by a mere eight thousandths of a second over Labonte's No. 47 Silverado.

The end of the race was a textbook lesson in good 'ole NASCAR racing. Bobby Labonte, Ron Hornaday, and Ricky Craven are solid veterans and they put on a hell of a show. Labonte described it best, "I knew I had to get a good restart from that last yellow because I had Ricky and Ron behind me and they were both good. Ron and I worked our way up through the field together so I knew he was strong, and I knew Ricky was good as well. We got a good start, those two battled behind me, and I got away enough to get the win. That's about it. We came so close at Atlanta that I really wanted this race for all the Morgan Dollar guys. It is pretty cool to have a win in all three divisions. I won a Busch race here at Martinsville back in '92 I think it was, so to get a truck win here is pretty cool."

Labonte did something he has become known for after the win, taking a checkered flag lap around the track. Was it tradition or for some other reason? "Well it seems like that is a Labonte thing. Terry did it at Darlington and Justin did it at Chicago; I really suck at burnouts,



Bobby Labonte poses for press shots after winning on the Martinsville short track.



so it seemed like the right thing to do. The flag man didn't get right away that I wanted the flag but he finally got it, which is a good thing 'cause I think the crowd was headed down there to throw him, and the flag, out on the track. Like I said, I just am not any good at the burnouts, and the truck was in pretty decent shape and I didn't want to risk tearing it up for these guys."

Todd Bodine, in his No. 66 Fiddle Back Racing Tundra, led more laps than any other driver but his chance at capturing the checkered flag was curtailed by a need for tires with less than 30 laps remaining. He said after the race, after leading the field for 74 circuits (laps 138-211) around the half-mile Virginia track. "I had an old-time racer once tell me that if you can't win the race, be spectacular—and I think we definitely did that today...It was a typical Martinsville race—the truck has a lot of bumps and scrapes—but it was really a lot of fun."

Remember that trend we talked about where former NASCAR Cup drivers are entering truck races on a more frequent basis, and some actually doing all their racing there after running CUP? A good case in point is Ricky Craven who is driving a Roush truck and doing quite well this year. Yet another is Bobby Hamilton who had quite a Cup career.

Well, some folks have taken to calling the series the Senior Series. NCTS regular Terry Cook, who drives the number 10 Power Stroke Diesel by Int'l Ford F-150, was asked about this by Ford

Racing and said, "I can understand why they're calling it that because it seems like after drivers finish out their Nextel Cup careers that they seem to find a home in the NASCAR Craftsman Truck Series; but the senior's tour? No way. When you hear the phrase 'the seniors tour,' you think about golf, and there is a minimum age limit before you can even play there. Here, we don't care. We don't discriminate. You can be 18 or you can be 55, it doesn't matter. I guess I'm not too fond of people referring to it as 'the seniors tour,' but all I can say is that if they want to refer to it as that, I'd put any of the senior drivers in this series up against anybody in the Nextel Cup Series, because I still believe that every one of them that is racing today can still get the job done."

What about bigger purses, Terry? Are they a byproduct of having those drivers in the races? "I think if these new speedways have the capacity to put 70,000 people in the grandstands, and when you start adding Ricky Craven, Mark Martin, and all of the other NEXTEL Cup drivers that we have coming down, those fans think they have a Nextel Cup race there. And, we know that the Craftsman Truck Series provides great racing. If we get the fan count up to 70,000 then why can't the promoter up the purse value? We don't need to be racing for Martinsville-type pay money at all of these new facilities.

We need to be racing for the Daytona-style purses, and I think when guys like Mark Martin get involved in this series, that brings more credibil-

ity, and it allows the promoter to put more people in the stands and maybe give us a little bit more at the end of the day. The bottom line is that I just don't feel that we should be racing for half the amount of purse that the Busch Series races for...I think it adds another level of excitement to our series. The best way that I can illustrate that, is with Mark Martin and the amount of excitement that he's already drumming up next year for the Craftsman Truck Series.

There are a lot of Mark Martin fans out there, so every one of those Mark Martin fans is going to follow him from the Nextel Cup Series to the Craftsman Truck Series. The same thing happened this year with Ricky Craven, and it happened when Bobby Hamilton came on board and Ted Musgrave and Jimmy Spencer. Those fans followed them to the Craftsman Truck Series and you've seen in the last two years, and especially this season alone, an explosion of fanfare in the truck series. People are following it a lot more closely and people are saying it's the best racing going. My response is that it was that way back in '95, and you're just seeing it for the first time because, again, they're following their favorite drivers over. I'm a big fan of those guys coming over and racing with us weekly because I think it helps elevate our program weekly, and when you can race with those guys competitively, and beat them, then you've beaten what I feel is the best in the business. I like it." So do the fans, Terry. **TEN**

Results of the NASCAR CRAFTSMAN TRUCK SERIES KROGER 250 at MARTINSVILLE SPEEDWAY.

