

'70 MAVERICK

2009 HOT ROD POWER TOUR DEBUT

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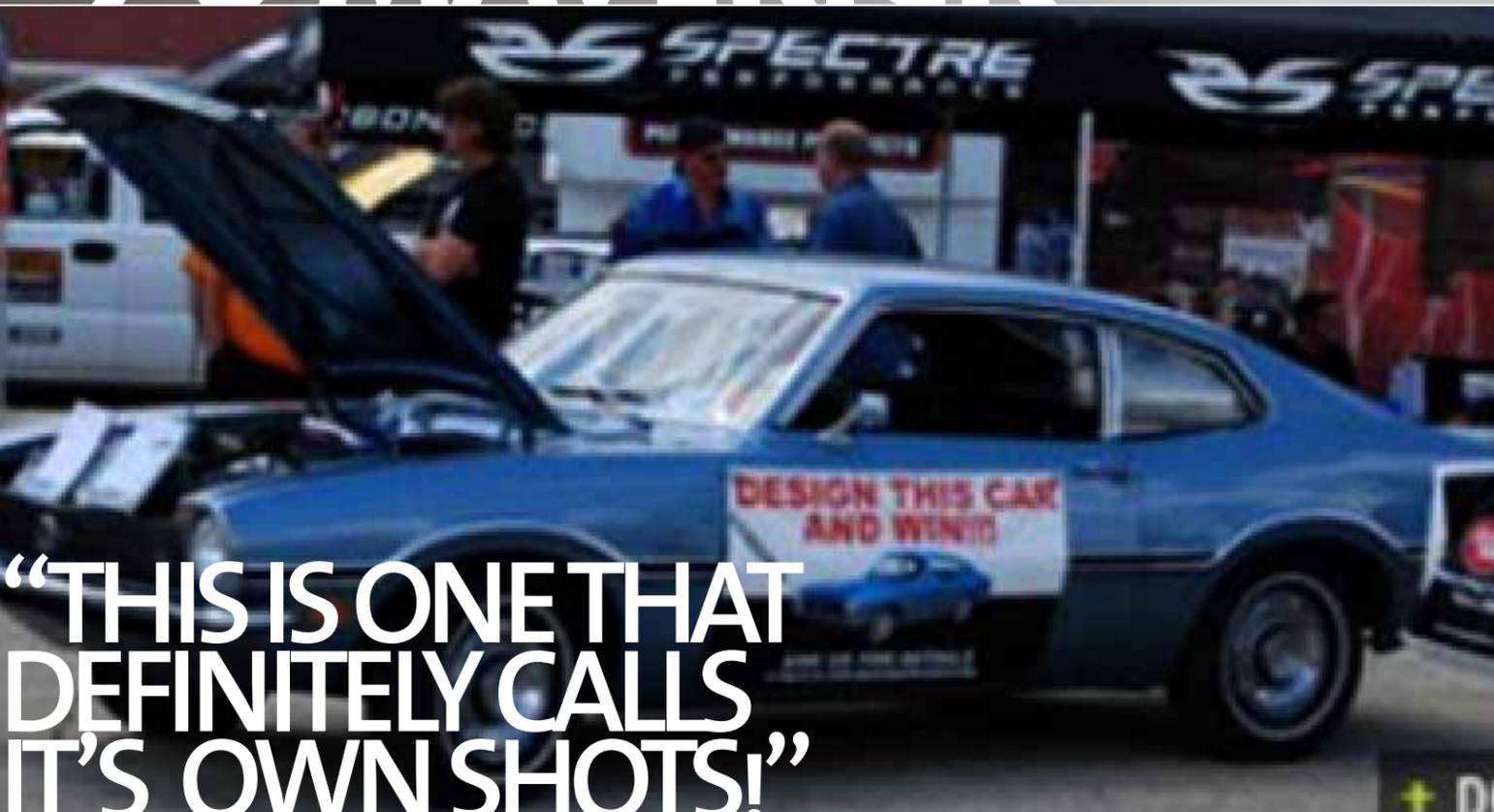


DESIGN & BUILT BY **LANCE PELTIER**

SPEED BY SPECTRE

'70 MAVERICK

SPEED BY SPECTRE™



“THIS IS ONE THAT DEFINITELY CALLS IT'S OWN SHOTS!”

