

LVVTA'S 20TH ANNIVERSARY MILESTONE

hot rod

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Factory Five *Road race '33 Ford*



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Factory Five

Robin MacDonald's road racing '33 Ford hot rod







This car is very capable of running in amongst the big dogs with well over 750hp on tap

From Horse.

WE'VE already seen the underside of this package back in our April 2010 issue of NZHRM as a chassis feature. Now we bring you the finished article.

This stylised '33 Ford owes nothing at all to what Henry Ford imagined and we suspect it won't appeal to some of the more traditional rodders. It's mechanical in every sense, with

the theory of function before form prevalent throughout its design. Case in point is the hot rod's driveline which is comprised of pure race car components! But we'll get to that in more detail later.

There's a fair bit of history behind hot rod stalwart Robin MacDonald so we asked him how he came to get started in rodding. Robin replied, "I've always wanted to own a hot rod! When I was 14 years old, Evan and

Lois Penniall lived next door to us. Evan purchased a '47 Ford coupe just for the engine and after he'd removed it I purchased the rolling body for the sum total of \$5 and then found a good running 100hp replacement flathead engine out of a bonus pickup at the wrecking yard I worked at after school. This was the start of my V8 addiction". This addiction was fed throughout the next 45 years by Robin competing in





some very serious motorsport events, achieving wins throughout his career in everything from bikes, boats and cars. Ultimately it was seat time in his V8 Falcons and Mustangs which converted Robin's hankering for a road racing hot rod from obsession to reality with the purchase of a Factory Five coupe.

Here's how: It was in a conversation with ex-pat Kiwi Mike Lawrence who works at Tri C Engineering in California

that Robin mentioned he was looking for a hot rod which handled, braked, could go around corners at a good pace and came as a complete kitset with all components available from one supplier! That's a pretty tall order, but the conversation quickly turned to Factory Five Racing Enterprises. Robin looked them up on the internet and their package seemed to fit the bill. When at SEMA later in the year Robin spoke

with them directly, checked out the display car in the flesh and liked what he saw, so purchased a kit on the spot.

The kitset duly arrived in New Zealand and work began on assembly and conversion to right-hand-drive. Steve Phillips from Invercargill-based Auto Fab capably handled the chassis work required for the transformation of left to right-hand drive. Included in his list of things to do was modify the steering

rack, pedal box, make the front brake mounts, modify the dry sump pump to fit into the chassis and the myriad of other little items required along the way.

The end result is eye-catching and the silhouette pleasing. Yes this car commands attention whether sitting still or getting down the blacktop and speaking of the blacktop this car is very capable of running in amongst the big dogs with well over 700hp on tap. In fact it may well be one of the faster ones out there! Something Robin is happy to demonstrate!

Even though this was purchased as a kitset there's always help required and Robin wishes to thank all those who got involved with this latest project which has only gone on to spur the need for another hot rod in his stable of desirable toys. Now that's something we'll look forward too!

Features and Specifications:

ENGINE: Ford Motorsport 358ci Windsor making approx 780 hp at 9250 rpm with Siamese bores, dry sump, alloy Roush heads, Carrillo rods, JE pistons, Sonny Bryant crank, Titanium valves, Jesel rockers, oil fed valve springs, Ford Motorsport intake, Nascar 735cfm Barry Grant double-pumper carb, Nelson Specialties electronic twin pickup distributor and 9mm plug leads.

GEARBOX: 6-speed Magnum T56 manual, steel scattershield, triple disc Tilton clutch, hydraulic throwout bearing. 4th gear is direct drive while 5th and 6th are both overdrives.

DIFFERENTIAL: 9" Currie housing, alloy centre section, 31-spline axles, Eaton Tru-Trac in a bolt-through Yukon head, 4.88 gears, 4" driveshaft.

BRAKES: Front, 14" Brembo rotors, 6-piston radial mount Wilwood calipers. Rear, 13" Wilwood rotors, 4-piston calipers with internal handbrake.

WHEELS & TYRES: Front: 19 x 8 Boyd Custom JRS wearing 235-30-19 Continental Sport Contact 3. Rear: 20 x 12 Boyd custom JRS wearing 325-25-20 Continental Sport Contact 3.

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