1	Bobby Labonte	Rodeway Inn/Econo Lodge/Trick Pony Chev
2	Ricky Craven	Superchips Ford
3	Ron Hornaday Jr.	GM Goodwrench Chevrolet
4	Todd Bodine	Fiddle Back Racing Toyota
5	Chad Chaffin	Germain Toyota/Arnold Development Toyota
6	Shane Hmiel	WINFUEL Chevrolet
7	Ted Musgrave	Mopar Dodge
8	Jimmy Spencer	Team ASE Dodge
9	Mike Skinner	Toyota Tundra Toyota
10	Terry Cook	Power Stroke Diesel by Intn'l Ford

Trucks lined up before the start of the race. A total of 44 trucks showed up to qualify for the 36 car field.



NASCAR CRAFTSMAN TRUCK SERIES Points after Martinsville

1	BOBBY HAMILTON	633
2	RICKY CRAVEN	614
3	TED MUSGRAVE	606
4	RON HORNADAY, JR	587
5	JIMMY SPENCER	580
6	TODD BODINE	532
7	MATT CRAFTON	519
8	JOHNNY BENSON	513
9	JACK SPRAGUE	503
10	TERRY COOK	498

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▼ On a frozen trail, it was difficult for William Pizzi of Macedonia, Ohio, to navigate his 1995 Ford Ranger around this deep mud pit.

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▲ Arch Winston of Houston, Texas, shows us his worst stuck experience when he got his 1998 Tahoe stuck in the back country mud.



▲ Not all worst stuck situations involve sand or mud. In this instance, Wayne Thomas of South Jordan, Utah, rolled his 1989 Jeep in a tough Moab trail.

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MONSTERTRUCK Monthly



BIG DAWG TOOK
HOME THE
VICTORY AT THE
DIXIE SPEEDWAY
BATTLE OF THE
MONSTER TRUCKS.

For the second night in a row, monster trucks returned to Dixie Speedway in force. After problems on Friday night, driver Shane Smith in Venom fixed the problems that ignited a fire on his truck, and was even asked if he invested in a new fire suit early Saturday morning.

Shane Smith wasn't the talk of the town come Saturday evening. Early on, War Wizard with Randy Moore driving, set fastest qualifying time with a 4.16 out of the right lane. Not to be outdone Big Dawg, driven by Doug Noelke, pulled off the line and crossed the checkers with an even 4.00-second run out of the same lane as War Wizard.

Racing heated up with Rich Blackburne in Demon going up against Friday night racing winner, Big Dawg. Demon caught traction off of the line with Big Dawg right on his tail. When entering no-mans-land, going into the second rollover, Big Dawg lost grip on the racing surface sending Demon past the finish line first, far ahead of Noelke. Grave Digger faced off against Sudden Impact in the first round. Sudden Impact and Grave Digger were neck and neck off of the first roller, but it was the all black and green, red lights glowing grim machine, that took the racing win over Sudden Impact. Bigfoot with Dave Harkey driving couldn't stop the second quickest qualifier of the night as War Wizard sailed past the legendary Ford during Round 1, advancing Randy Moore into the second round of racing.

▼ Grave Digger catches some air and made it all the way to the final round but was pushed aside by Big Dawg.



War Wizard blew by Big Foot to enter into the semi-final round of competition



Grave Digger, with Gary Porter driving, lined up against Dave Harkey in Bigfoot for Round 2 action. Porter nailed the throttle on the line getting him up and over the first roller, while Bigfoot couldn't catch traction on the wet and slippery course. Porter would claim a victory against Bigfoot. The two fastest guys of the night would pair up next on the infield of Dixie Speedway. Randy Moore in War Wizard went up against Doug Noelke in Big Dawg. Moore had Noelke off of the line but, it was Big Dawg who crossed the finish line first in the closest battle of the night.

War Wizard and Bigfoot would advance into the Semi-Finals. War Wizard took the lead from the line and crossed over the checkered finish first, only inches in front of Bigfoot. Several photos were looked at during the race to decide on the winner. After the dust had settled, it was War Wizard claiming a win over the one who started it all, Bigfoot.

