

INSIDE STREET MACHINE NATS SPECIAL ISSUE...COOL CARS, GREAT FRIENDS & GOOD TIMES RETURN TO DUQUOIN

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RPM MAGAZINE

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AND THIS INSANE 2000HP SMALL TIRE CAMARO WINS THE FIRST RPM EDITORS CHOICE AT THE NATS pg 54

STREET MACHINE NATIONALS DUQUOIN

SPECIAL EDITION

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story and photos by

Toby Brooks

DUAL THREAT

SPECIAL ISSUE
STREET MACHINE
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EDITOR'S CHOICE



>> **JUST YOUR TYPICAL 2,000 HORSEPOWER STREET/STRIP '69 CAMARO...**

It's been said that it is easy to build a car that's good at *one thing*, but when you try to build one that's good for *everything*, lots of times it's good for *nothing*. For example, old-school mechanical injection has been a mainstay in competitive drag racing for decades, but it can be a real pain on the street for all but the most knowledgeable tuners. Likewise, the

creature comforts afforded from a finished interior with stereo and air conditioning are great for cruise nights, but the added weight compromises performance at the track. However, modern technology has made the possibility of a true street/strip performer more possible than ever. And for Benton, Illinois native Keith Abbott, the pursuit has almost become an addiction.

"I wanted to build a car with more power than any car I've ever had before," said Abbott. The longtime hot rodder spent his formative years taking mental notes and turning wrenches alongside his dad, who was in the auto repair business. "I have been building and putting together motors since the age of 12. My dad would bring cars in and I would get to help him a lot," he added.

Over time, that cultivated love for all things performance led Abbott into the business, as well, as he now owns and operates a towing company of his own. But for his latest creation, he didn't want anything that had to be towed anywhere. He wanted a driver.

"I found the car about three years ago outside of Bristol, Tennessee," Abbott said. The car was a solid starting point, but Abbott quickly tore into it to make it uniquely his own. "I re-did the entire drivetrain, added some creature comforts, and updated the tires and wheels. The goal was and is to drive

it from my house, down the interstate to the track (the eighth-mile I-57 Dragstrip), run 4s, and drive home," he said with a grin.

That's no small goal, so it required no small power plant to begin. For that, Abbott turned to CBM Motorsports for a bulletproof balanced and blueprinted 440-ci twin turbo LS. First, the gang at CBM started with an aluminum GM block poked and stroked to 4.065 and 4.100 inches, respectively. A Callies Magnum crankshaft spins Callies Ultra I-Beam connecting rods with Manley Platinum boost-friendly 9.0:1 pistons. A custom-grind CBM roller cam (.622/.228 intake, .644/.240 exhaust) was partnered with Johnson short-travel tie bar roller lifters.

ARP studs and fasteners were used throughout, including to hold down the aluminum CNC ported LS7 cylinder heads. Cometic gaskets keep things sealed properly, while a Peterson 10-quart dry-sump oiling system circulates the lubricants



SHHHHHHHH! KEEP IT DOWN OUT THERE!

We asked (and received!) permission to shoot Keith Abbott's gorgeous 1969 Camaro SS on the grounds of the Governor's Mansion at the Du Quoin State Fairgrounds, but that still didn't stop a particularly opinionated groundskeeper from trying to run us off after the distinctive twin-turbo side-piped LS motor roared to life. We used to think if you've seen one red '69 Camaro, you've seen them all, but Abbott proved us wrong, as his ride boasts insane amounts of power with all the creature comforts you've come to expect from a modern muscle car. Well...except for quiet exhaust, that is.



OLD MEETS NEW

The Camaro looks incredible with its flawless paint, classic black vinyl top, and sidepipe exhaust, but the black powder coated Billet Specialties wheels add a high-tech, sinister flair that leads you to the likely truth that it is ready, willing, and able to destroy you should you decide you want to tangle.

DUAL THREAT

readily and reduces power loss due to windage.

Induction consists of a pair of Garrett GT4094 turbos stuffing up to 50 pounds of atmosphere down the throat of an aluminum Holley LS EFI intake. An octet of Holley 220-pound injectors spray copious amounts of fuel and are commanded by a Holley Dominator EFI controller. LS7 coil-near-plug ignition sparks the fire, and an Aero-motive Eliminator dual in-take fuel pump system ensures there's always plenty of fuel to burn.

