



You can't get much more sleeper than a 6.0L/T56 swap in a Pontiac Safari wagon. We spotted this unexpected treasure at Holley's LS Fest in Bowling Green, Kentucky. Josh Korsower is the owner of the car and Three Pedals, the company developing clutch-pedal kits for cars like this that never came with manual transmissions. They've got parts for GM B- and G-body and 2005-and-newer Dodge Chargers and Chrysler 300s. Look for a full feature on the Safari soon.

## FULLSIZE FUN

Longtime readers know we're no strangers to building fullsize cars. Four years ago, we took on a 2003 Crown Victoria and built it up with Trick Flow cylinder heads and cams, Stainless Works exhaust, and QA1 coilovers. We added 70 hp at the wheels and turned it into a seriously fun car to drive that surprised lots of people. You can do the same with a granny-mobile or ex-police car of your own. The B-body GM cars were built through 1996, while Ford's Panther platform made it all the way to 2011. You can find plenty of cheap used parts for either one online or in your local junkyard.

## V8/IMPORT HYBRIDS

Always trying to keep up with our audience, we are seriously considering covering V8 swaps into import cars. Lots of younger enthusiasts aren't as brand loyal as our traditional readers are. Look at what your kids and their friends are



## HOT ROD PICKUPS

If you're willing to expand your horizons a bit, pickup trucks are now a legit hot rod build. Witness the explosion of C10 builds in the last couple of years. We even jumped on the bandwagon with our project Truck Norris. Just about anything you can do with a car is also applicable to a pickup, and the aftermarket is bursting with suspension and brake kits, coilover conversions, and all the ancillary

**Illustration:** Tavis Highlander  
speed parts you could ever want to build a muscle truck of your own. People are even coming up with innovative ways around Ford's troublesome Twin I-Beam front suspension, which works great in a truck at stock ride height, but not so much when lowered. By the way, should we strip the paint off Truck Norris and clear over the bare metal as in the illustration? We're seriously considering it.

**Contributor and Project Underbird owner John Gatliff recently picked up this 1984 Ford Victoria for a price so cheap he didn't even want to admit to it. There's a 351 Windsor under the hood and a stout 8.8 rear end out back. He's proposing a friendly rivalry build off between it and the CC/Malibu.**



building, if they're even into cars at all. We think you'll see V8s into Volvos, Porsches, and Nissans. There's a lot of innovation going into those builds and yet they're following the age-old hot rodders trick of putting a big engine into a small car. At **Car Craft**, we feel

that if you aren't evolving, you're dying. Whether you love or hate the idea, let us know what you think. If you know of a cool drivetrain swap into an import you think we should look at, let us know. Shoot us a line at [CarCraft@CarCraft.com](mailto:CarCraft@CarCraft.com). 📧

**We spotted this clean LS-swapped Porsche 944 at Holley's LS Fest. This is such a cool swap because the LS engine nearly doubles the power output of the original engine, but weighs nearly the same as the Porsche's engine (depending on which LS engine you're transplanting, of course). You can have excellent balance and handling with the V8 sound all car crafters love. This would be an excellent track-day car.**



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