Finals came down to Grave Digger and Big Dawg. As previously seen on Friday night, Big Dawg pushed the black and green machine to the side while crossing the finish line. No one could explain where Noelke got his power from but deserved the win at Dixie Speedway for the second night in a row. Congratulations Team Big Dawg and Doug Noelke.

Sudden Impact, Demon, Venom, and others had excellent freestyles on Saturday night. Sudden Impact hit the van setup on the front stretch catching a lot of air. Demon was one of the first to clobber the bus setup in the infield earning Blackburne lots of cheers from the crowd. Venom, still suffering from Friday night, hit as much as he could before hitting the van setup, bus setup, and everything else.

War Wizard hit setups scattered throughout the track including the bus setup, van setup, single

car setup near Turn 4, and several hits off of the racing jumps. Moore would end his run with tons of cheering fans from his newly earned fans. Porter, in Grave Digger VII, came out in normal fashion terrorizing everything in his path. Incredible donuts on the front stretch and a huge jump over the bus setup gave Porter a possible freestyle win, but that would go to the two upcoming trucks.

Bigfoot, with Dave Harkey driving, came out with race winner Doug Noelke in Big Dawg. Both pulled off stunning runs while hitting everything but each other. Donuts, wheelies, and huge air off of the bus setup, tied Bigfoot and Big Dawg with the freestyle wins, and left the fans at Dixie Speedway with shivers running down their backs with the thought of monsters returning to the track this September.

The racing was neck and neck at Dixie Speedway, and left many of the fans in awe of the power and precision of these trucks.



MONSTERTRUCK

When the Idaho State University built the Holt Arena Mini Dome back in the late 1960s, they wanted a diverse facility that could house many different events. Saturday night, April 9th, was the last jewel in the crown of the Checkered Flag Productions Monster Truck Winter Nationals Series, and it was one of the largest events to ever come to the Arena.

For the past five years, Ed Beckley's company has honored and given a large donation to the Special Olympics. With 518 Idaho Special Olympic Athletes and their family's part of the nearly 12,000 people that filled the arena, you could feel the night was something special. During opening ceremonies, Ed handed over a \$5,000-dollar check to the Special Olympics director and said, "Let's go Racing!"

Eight brightly colored Monster Trucks would be in the races, which featured a huge 300-foot track. The track was built with three jumps 4-foot tall dirt jumps spaced evenly apart and with plenty of room to get some serious speed, and the trucks fly long distances in the air. "Serious speed in a 10,000-pound, 11-foot tall Monster Truck, is something over 50 mph. It looked like they were going 90, but 55 to 60 mph is more like it," said Beckley.

Whatever the speed the fans got to see plenty of side by side racing action with trucks flying 60 to 70 feet through the air, about 15 feet off the ground.

Racing at these speeds is what 2004 CFP Champion Michael Harper the driver of Carolina Crusher, was ready for, "We look forward to coming to the Dome. It gives us a

chance to let these trucks open up, and tonight I can clench the title again," Harper related.

The truck line-up was made of Bigfoot, Carolina Crusher, Arachnaphobia, Shattered, Bad Boy, Terminator, Sheer Insanity, and Easy Riders. All of them thought they were winners, but Harper showed them the way when he totally annihilated them. Harper was then crowned the Champion for 2005 to the roar of the crowd.

Side by side racing was exciting with this field of trucks. Carolina Crusher and local racer from up the road at Idaho Falls, Scott Anderson in Arachnaphobia, lined up for the final, and Anderson was trying as hard as he

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GRAND NATIONALS

could. It was all Harper by two truck lengths and Anderson having electrical power problems. Anderson needs a lucky coin or something.

After the smoke cleared from the automobile Demolition Derby, the trucks reappeared for the fans favorite "Freestyle Competition." Freestyle competitions are a "strap your helmet tight, pick obstacles on the track, and smash them to pieces" type of event. Making up the obstacles were 15 cars and vans in different stacks all over the floor of the arena, and a huge school bus, all this in front of a huge sold-out crowd.

Harper, again, won, even after Rob French in Bad Boy did a set burnout donuts on the floor. While he was spinning violently, French,

for ever the showman, pulled the pin on his steering wheel and threw it out the window! French was the 2002 CFP Champ but tonight he came up short. Congratulations to Michael Harper for another win and a back-to-back championship.

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Madusa Strikes Fear



The 2005 Monster Jam World Finals in Las Vegas on March 19 will go down in history as having opened new doors for women everywhere. In front of 37,000 fans at Sam Boyd Stadium, Debrah Miceli, better known by her fans as Madusa, became the first woman ever to earn the esteemed Monster Jam World Finals racing championship. A native of Tampa, Florida, Miceli captured the title in her Ford F-150 monster truck Madusa. She joins only a small number of females ever to win a major motorsport championship against an almost all-male field of opponents.