Exhaust consists of a pair of custom turbo headers welded up by friend Don Storey.

"I came up with the design I wanted, and Don handled the rest," Abbott said. With the twin Garretts tucked up behind the headlights, an air-to-air intercooler was mounted ahead of the radiator on the cool side. The install has been so well executed that we drove by the car twice without realizing it was even turbocharged. A pair of black ceramic coated functional sidepipes were crafted from 4-inch DOM tubing. The result is a unique alternative to now commonplace fender-dump exhaust and gives the car a true classic street machine vibe.



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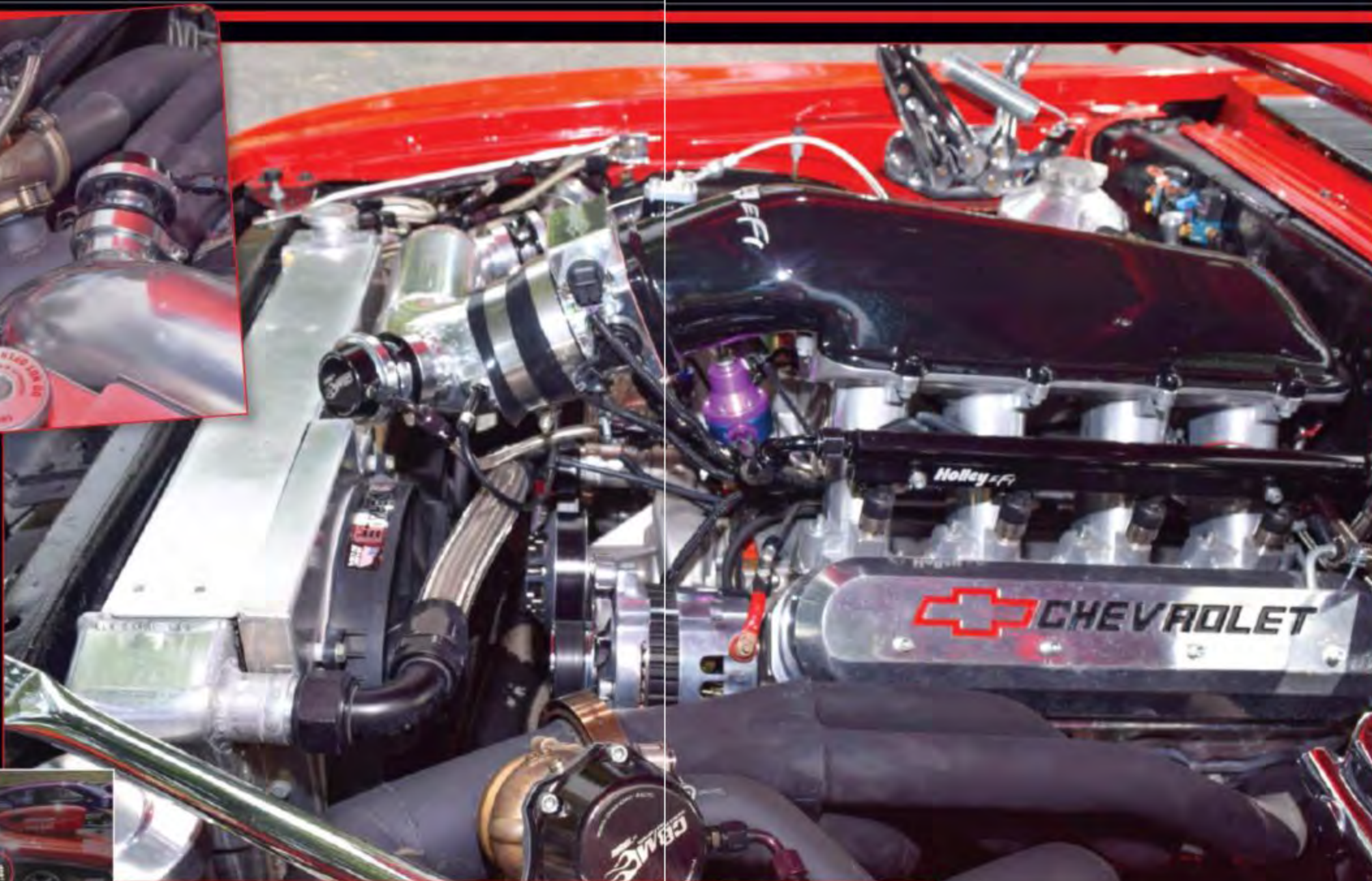
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The combo was good for over 2,000 horses on the dyno. But as it turns out, making power isn't the hard part. Putting that power down is.