The Mavinator Story

BY LANCE PELTIER, AUSTIN, TEXAS, USA



The History

I WAS IN LITTLE ROCK, ARKANSAS FOR THE LAST DAY OF THE **2007 Hot Rod Power Tour** WHEN I WALKED UP TO THE SPECTRE PERFORMANCE BOOTH. I HAD USED THEIR PRODUCTS FOR MANY YEARS IN MY ENGINE BAYS, SO I WAS INTERESTED IN SEEING THEIR DISPLAY. PARKED NEXT TO THEIR BOOTH WAS THIS COMPLETELY STOCK 1970 FORD MAVERICK. THE STRANGEST PART THAT REALLY CAUGHT MY EYE WAS THAT IT WAS AN EXACT COPY OF THE MAVERICK I DROVE TO HIGH SCHOOL, DOWN TO THE SAME COLOR, SAME HUB CAPS AND SIX CYLINDER DRIVE TRAIN. I WALKED AROUND THE SIDE OF THE CAR AND SAW SIGNAGE PROMOTING IT'S DESIGN CONTEST, “**DESIGN THIS**

CAR AND WIN”. I TOOK A LOOK AT THE PUNY INLINE 6 INSIDE THE ENGINE BAY AND THE FIRST THING THAT CAME OUT OF MY MOUTH WAS “THIS THING NEEDS A SUPRA DRIVELINE IN IT; EVERYONE KNOWS THAT SUPRAS ARE THE KING OF INLINE SIXES”. I WAS HANDED AN ENTRY FORM AND TOLD TO DESIGN IT AND SUBMIT IT TO SPECTRE'S CONTEST.



A FEW MONTHS LATER I WAS THUMBING THROUGH A MAGAZINE AND I CAME ACROSS THIS STORY ON THE “MAVINATOR.” I THOUGHT “HEY, THAT'S THE SAME MAVERICK THAT SPECTRE IS USING FOR THEIR DESIGN CONTEST”. SINCE THE CAR WAS TO BE COMPLETELY REBUILT ANYWAYS, SOMEONE BETWEEN SPECTRE AND HOT ROD MAGAZINE CAME UP WITH THE IDEA OF THE “**MAVINATOR**”, WHERE THEY ADDED FUEL INJECTION AND LOTS OF NITROUS TO THE

STOCK INLINE SIX, AND KEPT ADDING IT UNTIL CATASTROPHIC FAILURE OCCURRED. THE STORY WAS THEN DOCUMENTED FOR THE ENTIRE WORLD TO SEE IN THE NOVEMBER, 2007 ISSUE OF HOT ROD MAGAZINE.

THE BUILD

FAST FORWARD SIX MONTHS AND SURE ENOUGH MY DESIGN WAS CHOSEN AS THE WINNER OF THE MAVERICK CONTEST, WHICH WOULD FEATURE AT AN UPCOMING HOT ROD POWER TOUR. SOMEHOW, ONE WAY OR ANOTHER, I THEN CONVINCED AMIR ROSENBAUM, FOUNDER/ OWNER OF SPECTRE PERFORMANCE, TO LET ME BUILD THE CAR FOR THEM. I HAVE OWNED AND BUILT SUPRAS FOR MANY YEARS SO I WAS FAMILIAR WITH THE DRIVE TRAIN. I ALSO OWNED THE EXACT SAME MAVERICK IN THE PAST, AND HOW COOL



WOULD IT BE TO BE ABLE TO BUILD A CAR OF THIS CALIBER? IT ENDED UP TAKING A LOT LONGER THAN EXPECTED, BUT IN THE END, THE CAR TURNED OUT REALLY AMAZING AND IT'S A TOTAL BLAST TO DRIVE. THANKS SO MUCH AMIR FOR ALLOWING ME TO FULFILL THIS DREAM.

WHEN THE MAVERICK ARRIVED IN AUSTIN, TX, IT WAS A BARE SHELL. WE TOOK IT TO HI-TECH CUSTOM'S IN BUDA, TEXAS WHERE DAVID DEAN AND LLOYD TEITELBAUM DID MOST OF THE FABRICATION WORK ON THE CAR. THE SUSPENSION WAS GUTTED, AND REPLACED WITH COMPONENTS FROM ROD & CUSTOM MOTORSPORTS. A MUSTANG II, COIL OVER SUSPENSION WENT ON THE FRONT, WHILE THE REAR HAS A COIL OVER SUSPENSION HANGING A FORD 9" POSITRACK FROM JAWSGEAR.COM. DAVID AND LLOYD ALSO ADDED FRAME CONNECTORS AND A ROLL BAR TO STIFFEN EVERYTHING UP AND ALLOW IT TO TAKE THE ADDED POWER THAT THE 2JZ-GTE DRIVE TRAIN WOULD THROW AT IT. WHILE THERE, THEY ALSO MOUNTED THE ENGINE AND TRANSMISSION, A FRONT MOUNT INTERCOOLER, SEAT MOUNTS AND ROUTED THE EXHAUST.