Breaking down barriers is nothing new for this femme fatale. Madusa earned worldwide notoriety while wrestling for WWE (formerly WWF) and WCW in the '80s and '90s. In 1999, her career as a monster truck driver began. "It's like a controlled accident," says Madusa, referring to driving monster trucks. Excelling at a rapid rate within the sport, she became a fan favorite around the globe. After winning the Monster Jam World Finals freestyle championship in 2004, she put all of her focus into racing for 2005.

"There's the old way of doing things, but there is also always a way to go faster, and higher. Moreover, I found that niche. I sweetened it up if you want to say. I tell people that I put the lipstick on Monster Jam," said Madusa about her win.

Considered the ultimate monster truck event by the competitors and spectators, 100-plus challengers spent the entire year battling for the opportunity to compete at the Monster Jam World Finals. Racing monster trucks that exceed 10,000 pounds and travel at speeds of up to 75 mph, Madusa aggressively piloted her way through the brackets beating Destroyer, El Toro Loco, and King Krunch in the semi-finals. That led her into the final round win against her mentor and monster truck legend, Dennis Anderson in Grave Digger.

Besides gaining the adoration of fans, she has also earned the respect of fellow competitors. "Madusa's championship at the finals is well deserved and her results as a monster truck driver over the past 6 years have been phenomenal," said Grave Digger's Dennis

Anderson. "This Monster Jam World Finals championship just shows that women can be as competitive as men in the sport of monster truck racing."

"Everything was there," said Madusa upon accepting her trophy, "I wanted it more than anything. Being a woman in a man's world, being a woman in a man's business, I'll tell you one thing ladies, it isn't easy."

Madusa has been featured on Politically Incorrect, and Regis & Kathy Lee. She's also been featured in magazines such as Marie Claire, Maxim en Espanol, Woman's Own, Femme Fatale, Rides magazine, and Italian publication, Amica, in addition to numerous newspaper articles and other press both in the US and internationally.

Madusa will defend her title on March 25, 2006 at Sam Boyd Stadium in Las Vegas at the 2006 Monster Jam World Finals. **TEN**

By Linda Ardenheli



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Readers Rides



SIMPLE PLEASURES

Steve Hollis

Who says you need a grocery list of features to have a truly customized truck? Take this '99 Chevrolet Suburban 2500 for example. Steve's setup proves that if the right parts are put together in the right way, a purposeful truck build can be had with little fluff. There are however, certain things that are just a necessity. First off, you need power. The quickest way to make a 454-cid air pump deliver more power is to make it pump more air. Do what works is the theme here, and arguably he couldn't have made better decisions. A Granatelli mass flow sensor and a K&N Fuel Injection Performance Kit (FIPK) works their magic with the air and fuel while a Comp Cams Camshaft bullies the valves at the appropriate times. Electrically, he went with an Optima Dual battery set-up. Getting that air out is just as important, and True Dual Exhaust with Flowmaster mufflers is employed here.

Our reader's rides section is dedicated to the millions of truck enthusiasts who post photos of their trucks on any of the TEN network of websites. If you would like to see your truck in the Reader's Rides section, e-mail us a high-res image of your truck and information to: editor@tenmagazines.com. If you have a gallery on one of the TEN magazine's websites, you can also e-mail us a link along with some information on you and your truck.

HIDE THE KIDS

Bob Lamarre, Fall River, Massachusetts

Like the family beast of a canine, this truck's appearance is more visually menacing than truly dangerous. If ever there were a truck that needed no explanation as to its abilities, Bob's '98 Ford Expedition Eddie Bauer edition is it. This truck turns that t.v. switch in little boy's minds from fort building, to monster truck racing! As if the eye catching Candy red and tan trim wasn't enough, Bob had to go and slap on a custom-made carbon-fiber hood and scoop. The sweet spot between the windshield and hood lays a purposeful windshield cowl.

Glancing skyward (as if you can help it), you're treated to a sunroof dam that leads the way

from a set of four Hella 500 lights to a Cargo Master roof rack. What goes up must come down, and you're pleased, yet again, with an array of aftermarket pieces. Bushwacker flares, billet aluminum gas cover, and Lund smoked rain gaurds. If you're unlucky enough to be a deer on a dark night, you might be introduced to the Warn brush guard with an 8000lb Warn winch. Raising the Expedition is a 6.5-inch Fab Tec suspension and 3-inch body. The rear shocks are single Fab Tec gas with factor air bags. The fronts are sporting the factory air ride as well, that had to be fabricated to lower the shock tower three inches in order to keep the factory ride.

