

Street Heat

This '86 GT will definitely read you your rights, and leave you silent



Text by Matt Rawlins
Photos by E. John Thawley III

If there's one thing Jim Behrend knows about in this crazy, fast-paced world, it's street racing. Of course, this is nothing to be proud of—at least publicly—unless you're a former police officer. Jim served as a reserve officer in California for two years. Although he was never a full-time cop, he did have to go through the rigors of police training, which meant a good amount of seat time behind the wheel of a police-issue vehicle. Jim currently resides in Sherwood,

Oregon, near Hillsboro where he manages a Home Depot. Life may not be as exciting managing the store, but there's at least one person, Jim's wife, who's darn glad to know he won't be pursuing any criminals on the weekends.

Having been taught to drive in certain chase situations as well as accident-avoidance scenarios, Jim learned over the course of his training what it takes to drive a car with confidence and precision. This is something he carried over from his experience as a reserve officer into his now full-time hobby of driving

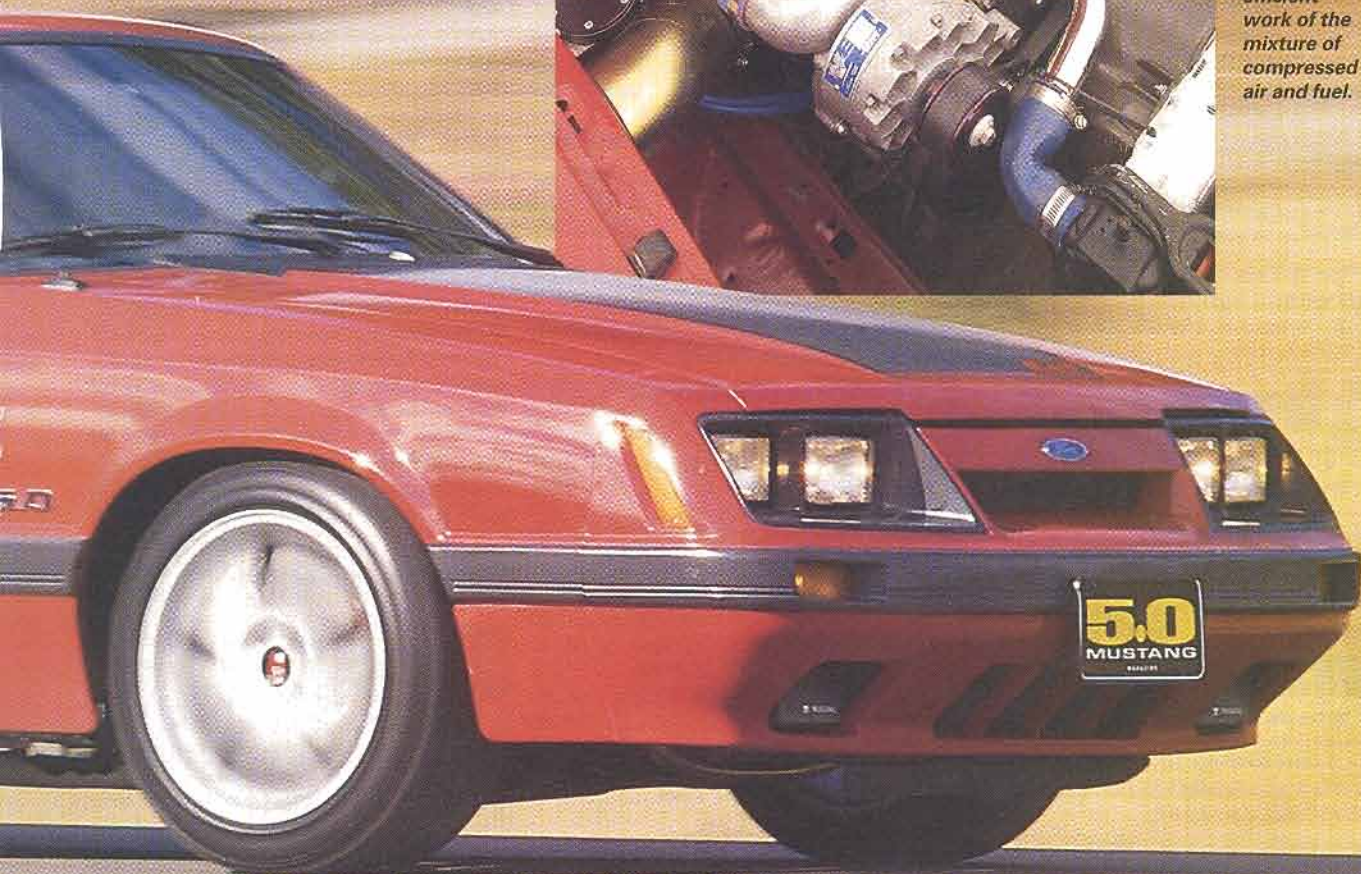
Horse Sense: Most of the engine and suspension work performed on Jim's '86 GT was accomplished by Jeff Hryciw, owner of Hryciw Performance Shop in Hillsboro, Oregon.

and modifying his own issued '86 GT. Jim's jalapeno-red '86 has kept him plenty busy since he took ownership in 1996. Presently, the car has only 80,000 original miles and only 5,000 on the new engine, which happens to be a D.S.S. 306ci Bullet short-block bored .030-over and with a compression ratio of 8.5:1. This lower-than-stock compression ensures that Jim can run plenty of boost without any mishaps, but more on that later.

