

OUR GARAGE

CARS IN OUR GARAGE



HOLDEN SS-V UTE



DATE ACQUIRED: 13/11/2010
KM UPON ARRIVAL: 31
RECENT MODS: COIL-OVERS
LITRES PER 100KM: 14.3
THIS MONTH'S KMS: 2218
ODOMETER: 2573
ANY ISSUES: NONE-IT'S BETTER

MITSUBISHI EVO X MK II



DATE ACQUIRED: 19/9/2010
KM UPON ARRIVAL: 1700
RECENT MODS: SCREEN X 2
LITRES PER 100KM: 13.7
THIS MONTH'S KMS: 716
ODOMETER: 4485
ANY ISSUES: NEEDS NEW WHEELS



Pedders Sport Ryder Extreme XA coil-overs...

LONG-TERM



have been fitted to Brash-Dog's SS Ute

CUTTING CORNERS

Our Holden SS-V Ute now handles like a two-door sports car should

It's been an eventful month for the hay hauler, with plenty of time behind the wheel and in the workshop getting some tasty mods. It's been an enjoyable experience so far, with no issues to report besides the usual new-car paranoia of parking lots and driving in the wet weather.

The first addition came via a visit to Rob at Hunters Hill Window Tinting for some nice dark glass. Now, with gangster-spec tint the car looks noticeably meaner while it ensures that my pasty complexion will remain.

The big change for this month, though, was a set of Pedders

Sports Ryder Extreme XA adjustable coil-overs. These units allow for quick changes in height, compression and rebound and they don't cost the earth, either. Using the quick adjuster clickers allows for 30 different settings from soft and compliant right through to race-car hard.

Straight out of the box these coil-overs look the biz with anodised adjusters and bright red springs bringing a bit of bling, but you don't need to fork out for any extras as there's detailed instructions and tools included in the kit so you can make any of the adjustments easily by yourself.

Dimitrios and the guys at Pedders Bankstown made short work of installing the coil-overs, removing the standard (and heavy) suspension and slotting in the front coil-overs in minutes.

The rear takes considerably more work as a small hole needs to be drilled into the original Holden top-hat to allow easy access for the clickers. Once installed, the ride height and clicker settings were chosen, based on my requirements (as an everyday commuter!) before the car was wheel aligned.

From the workshop, I made a quick stop off to jettison the stock suspension and fuel up in

anticipation of some solid testing on the winding roads of the Royal National Park in Sydney's South.

First impressions are that, while a fair bit firmer than the standard suspension, the ride's still comfortable and not as harsh as I expected. Road joins and hits at speed are swallowed up with ease and don't transfer through to the cabin. So far, so good.

Now well into the National Park, the road snakes its way from signposted 70km/h sweepers right through to cambered hairpins, and the big ute takes it all. I am amazed with how flat and stable it feels. The stock suspension despised trailbraking

ON OUR HIT LIST

We want to know what it's like to live with a LPG-fuelled HSV for a while



HSV CLUBSPORT LPI
5.3sec to 100km/h, xxxkm/h
COST: \$74,000

WORDS AND PHOTOS CHRIS BRASHER



Old versus new: spot the difference



Adjustable strut-tops offer choice



Okay, it's not all about handling – it's gotta look cool



Ute needed a slight mod for rear coil-overs



Ride-height chosen based on daily use



The Ute's stance is now super-tough

and mid-corner corrections, which unbalanced the car, yet this trait has been all but eliminated. Now, it just wants me to push harder to see what it can really do. I can brake later, hold more cornerspeed and power out earlier than before – it's like night and day.

A quick stop-off to let the brakes cool and fiddle with the clickers – five clicks harder front and rear – and set off back towards Sydney.

Instantly the car becomes stiffer and livelier, with a more precise turn-in. Stiffening the rear prompts slightly more oversteer but it still remains

controllable. Bad patches of road and dips can really be felt now, but the big ute eats it all up and instills even more confidence. So much confidence that the brakes completely shit themselves into a leafy hairpin for a brown undie moment...

Bang for your buck, these coil-overs are fantastic. Not only does the Ute look tough with its lowered, hunkered-down stance, you might even surprise a few WRXs and Evos in the twisty bits as you hound them through the corners.

With the suspension sorted, brakes are next, then it's more grunt for the 6.0L. – CB

DREAM GARAGE WINNER

Gareth takes home \$150 worth of Wynn's product to make the cars in his real garage run smoother
VALUE \$150



YOUR \$100K CHALLENGE

1. You have a maximum of \$100,000 to spend on a dream garage. You can spend less, but not more.
2. Your maximum three cars must be classic production models.
3. Each car must fulfil one of the following criteria:
 - One built before 1975
 - One built between 1975 and 1999
 - One modern classic (post 2000)
4. Send your entry to: harddrive@acpmagazines.com.au

THIS MONTH'S WINNER GARETH, VIA EMAIL



PRE-1975
'74 CORVETTE STINGRAY
The Coke-bottle Corvette was the baddest, meanest body-style but by the mid '70s, it became more comfortable, too.
COST: \$40,000



1975-1999
'91 NISSAN SKYLINE R32 GT-R
The most legendary GT-R, the R32 is the fastest, lightest rawest pre-R35 GT-R, but for this sort of coin it'll have to be a grey import.
COST: \$17,000



POST-2000
'05 HOLDEN MONARO CV8-Z
The best driving of the new-gen Monaros, with the newest (VZ) cabin, 6.0-litre V8 and most thoroughly sorted suspension.
COST: \$40,000

REFUND: \$3000*

*Enough to run the 'Ute for a weekend

CASH LEFT OVER!