All this would mean nothing if you couldn't gain the traction needed to forge the territory opened up by this lift. TSL Super Swamper Boggies measuring 38x14x16 mounted on 16-inch American Racing Baja wheels handle this effortlessly. Wander Auto Steps help you get into the rig where you are delighted with no fewer than four, 12-inch Sony subwoofers, and a 600-watt Sony amp. All in custom trim...of course. To make sure his truck steers true, he used a Dual Fab Tec steering stabilizer with custom fabrication mount. The Ford's 5.4L inhales through a K&N intake and exhales through Gibson stainless steel exhaust with dual tips.



Aesthetically, Steve went with Ranch Hand front and rear bumpers with Bushwacker cutouts. And how can you call a truck a truck without a plethora of cargo carrying abilities. Steve's extra gear is tackled by the addition of a custom-made roof 7 light rack. In order to separate the men from the boys, size is everything. An RCD 6-inch lift raises the Chevy to attention with the aid of Mickey Thompson 35-inch Mickey Thompson Baja Claws wrapped around Classic Lock Wheels like a kid's sticky hand around candy.



REMBRANDT'S RAM

**Drew Agosto,
Monticello, Minnesota**

While everyone else in his seventh grade class was painting pictures of their family, sports, and the scenery, "I painted a 1995 red Extended Cab Dodge Ram...V-8," Drew Agosto said. "From then on, I always looked twice at Rams." He has owned this one since June of 2004.

This is the first truck in his family, before that the Agosto clan has owned five Geo Prizms. "I'm the first to break the mold," he said. "Although I did own a '90 Prizm before my truck, go figure." Some of the upgrades Agosto has installed on his truck are 33-inch Pro Comp X Terrain tires on 16-inch American Racing rims. An Iron Horse chrome billet grille insert replaces the factory model, and a set of 3A racing driving lights illuminates the night. A Hard Top tonneau cover shelters gear in the truck bed, chrome side steps help with getting into the truck, chrome differential cover, and Euro taillights customize the 1500 from a spectator's view.

One thing he appreciates about the online truck community is the confidence builder. "It gives me the confidence to attempt anything with my truck because I have gotten nothing but expert advice from these great guys and gals who have offered nothing short of driving to my place and doing it for me," he said. "That, in my book, is as awesome as it gets.

IT'S A CANADIAN THING, EH!

**Kevin Johnson,
Ontario, Canada**



Like a family business, you can't help but be sucked into family tradition. That's exactly what life is like for this Dodge Dakota owner, Kevin Johnson. "My dad always drove the 440 Chrysler powered cars ranging from an early Chrysler 300, to a 1976 Chrysler Newport etc," Kevin said.

As a major fan of the five-star, Kevin picked up this 2003 Dodge Dakota R/T and began modifying. Already enamored with the potent 5.9L, but not one to leave well enough alone (are any of us?) he began work on "Black Streak." Forcing more air into the massive Dodge's lungs is an ATI Procharger Supercharger with 10lb max boost. Guiding the air is a K&N air filter, Mopar M1 4bbl intake, Mopar R/T 2.02 valved cylinder heads with Mopar .60-inch

valve lift valve springs, and an F&B 52X55mm throttle body. Harland Sharp 1.6 adjustable roller rockers act as a intermediary to the Comp Cams hardened and the Comp Cams custom-ground cam with .514-inch lift and 298-degree duration. An Aeromotive fuel pump and fuel-pressure regulator aid the Bosch 55lb injectors in getting fuel to this beast. Spark is created and handled by an ACCEL Billet distributor, and Taylor 8mm Pro wires respectively. Felpro gaskets, double-roller timing chain, ARP head bolts, and a fully programmable stand alone ACCEL Gen 7 DFI system play supporting roles to the output of a claimed 450 rwhp and 460 lb-ft of torque.

The Dodge's vanity lies in displaying its Street Scene Hollie Rollie rollpan, billet aluminum R/T logo third break-light cover on the outside, and an A-pillar three gauge pod fitted with ACCEL Pro Comp Ultra-Lite air/fuel ratio, fuel pressure, and vacuum/boost gauge.

When Kevin isn't wrenching on the Dakota, he spends his time with the National Dakota R/T club (DRTC), which has annual truck meets for the Dakota R/T enthusiast. He is also the President of the local Ontario Chapter of the DRTC. You can find him online posting at the Dodge Truck World site under the handle "RTSpeeddemon."

