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HOT ROD WHERE IT ALL BEGAN

COVER SECTION**44 LONG LIVE MUSCLECARS**

It's true that most pre-'72 musclecars are getting more expensive, but hot rodders and the aftermarket are ensuring that they will never die.

52 5 MILLION DOLLAR BABY

Would you spend several million dollars for an old Plymouth? Bill Wiemann did, several times, and has the somewhat dubious honor of owning and selling the most valuable musclecars in history.

HOT ROD**HOT ROD GARAGE****88 PAINTING THE GOAT**

The guys in suits just told us we have to give away our project G-Force GTD, so we got busy and painted it in the scheme that HOT ROD readers voted for. It also got wheels and tires. You could end up owning it.

96 PORTABLE DRAGSTRIP

We put Tesla Electronic's affordable little G-Tech RR gizmo to the test and it is surprisingly accurate. It'll never replace the dragstrip, but it's better than driving two hours to inhale dust in Palmdale.

98 CARB THINGY

Aeromotive's new sensor ducks into the carburetor float bowl and reads how much fuel is present, which makes a big difference in the air/fuel ratio. This is one of those things that shows us things we never knew we didn't know.

100 BUDGET RACE CAR

The last (for now anyway) installment on Matt's Camaro-Mustang Challenge road race car. This month, he enters his first real race.

110 BLOWN '05 MUSTANG

We're there as JBA, Steeda, Vortech, and SCT make a supercharger work, and work well, on a '05 Mustang.

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A BLOWER F



The '05 Mustang Is Tricky to Tune but Responds Huge to Bolt-ons. We Watch as the Guys From **JBA Make 405 hp** at the Rear Tires With Their Headers and a Vortech Blower—and They Do It With an Automatic.

By Rob Kinnan

Photography: Rob Kinnan and Planet R/Randy Lorentzen

When Ford invited us to drive the new Mustang convertible a few months ago, the weather didn't cooperate. The chosen route, a 10-mile loop starting on Pacific Coast Highway and snaking through the mountains of Malibu, was beautiful, but persistent rain made top-down trips shorter than we wanted. But all was not lost—J. Bittle had

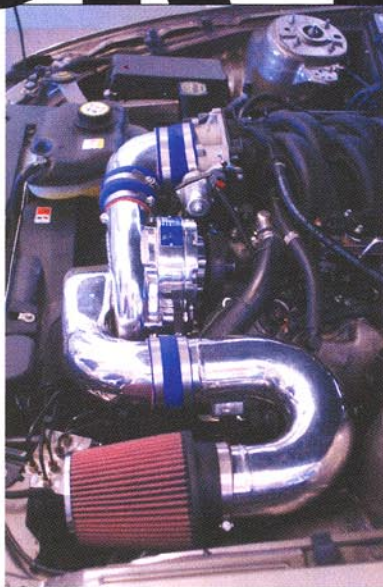
brought out his hardtop '05 Steeda Q Mustang and he threw the keys at us. A quick blast around the loop had us impressed with the effectiveness of pretty minor bolt-ons. When J said he was working with Vortech to develop a blower kit for it, and that Vortech would be the first with a tuned, driveable supercharger kit for the '05 Mustang, we

wanted to see what was involved.

JBA Racing has a deal with Pompano Beach, Florida-based Steeda Autosports to build Steeda Mustangs and sell the parts out of JBA's San Diego, California shop, effectively making JBA "Steeda West." Steeda Mustangs are tuner cars, meaning they are modified by an aftermarket company with Ford's blessing. They come with a healthy list of options and a full warranty, and now you can get one with a supercharger.

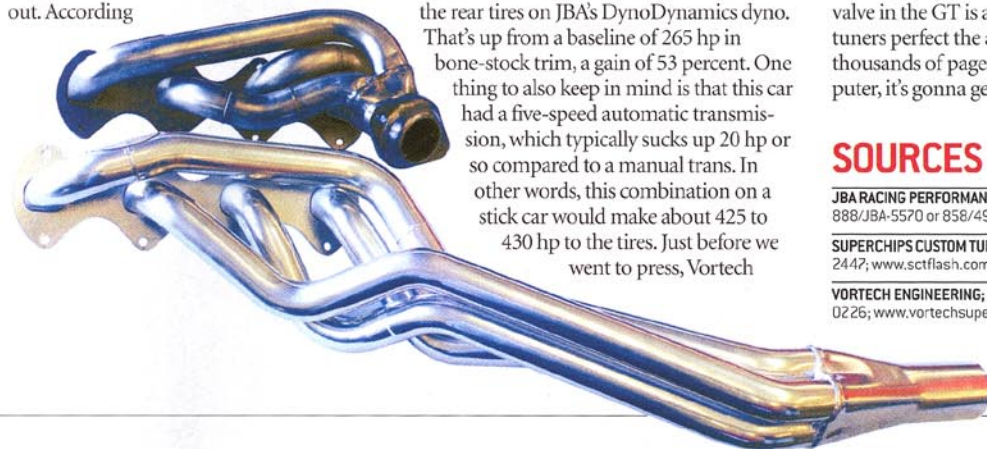
The Vortech kit JBA installed on for the '05's three-valve GT was a non-intercooled

OR THE '05



> The blower is a Vortech V-2 S-trim that makes 9.5 to 10.5 psi of boost. The plumbing on the Steeda car was prototype stuff. The inlet tube on the production kit is molded plastic.

prototype and had yet to be calibrated by Vortech or anyone else, so JBA brought in Chris Johnson of Superchips Custom Tuning (SCT) to dial it in. Johnson was also the guy manning the laptop on the Paul's High Performance 12-second Mustang that graced the January '05 cover of HOT ROD, so he's got some seat time with the all-new computer calibration that can be horribly complicated for a tuner to sort out. According



to JBA and Johnson, the runs we witnessed during our day at the shop were the first full-throttle, custom-tuned power pulls ever made by a supercharged '05 Mustang. Since then, Vortech has developed its own calibration and has released a kit that comes with a Diablosport Predator to reflash the computer.

Other than the supercharger, the only changes to the car were a set of JBA Cat4ward shortie headers and an axle-back exhaust (but with the stock cats and H-pipe) and the aforementioned SCT tune. When the day was done, the tune-up had not been "maximized," but the car still put 405 hp to the rear tires on JBA's DynoDynamics dyno. That's up from a baseline of 265 hp in bone-stock trim, a gain of 53 percent. One thing to also keep in mind is that this car had a five-speed automatic transmission, which typically sucks up 20 hp or so compared to a manual trans. In other words, this combination on a stick car would make about 425 to 430 hp to the tires. Just before we went to press, Vortech

> Vortech's high-output kit uses an air-to-water intercooler, allowing them to crank up the boost and add 40 hp to the system.

announced it had finished calibration for this same supercharger kit, along with an intercooled high-output version that the company says makes 462 hp at the crankshaft with a safe tune-up (40 hp more than the Vortech's data for the non-intercooled version).

Anyone who longs for the days of the pushrod 5.0 Mustang and the ease with which it can make power with bolt-ons should pay attention. The new 4.6L three-valve in the GT is a real player, and once tuners perfect the art of breaking into the thousands of pages of code in the car's computer, it's gonna get ugly. **HRM**

SOURCES

JBA RACING PERFORMANCE CENTER; San Diego, CA; 888/JBA-5570 or 858/495-3395; www.jbaracing.com

SUPERCHIPS CUSTOM TUNING; Longwood, FL; 407/774-2447; www.sctflash.com

VORTECH ENGINEERING; Channel Islands, CA; 805/247-0226; www.vortechsuperchargers.com