

Gain ideas and inspiration for your project

Hundreds of custom and performance examples

All body styles and generations

Interiors, engine bays, lighting, custom paint, and more

Sue Elliott

Chapter 2 Muscle Cars

The caliber of muscle cars being built these days is absolutely mind-blowing. They look incredible. The proportions are stunning. The fit and finish is exquisite. They're quick and fast. They stop far better than they did when they were new—and far better than plenty of new cars too. And some of them even handle as well as Ferraris.

The cars in this chapter do represent the breadth of the hobby.

There are serious g-machines, along with Pro Street cars and resto-mods. There are strikingly modern-looking rides and heartwarming nostalgic cars. There are fat-wallet race cars that happen to be streetable and budget builds that make fine auto-crossers or bracket racers. In short, I have to believe there's something here to inspire just about anybody.

Chapter 5 Wheels & Tires

Wheels and tires make a huge difference in the way a vehicle looks—perhaps more than any other styling choice.

And the combinations are nearly limitless. These days, street machines are riding on wheels that range from 15 to 24 inches in diameter, in finishes ranging from polished to matte, and from black to body color.

Of course, wheels and tires also dramatically affect a vehicle's performance—and not just in terms of their ability to accelerate and corner. Wheels and tires are unsprung weight, and increasing

this weight dramatically affects a vehicle's acceleration and stopping abilities—another factor to consider when wheel shopping.

As for tires, at one time, the really wide rear rubber was reserved for Pro Streeters and serious street/strip machines, but now g-machines are running wide back tires and kicking butt in autocrosses.

The wheel and tire setups here are sure to get you thinking. I've even grouped some of the photos by vehicle make and model so you can fully appreciate how much of a styling difference rolling stock makes.

Chapter 8 Body & Paint

The caliber of the bodywork and paint in these pages is incredible, and so is the creativity that went into these rides.

You'll find bare metal topped with clearcoat, matte finishes, and glossy paint. Monochromatic done in a modern way. All manner of two-tone paint schemes. Pinstriping. Graphics. Flames.

People put an extraordinary amount of labor into customizing

bumpers, windshields, hoods, grilles, and wheel openings. They widened their rides to look tough and fit bigger wheels and tires.

Plus, they made all manner of other functional mods, from adding ducts that aid in brake cooling and hoods that vent heat to front splitters that reduce lift and rear spoilers and diffusers that increase downforce.

Chapter 9 Lighting

People have been mixing and matching headlights and taillights on vehicles since the dawn of the hot rod movement, and street machines are no exception.

In this chapter, you'll find new cars outfitted with vintage lighting and old cars updated with modern equipment. You'll find one-off

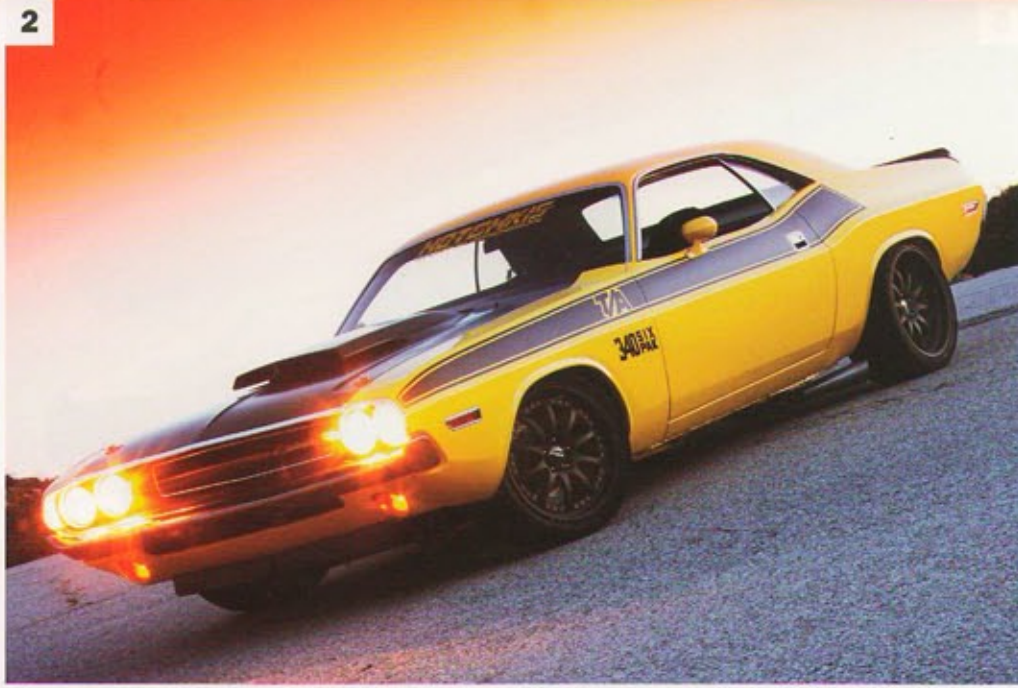
custom equipment and cleverly repurposed existing pieces.