FRANKS 'N' BEANS

**Jean-marc Judget,
France**

What happens when you mix American machinery with a French approach? You get "luxe raboteux." As you can see big trucks are as revered across the Atlantic, as they are here in the U.S.

Our friend Jean-marc cruises his 2002 Chevrolet Avalanche, which was purchased unfettered, has since been updated with 20-inch rims and a 4-inch body drop. The Borla exhaust and Billet grille complement the "upscale-stock" look.



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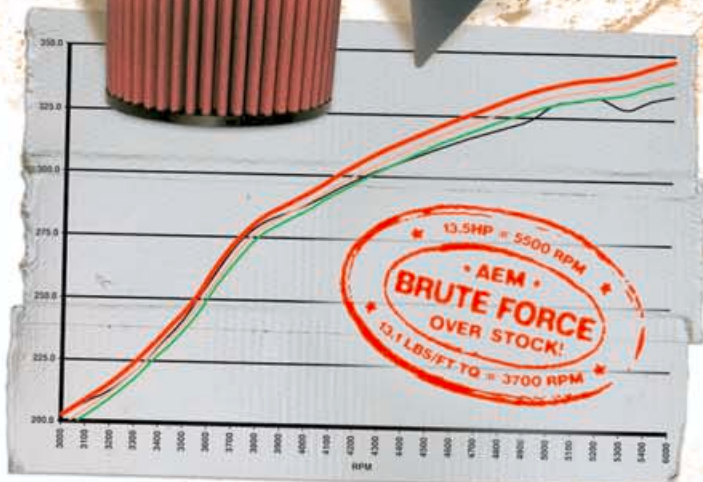
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Inside is a testament to technological self-indulgence. Your eyes are treated to five screens feeding all the tasty tidbits offered by the DVD player, Xbox system, and reverse camera, "my last addition". The windows are so tinted, I cannot see anything through the back window," says Jean-marc. All sights and no sounds would be inequitable, so Jean-marc added 10 Kenwood speakers, three subs, and a DTS decoder to interpret all 2,300-watts of sound synthesis fairly to our ears.

If you think our hobbies are strained by the cost of fuel in the states, Jean-marc sums it up best. "I love my truck. It is expensive to drive such a truck here where the gas costs †1,50 a liter (5.50 a gallon), but I would not change it for a European ML. Believe me." From the long list of features Jean, neither would we.

GHOST RIDER

James Van Otterloo,
Modesto, California



When your city's motto is "the city of Water, Wealth, Contentment, Health," you get accustomed to the finer things in life.

Cruising these fertile lands, James Otterloo's 2004 Chevrolet Avalanche Z71 does so in stylistic form.

As you slide into the Katzkin grey leather with black ostrich inserts and close off the world, your eyes revel in the customization. A Kenwood 7015 seven-inch touch screen, in dash receiver, with DVD and Sirius radio, pamper the guests in audio/video satisfaction. Turning the key belies this truck's hidden secrets.

A trident tuning assists the GM 5.3L. K&N



intake, Flowmaster exhaust, and Hypertech Programmer, do for the go, what the Billet and carbonfiber does for the show. Living in a warm climate can be a bit discerning, but the matching flamed window tinting does a fine job of implementing the meticulous details of the Candied Brandywine ghost flames as well as shading you from scorching summer sun.

Besides the paranormal paint job, the outside show is carried further with a black powder-coated N-Fab Nerf bar kit and 6-inch Fabtech lift. Supporting the structure are 35-inch M/T tires surrounding 17x9 MB Motoring wheels.

▲ GONE, BUT NOT FORGOTTEN

Alex Paci, Pennsylvania

Alex Paci lives out in the Pennsylvania countryside and needs a truck to haul with and one with four-wheel-drive capabilities. He needs his four-wheel-drive. It's not a deal where a four-by just looks tough, tough is imperative. Paci has owned this '01 for more than nine months, and it's the first pickup for him.

The Ram has a three-inch BDS lift kit and a set of Bridgestone Destination M/Ts on 16x8 Mickey Thompson Classic Lock wheels. The motor gets a little help from the AEM intake system and Flowmaster exhaust. Getting to

and from school is Paci's top priority these days, but he enjoys skiing, photography, and whenever he gets a chance, Paci likes to get in a little bit of firefighting. More than likely, those bouts at the firefights are the result of answering the call for volunteers to quench the flames of a fellow villager's cottage.

