

Street-Legal Performance Tips

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turbo *& Hi-Tech Performance*

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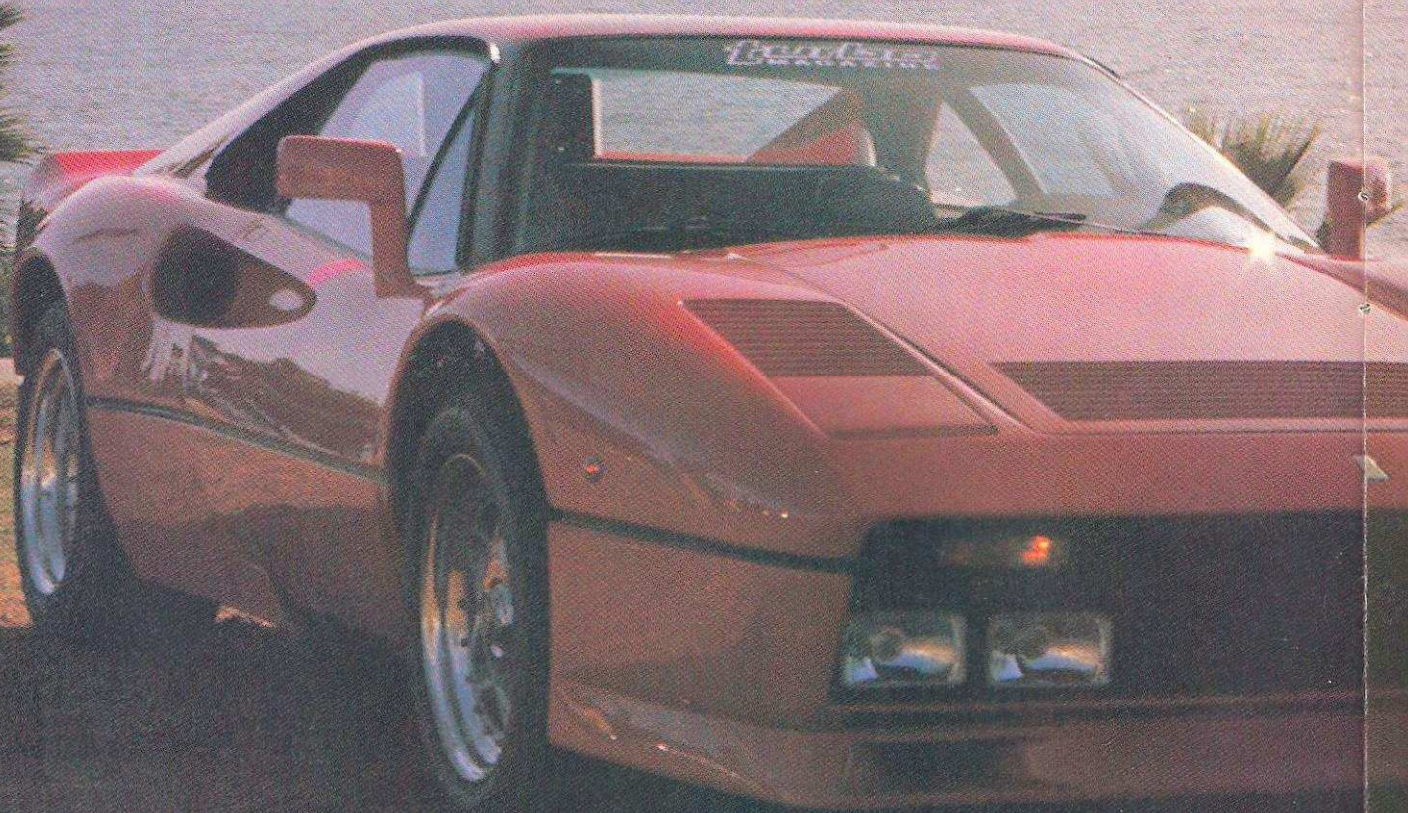
Rapid Transit **590 H.P.** **Twin-Turbo 328**



- **MR-2... The Fun Gets Serious**
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AUTOBAHN POWER



If you missed out on one of the original Ferrari GTO's, all is not lost. With a 328 and a large check, you can have a life-like replica of the original, built on a real Ferrari chassis.

MUNICH 13211 KM

Legendary for their high-speed capabilities, the Autobahns of Germany have helped foster the desire for a special breed of supercars.

One such car, the Ferrari GTO, predecessor to the current F-40, featured a twin-turbocharged engine putting out 435 horsepower.

Due to the scarcity (only 279 were built) and the value (which even in this market can be a half million or more), you probably won't run into too many of these in your travels.

One company here in the US, Cable Productions, Inc. of Phoenix, Arizona, has arrived at a reasonable solution to this problem for those of you who might be interested.

Starting with either a 308 or 328

Ferrari, Cable has a package of performance products that can rival the performance of the legendary GTO, with looks to match.