"We've been through a few transmissions, and we finally decided to go with a pro-mod-level automatic in the hopes that it will hold up," Abbott said. An M&M Turbo400 GM automatic

transmission has been bolted in ahead of a Gear Vendors electronic overdrive intended to help the Camaro ease down the interstate at a leisurely 1,700-1,800 rpm but withstand all the punishment the twin turbo LS can muster when the fun pedal is smashed. A PTC stall converter and TCI SFI-rated flexplate help keep things safe,



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TIGHT SQUEEZE

In the first heyday of the Street Machine Nationals, the thought of making four-digit horsepower was a pipe dream, but modern technology has made it possible—and it all fits under a cowl hood! The twin Garrett turbos are tucked away just behind the headlights and nearly disappear among the maze of cleanly-fabbed Don Storey plumbing work. However, as you look closer, you notice the air-to-air intercooler, the CBM blow-off valves, and the dry sump oiling system and you quickly realize this is no simple, run-of-the-mill LS swap.



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QUICK TECH SHEET

KEITH ABBOTT'S 1969 CAMARO SS 10.5 TWIN TURBO STREET/STRIP

Chassis Type & Mods: Chromoly backhalf with 10-point cage.

Suspension & Brakes: FRONT: Santhuff springs with AFCO double-adjustable shocks and Aerospace Components 4-piston disc brakes. REAR: Custom chromoly 4-link with AFCO double-adjustable shocks. Aerospace Components disc brakes.

Body & Paint: PPG Guards Red basecoat/clearcoat with gloss black GM rally stripes. Harwood 4-inch fiberglass cowl induction hood. Custom black vinyl top.

Engine: CBM Motorsports custom-built 440 ci LS. Callies Magnum 4.100-inch crankshaft, Callies 6.125-inch Ultra I-beam connecting rods, and Manley Platinum 9:1 pistons. CBM model 630h roller cam (.622/.228 intake, .644/.240 exhaust) with Johnson short travel tie bar lifters and Manley 4130 chromoly pushrods. CNC ported LS7 6-bolt aluminum cylinder heads. GM 1.8 rocker arms. Peterson 10-quart dry sump oiling system.

Induction & Power Adders: Holley EFI aluminum intake manifold with Holley 220# injectors. Custom dual CBM/Garrett GT4094 turbos.

Fuel Delivery: Aeromotive Eliminator dual in-tank electric fuel pumps.

Electronics & Ignition: Holley EFI Dominator system with LS-7 coil-near-plug.

Exhaust: Custom LS turbo headers with functional black ceramic coated 4-inch side pipe exhaust by Tim Ramsey.

Transmission & Driveline: M&M Turbo400 trans with Gear Vendors electronic overdrive. PTC stall converter with TCI LS flexplate. PST chromoly driveshaft with billet yokes.

Differential: Moser fabricated 9-inch rearend with 40-spline Moser axles and 3.50 Moser gears.

Tires & Wheels: FRONT: 15x3.5 Billet Specialties Street Lite wheels with Mickey Thompson 26x7.5-15 tires. REAR: 15x10 Billet Specialties Street Lite wheels with Mickey Thompson 295/65-15 ET Street tires. Wheels custom powder coated by Joshua Gulledege at 2BoyzBlasting in Johnston City, IL.

Performance: 2,000+ hp on 91-octane pump gas.

STREET/STRIP TERROR

Abbott's goal has always been to drive the car to his local eighth mile track, race it, and drive home. Although he hasn't done it yet, it is only a matter of time.