Paci still remembers what happened on September 11, 2001. He takes the time to outline the World Trade Center towers on his e-mails to honor Fire Dept. New York (FDNY) and the reminder, "Gone, but not forgotten." **TEN**

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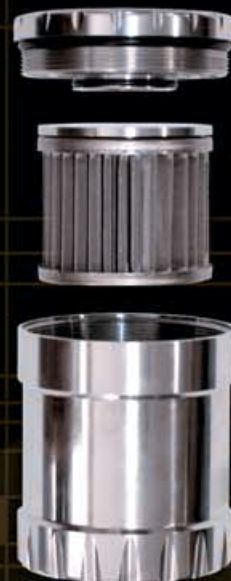
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2002 Chevy Impala 6/3.4**	21.9	28.2	+28.77%
2002 Dodge Caravan 6/3.3**	16.9	19.1	+13.02%
2002 Ford** F150 8/5.4	12.6	16	+20.11%
2002 Mercury** Grand Mar. 8/4.6	19.4	23.6	+21.65%
2002 Toyota** Camry 4/2.4	25.6	29.25	+14.26%

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(**Testing done April - June 2003) (**Testing done May 2002)

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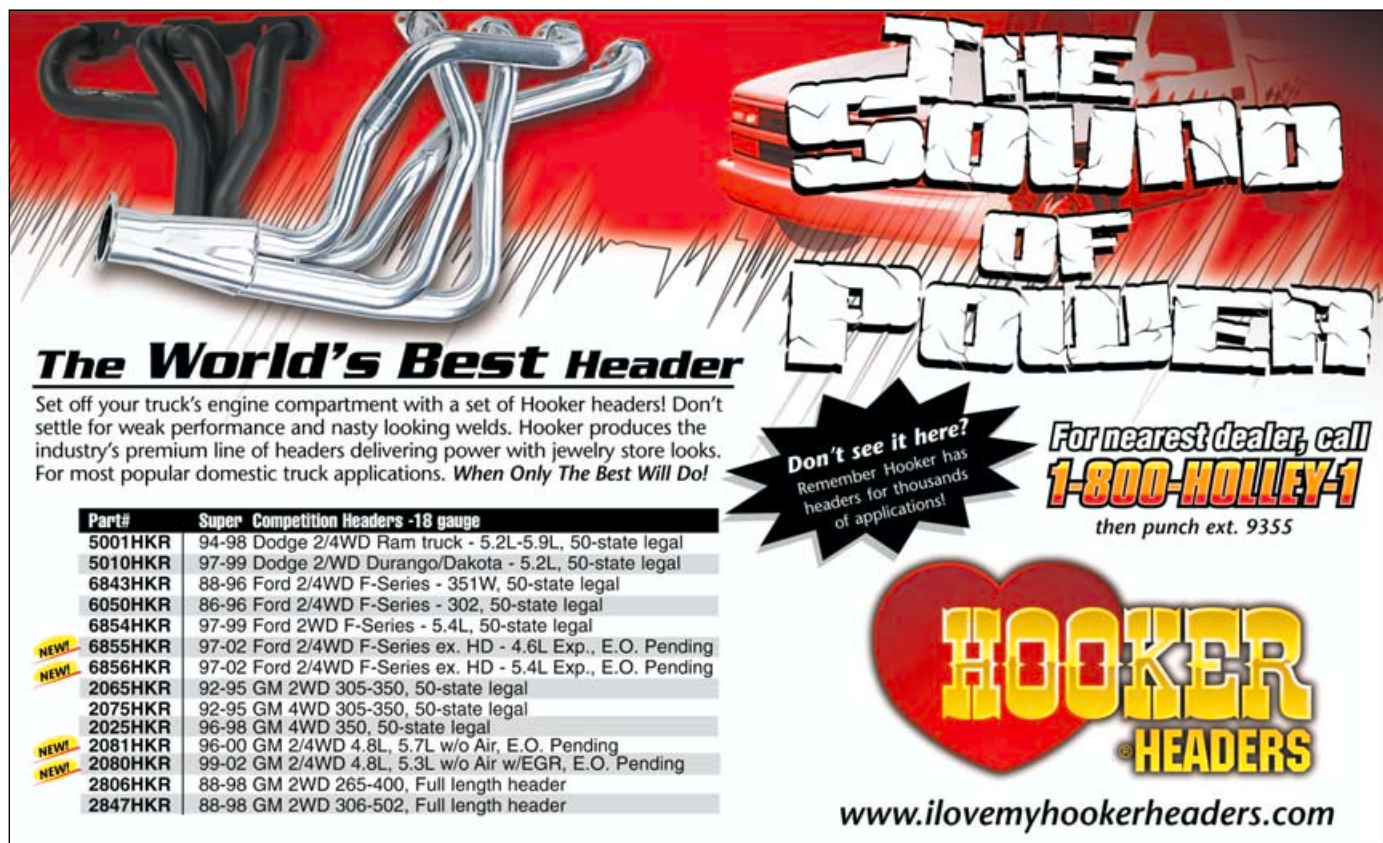
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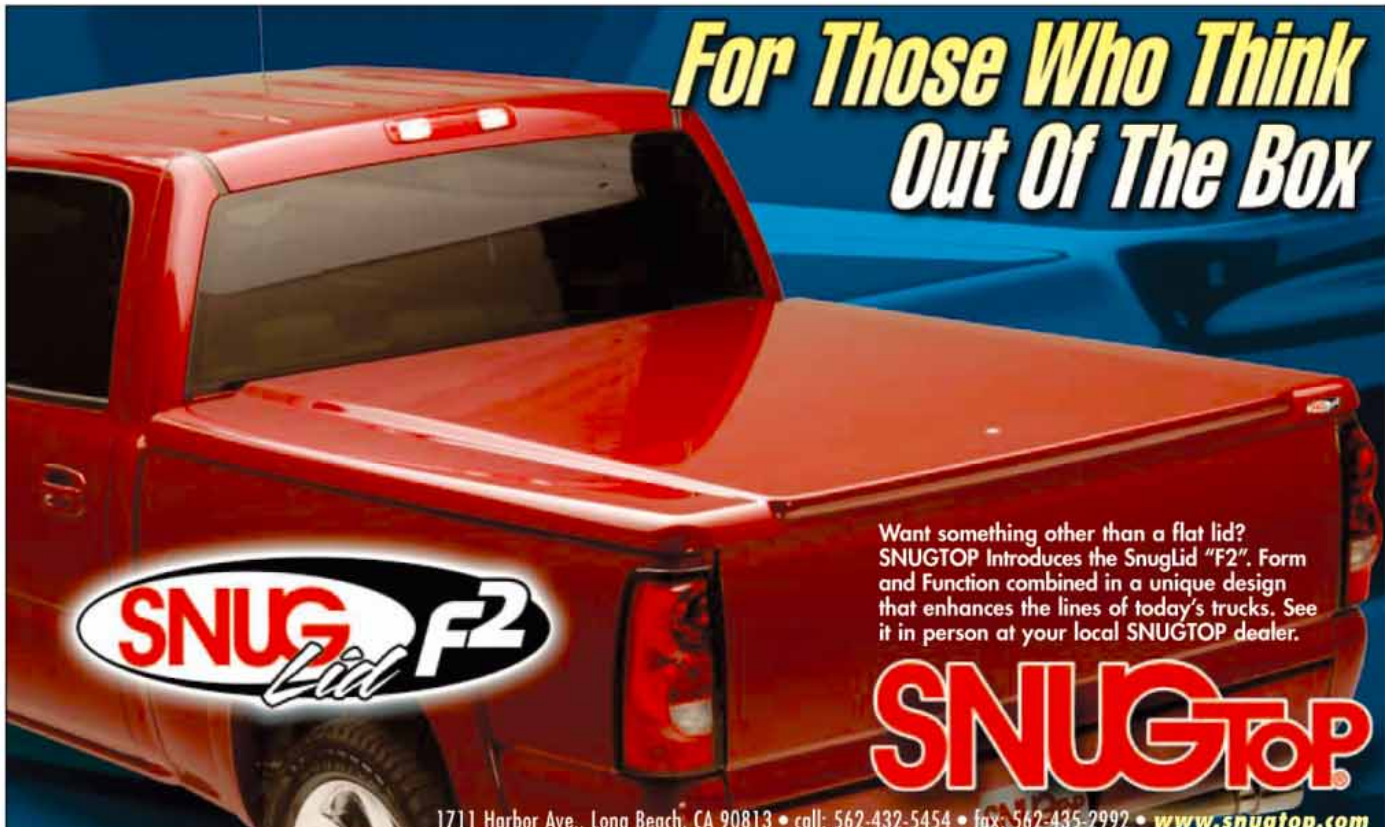
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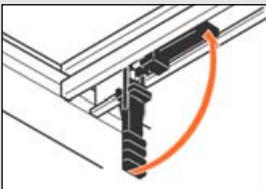
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