You'll also find some newer technology, such as LEDs and even new cold cathode fluorescent lighting. These options surely will grow in popularity with car builders as they become more available and more affordable.

2 John Hotchkis of Hotchkis Performance noticed there weren't many Mopars competing in autocross events, so he built the E-Max 1970 Challenger. The E-Max sports a 340 Six Pack, Tremec TKO 600 five-speed, Hurst Sidewinder shifter, Chrysler 8 3/4 limited-slip rear, Flaming River quick-ratio steering, StopTech brakes, and Forgieline 18-inch ZX3P wheels with Yokohama Neova ZR tires. Photo courtesy of Hotchkis

3 Jim Wangers (aka the Godfather of the GTO) lent his name and support to Big 3 Performance, which created the now 1-of-1 Jim Wangers Signature Edition GTO (originally intended for limited production). The body is from 1969, but everything else is new, including a Roadster Shop chassis fitted with Detroit Speed C6 front suspension, triangulated four-bar rear suspension, and Jim Wangers Signature Wilwood brakes. Photo courtesy of Jim Wangers

4 Scott Taylor's Naja Mustang rides on an Art Morrison MaxG chassis with Air Ride RidePro suspension. FE Specialties built the engine, starting with a Shelby aluminum 427 block (now 490 cubic inches) and porting the Edelbrock aluminum heads. It makes 705 horsepower on pure engine, and Mike Thomas at Nitrous Supply plumbed it for a 200-horsepower Pro Shot Fogger system. Photo courtesy of Scott Taylor



14 This street/strip Camaro is running the classic drag racing look. In this case, those are 15x3-inch Billet Specialties Comp 5 wheels up front and 15x10s in the rear, wrapped in Hoosier rubber. However, they're not streetable, since they're not built to withstand things like potholes and road debris. Photo courtesy of Billet Specialties



Fastback Mustangs

These fastback Mustangs are both running 17-inch wheels, but they look distinctly different. The *Trans-Cammer* '70 Mustang features 17-inch custom wheels. The center sections were CNC machined from billet aluminum and then powder-coated gray, while the rim hoops were hard anodized black. Grand Touring Garage chose BFGoodrich T/A KD tires because of their

excellent handling characteristics and high-speed capabilities.

Scott Taylor's '68 Mustang rides on polished American Racing Shelby Cobra 427 wheels. The fronts are 17x0s with a 4.75-inch backspacing, and the rears are 17x9.5 with a 5.75-inch backspacing. They're wrapped in 245/45ZR and 285/40ZR BFGoodrich G-Force KDWS T/A tires.



Photo courtesy of Grand Touring Garage



Photo courtesy of Scott Taylor

Fiberglass & Metal Combo

Scott Taylor's '68 Naja Mustang, which started out as a 1968 A-code fastback, features a labor-intensive combination of sheetmetal panels and a highly reworked Eleanor fiberglass body kit—likely one of the last ones Unique Performance pulled together from remaining pieces before the company shut down. Henry's Hot Rods spent countless hours trimming, fitting, and reworking all the fiberglass pieces and then getting rid of any seams, sanding and filling before applying several coats of primer. The car retains the original metal fenders.

The Eleanor hood also tapered back to the height of the cowl, so it wouldn't clear the dual Demon carburetors on Scott's engine. Ron Pepper of A Pepper Fabrication restructured the scoop with a 2-inch cowl opening at the rear that also allows for heat dissipation, plus the glass hood was strengthened with a metal frame and lengthened 2 inches. Pepper also fabricated the side-opening hood hinges and release pins, hiding the hardware beneath the passenger side inner fender. Photos courtesy of Scott Taylor



10 Hulst Customs created one-off halogen headlights and running lights with custom buckets and lenses for Don and Karen Blacksmith's '56 Bel Air convertible. The shop also crafted cleaner, more modern-looking taillights, while retaining the stock fuel filler location behind the driver's side lamp. Photos courtesy of Hulst Customs

11 Kindig-it Design flush-mounted the taillights in Devan Glissmeyer's '68 Mustang for a much cleaner, more modern look above the bumper, narrowed, and tucked in section.

12 The more shiny stuff you have under the hood, the better neon will look at night. Photo courtesy of StreetCrew

13 Marquez Designs outfitted the Bollenbachers' '69 Camaro with the company's 3-D Modern Taillights. The Modern lights have angled vertical bars between the lenses, and those bars have a slight curve to match the profile of the car, unlike the straight bars on Marquez's traditional taillights. The aluminum housing can be finished any number of ways. Photo courtesy of Marquez Design

14 While '67 Shelby's came with four 5.5-inch headlights, Scott Taylor's Mustang has the 7-inch headlights used on regular '67 Mustangs, since he prefers the two-headlight/two-foglight look. The foglights, the running lights (inboard of the headlights), and the turn signal indicators are all PIAA units, and the running lights have been Frenched into the fascia.