DUAL THREAT



and the PST chromoly driveshaft with billet yokes reliably sends the ponies aft in the chassis.

Four-digit horsepower has a way of spotlighting the weak point of a driveline, so Abbott knew the differential needed to be bulletproof, too. A Moser fabricated

9-inch rearend has been equipped with 40-spline Moser axles and Moser 3.50 gears. The rear has been mounted via a custom 4-link that rides on AFCO double-adjustable shocks. And no wheelie bars.

"So far we are still working the bugs out, and the car either

blows the tires off at the hit or sits on the back bumper," Abbott said. Chassis modifications consist of a chromoly backhalf in the rear with Santhuff springs and AFCO double-adjustable shocks in front for suspension duties with a custom 12-point chromoly cage with

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swing-out sidebars to stiffen things up and add protection.

Paint and body on the classic Chevy is clean, simple, and unfussy with a flawless PPG Guards Red basecoat/clear-coat that has been adorned with a pair

of iconic GM rally stripes. A 4-inch Harwood fiberglass cowl hood is the lone exception to an otherwise all steel body. The red paint contrasts nicely with the cool black vinyl top and the black powder coated

wheels.

Speaking of wheels, Abbott selected a set of Billet Specialties Street Lite hoops that have been shod with Mickey Thompson tires. The 15x3.5s up front and 15x10s in back were treated

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SITTIN' PRETTY

The classic Bowtie sits perfectly over a custom 4-linked Moser fabricated housing on AFCO double-adjustable shocks. Up front, Santhuff springs have been partnered with another pair of AFCOs to get the ride height just perfect.

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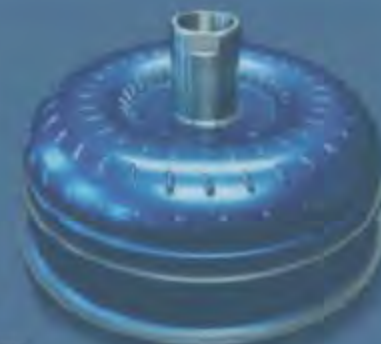
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COOL CRUISER

Whether Abbott is ready to blast down the track or idle around town, this Camaro is ready. In addition to the neatly appointed factory-style interior, Abbott added a 10-point cage for safety and a Kenwood sound system and Vintage Air heat and AC unit for comfort. The AC compressor was wrapped with heat shield to protect it from the nearby turbo header.

to a cool gloss black and machined finish by Josh Gullede of 2BoyzBlasting in nearby Johnston City, Illinois before the 26x7.5/15 fronts and 295/65-15 ET Street rears were mounted up.

The interior of the car is as clean and well-kept as the exterior and chassis. The black vinyl factory-style seats, door panels, and headliner have been augmented with a dash full of AutoMeter gauges and a Grant GT steering wheel adds style. A Cheetah

SCS shifter commands the gears and a pair of 3-inch 5-way harnesses add another measure of safety. The car features a full Kenwood sound system and even has full heat and air conditioning, making cruise nights as comfortable as they are fun.

We spotted Abbott's ride at the 2017 Street Machine Nationals, where he brought the car up for the day on Saturday before heading to the track on Saturday night. And while it may seem diffi-

continued on page 76



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SNAGGING THE HARDWARE

While there were several cars we could have chosen, the insane power and the practical drivability of the Camaro made it our logical pick for the inaugural RPM Editor's Choice award. TOP: Abbott receives the super cool custom Fastlane Metalworx award from RPM's Toby Brooks. RIGHT: Abbot (right) poses with friends Don Storey and Marcia Kelley.



RPM Editor's Choice Award

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cult to stand out from the crowd of 3,000+ other street machines in a red 1969 Camaro, Abbott's classic muscle car missile stood out from the rest with its unique combination of classic street machine melded together with cutting-edge

hardcore horsepower, snagging our inaugural Editor's Choice award sponsored by Fastlane MetalWorx in the process. So the next time someone tries to tell you that you can't have your cake and eat it, too with a true street/strip build, just

point them in the direction of Keith Abbott. He's the guy sitting in the red Camaro in the staging lanes with the stereo and AC cranked. He might give you a ride home in it after he blasts another 4-second pass. ■

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