Bolted to this 306ci motor are a set of stock rods, D.S.S. Twisted Wedge pistons, a set of Twisted



The engine bay in Jim's GT is as nice and clean as the look of the stock paint job. The Vortech S-Trim blower huffs about 15 pounds of boost into the 306ci DSS Bullet short-block while a set of Trick Flow Twisted Wedge heads make efficient work of the mixture of compressed air and fuel.



Notable interior enhancements which were added for Jim's listening pleasure include a Clarion CD head unit, a couple of Alpine V-12 amps, and a set of MBQuart speakers.

Wedge heads, Crane 1.6 rockers, Crower double valvesprings, Ford Racing Performance Parts lifters, and a Anderson Ford Motorsport B-4 blower cam. This list spells P-O-W-E-R any way you slice it. Taking care of the induction duties is a port-matched Cobra intake, a BBK 75mm throttle body, a C&L 80mm mass air meter, and a K&N air filter. But none of this gets to the engine without first going through the main event, which happens to be an S-Trim blower from Vortech.

According to Jim, the Vortech is putting out about 15 pounds of boost with enhancement from an AFM Power

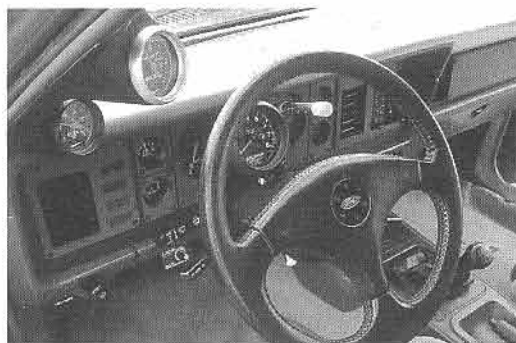
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Pipe. Once the intake air becomes exhaust gases, they get spent through a set of MAC 1½-inch long-tube headers and out to the MAC 2½-inch H-pipe. A set of Bassani mufflers reduces the noise turbulence somewhat before getting spit out by the 3-inch tailpipes. All of these mods would mean nothing but detonation if it wasn't for the improved fuel system Jim had installed. It includes a 255-lph in-line T-Rex pump, a set of 38 lb/hr Lucas squirters, and a custom computer chip.

Handling all of this power can be a tough job, which is why Jim voted to go with a Tremec TKO five-speed transmission mated to a Centerforce Dual-Friction clutch and pressure plate. An FRPP aluminum driveshaft moves the power to the 8.8 rearend which is outfitted with Moser 31-spline axles and 3.73 gears.

Of course, a car with all of these power enhancements will go absolutely nowhere if the suspension isn't beefed up as well. Jim had to decide whether he wanted an all-out strip 'Stang, a curve shooter, or both. It's plain to see from these photos that the latter was the choice for Jim. So without much further hesitation, he opted to install suspension goodies which include Monroe Formula GP struts and shocks, a set of Eibach progressive-rate springs, a set of Kenny Brown subframe



Jim gets critical information from Auto Meter boost, fuel-pressure, and tachometer gauges, and a Crane boost retard keeps detonation at bay.

connectors, some Hotchkis upper and lower control arms, polyurethane bushings throughout, a P.S.T. heavy-duty sway bar, Maximum Motorsports caster/camber plates, a rear Panhard bar, and a set of 17x9 Cobra R wheels to give the car the look it deserves.

Gripping the road with those R wheels are Firestone Firehawk tires measuring 245/45-17 all the way around. Making sure things

come to a screeching halt when he puts his right foot to the floor with the brake pedal, Jim enlisted the help from the good guys at Baer Racing and their 13-inch cross-drilled rotors with four-piston calipers in the front while the 12-inchers with two-piston calipers do the job out back.

Since these photos were taken, Jim has also added an eight-point rollcage from Wilson Racing and a rev-extender that allows the engine to wind all the way up to 7,000 rpm to the rooster. He recently took the car to the racetrack and ran a best e.t. of 12.40 at 128 mph on street tires. Those kind of mph numbers don't lie, meaning that Jim's '86 GT is making plenty of power, probably in the neighborhood of 550 horses. Jim tells us he plans on putting the car on a chassis dyno within the next few weeks. We'd guess that with a set of slicks, big enough to clear those 12-inch rotors, his GT would cover the 1,320 in the mid-11s.

Jim may not be running down criminals on the streets of Southern California in his police-issued vehicle anymore, but one thing's for sure—he's taking dead aim at the competition in the state of Oregon, both on the streets and on the track.

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