WHILE THOSE GUYS WERE KEEPING BUSY WITH THE FABRICATION, I TOOK CARE OF THE TOYOTA END OF THINGS. THE ENGINE IS FROM A JAPANESE SEDAN CALLED AN ARISTO; BASICALLY A LEXUS WITH A TWIN TURBO SUPRA ENGINE IN IT. I HAD DENNIS MURRAY AT PRECISION ENGINE SERVICES COMPLETELY MACHINE EVERYTHING AND RE-ASSEMBLE THE SHORT BLOCK. I ASSEMBLED THE REST OF IT USING A TITAN MOTORSPORTS METAL HEAD GASKET TO TAKE THE ADDED BOOST, A DRIFT EFFECTS 67MM TURBOCHARGER, HEADER, AND EXTERNAL WASTEGATE. DRIFTMOTION IN POMONA, CA SUPPLIED THE 5 SPEED FROM A 3RD GENERATION SUPRA WITH A 1JZ-GTE BELLHOUSING, AND A 6 PUCK CLUTCH FROM ACT.

ONCE EVERYTHING WAS INSTALLED IN THE MAVINATOR, THEN CAME THE FUN PART. HOW DO I

WIRE ALL OF THIS UP? SPECTRE MADE IT EASIER BY SUPPLYING ALL AUTOMETER GAUGES; SO THE DASH WAS PRETTY STRAIGHT FORWARD. I ENDED UP SITTING DOWN ONE EVENING WITH A SUPRA WIRING DIAGRAM AND A FORD DIAGRAM AND DREW UP A WIRING SCHEMATIC ON THE ENTIRE CAR. ONCE I HAD THE SCHEMATIC CONFIRMED, THE TASK BECAME A LOT CLEARER. I KEPT MOST OF THE STOCK FORD HARNESS TO RUN THE BODY, AND SOURCED A TOYOTA ENGINE HARNESS AND ECU. I ALSO ADDED AN APEXI NEO AIR/FUEL COMPUTER SO THAT WE COULD DYNO TUNE IT ALONG WITH A BLITZ BOOST DEFENDER TO GET AROUND THE TOYOTA'S STOCK BOOST CUT.

AS FAR AS ROLLING AND STOPPING, THE FOUR WHEEL DISC BRAKES ARE FROM BAER BRAKES; TRACK PLUS BRAKES WITH 13" ROTORS. THE WHEELS ARE FROM CENTERLINE RACING WHEELS, BOULEVARD SERIES, 18" X 9.5" WIDE IN THE REAR AND 17" X 7.5" UP FRONT. THE TIRES ARE TOYO PROXIES, 285/40/18'S IN THE REAR AND 245/40/17'S IN FRONT.

ONCE I GOT IT ALL ASSEMBLED, I TOOK IT TO RIC CAMPBELL AT BIGWIGRACECARS.COM WHERE RIC BUILT THE ALUMINUM SPOILERS, DOOR PANELS AND ENGINE PANELS. THE REST OF THE INTERIOR AND STEREO SYSTEM WAS INSTALLED BY MYSELF AND A FEW BUDDIES.

THE GUYS AT BOOST LOGIC IN AUSTIN, TEXAS HAVE BUILT SOME OF THE WORLD'S FASTEST SUPRAS. THEY HELPED OUT GENEROUSLY THROUGHOUT THE BUILD PROCESS; SHARING THEIR KNOWLEDGE, PARTS, AND LABOR ALONG WITH DYNO TUNING THE MAVERICK BEFORE HOT ROD POWER TOUR 2009. I REALLY WANT TO THANK THEM FOR ALL OF THEIR HELP.

I ALSO NEED TO THANK THE FOLLOWING PEOPLE FOR ALL OF THEIR SUPPORT THROUGHOUT THE BUILD PROCESS; I COULD NOT HAVE DONE IT WITHOUT THEM: DAVID DEAN, LLOYD TEITELBAUM, CRAIG BEARB, LARRY REEP, DANNY TABOR, LEWIS VENTERS AND BRENT PEREZ. ALSO, THANKS TO MLADEN MILADINOVIC AT SPECTRE PERFORMANCE FOR BEING SUCH A HUGE HELP AND SUPPORTER THROUGHOUT THE BUILD, AND MOSTLY MY WIFE, SHERRY, FOR PUTTING UP WITH IT ALL.

340HP SOUND GOOD ENOUGH FOR ME!

THE DETAILS