No cheap kit car, these completed packages can cost 60k or more, plus the base vehicle, meaning you could be looking at a total package price in the 120k range.

The car featured here started life as a 1986 Ferrari 328 before the transformation to its current GTO status.

A complete new Kevlar™ reinforced fiberglass body (except the doors which remain original) is mounted onto the original chassis, which in this case underwent several suspension upgrades. The trans-axles are converted to late Porsche 950 ZF units.

While the coachwork is in process,

the engine is disassembled and special low compression [8:1] forged pistons with chrome-moly rings and o-ringed cast iron liners are installed.

According to Cable's mechanical engineer Bill Olson, as long as they stay under six hundred horsepower, the rest of the bottom-end has proven virtually bullet proof. The only other internal modifications to the engines themselves are porting the heads and reshaping the combustion chambers.

The complete turbo system is fabricated from T 304 stainless steel, and is basically a work of art. According to Cable owner Jim Carpenter, they have gone through several minor revisions over the last year to arrive at the current design.

To provide correct air/fuel manage-

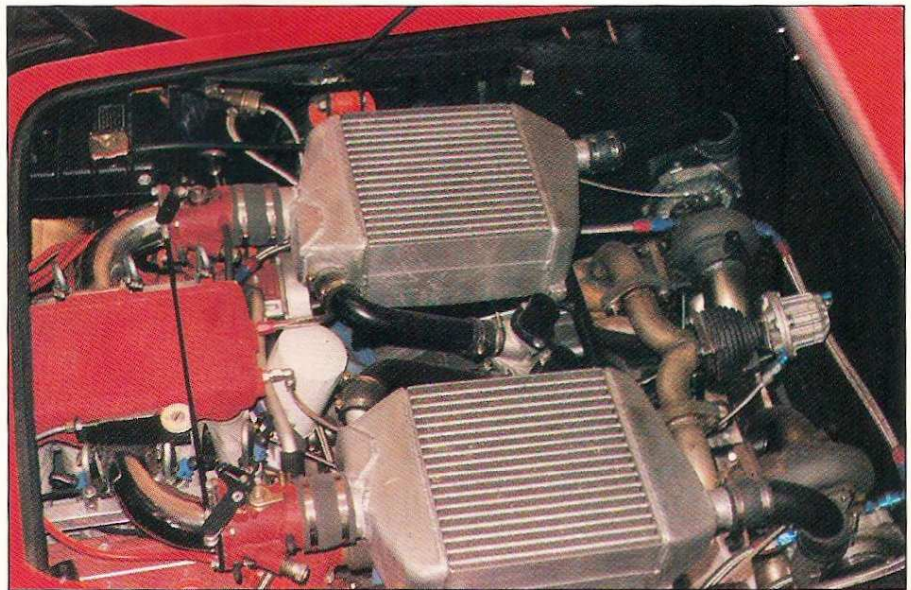


By: Everett Steele

The door vents are made more functional by special ducting that flows cool air through the intercoolers.



The rear fender vents are both functional for brake cooling and are the exact specs. of the 288 GTO.



Twin Garrett T04 turbos force 10psi boost into the specially modified plenum through twin intercoolers. Each intercooler is fabricated using two HKS Pro-Series racing cores. Special fiberglass ducts from the rear fenders supply massive amounts of cool air through the intercoolers at speed. A large HKS competition wastegate and two compressor bypass valves complete the installation. This turbo system, when combined with the internal modifications as noted, yield a maximum of 590 hp at 7500 rpm.

ment for the additional power from the turbo system, a Haltech F-3 system is employed, and we might add, dialed-in very well. Ignition duties are handled by an Electromotive crank fire system.

In reviewing some of the dyno sheets on this engine, they maintained a very efficient brake specific of between .49 to .51 in the range between 4500 and 7500 rpm.

We had a brief opportunity to take a quick spin in one of these GTO replicas before it was loaded on the ship for its final destination in Belgium. As admitted stoplight bandits, our opinion was that the boost came on a little late, but as Carpenter explained, the ultimate user of this vehicle wanted his main punch to start at 100, and that it did. The track we were able to use was

a little short to really get into it, but about midway through third, things started to happen real fast. The tach climbed from 6000 to its 7500 red-line almost instantly; but by that time, it was time to start thinking real seriously about stopping power.

As Carpenter noted, just tell Cable when you want to go fast, and they will give you the correct turbo sizing. In the case of the car we drove they used large (for this engine size) .70 housings, but for enthusiasts more

In addition to the GTO version, Cable also manufactures the Evoluziones as shown here. Weighing-in at just over 2400 pounds, with the same basic 600-horse engine package, we can't wait to get our hands on one of these, at a track large enough to enjoy it.

interested in lower speed acceleration they have many other options.

The GTO version as tested weighed in at over 3100 pounds. The new Evoluziones models currently in production, with the same (or more) power weighs in at under 2400 pounds. Awesome Dude.

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