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MONSTER

*Pro-Street
Lives!*

510-Cubes of Pure
Pro-Street Madness!

MUSCLE



**650hp
DATTO**

HOW TO BUILD A PRO-TOURER PART 1

TUFF STREET LC TORANA - SHELBY SPEC MUSTANG
BLOWN LS1 EH HOLDEN - NSW ALL AMERICAN DAY
VIC HOT ROD SHOW - KANDOS SHOW SPECTACULAR



The history of this Monaro goes back to 2011, long before Brett Hewardine ever thought about building a Pro-Street Monaro. Brett's close mate Simon Basic started the build on his Monaro, giving the '69 HT the start of a Pro-Street make-over. Unfortunately, Simon passed away in 2014, leaving the Monaro to sit idle in a shed untouched. Fast forward to September 2018 and Brett, wanting to continue what his mate had started, become the new owner.

The car was then shipped to Pro-Flo Performance where Paul and his team put in a massive effort over the next three months to build possibly the toughest Monaro since Wayne Pagel's GAS-69!

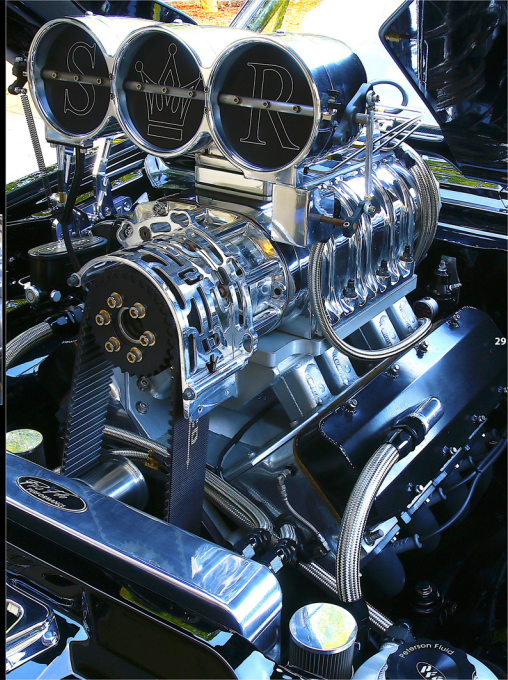
Thankfully, the body and paint work on the Monaro had already been completed, leaving Brett and the Pro-Flo team to concentrate on the mechanicals and chassis upgrades.



The engine features Pontiac "Big Chief" alloy heads on the Donovan alloy block with the 14/71 Littlefield blower attached via a custom intake.

Apart from the wheel tubs, four-link, narrowed nine-inch and coil-over shocks giving the Monaro's rear end the full-tilt pro-street treatment, the pointy end of the underside also scored some major modifications too. The factory front end has been swapped out for a Rod Shop version that features a modified rack attached to the standard HT column. The control-arms were modified to bring the wheel track in after the boys found the front wheels hitting the guards. A complete Wilwood braking system replaces the factory set-up for a more positive feel.

It's important to get the right rolling stock on a Pro-Street car and Brett's Monaro has it spot on. The front Weld Wheels measure 17x3.5" whilst the tubs are filled with 15x14" version of the same wheel, wrapped suitably sized Mickey Thompson rubber. From either end, this Monaro means business.



As mentioned, the Spies Hecker Black paint was added many years ago, and covers a gun-barrel straight body. Brett knew there were some imperfections in the paint, but a rub down and buff soon had the paint looking like new again. With the exception of the badges and mouldings being removed, (and a large section of the bonnet now missing!), the HT's body is untouched...

Like the outside, the interior is part resto, part race car! The front half of the trim is partly how the General ordered it to be back in '69. The factory seats have been retained, but have been repadded before being recovered in the original style. The door trims are stock too, as is the three-spoke steering wheel and GTS dash – which has been partially blocked from view by the AutoMeter tach and shift lights. A black B&M shifter now takes pride of place where there once sat a console and factory gear selector.

Moving rearward though, it's all business. There's a mass of roll cage, exposed wheel tubs and tin work – all painted gloss black. The same theme continues into the boot where the gloss black covers the tubs and the massive fuel tank. There's also the battery and fuel pump which are exposed to make them easily accessible if the need arises.

Engine wise, it's hard to look passed the blower and injector hat. The 510ci big block Donovan was built by Bluey Arnold in Queensland and once served duty in Paul Cannuli's boat, back then making around 2000hp on a strict diet of methanol. Brett however wanted to drive this Monaro around, so Paul Sant pulled the engine down and detuned it to run on E85 petrol. The power is now rated at around 750hp at the tyres for now, but will soon be cranked up!



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The engine features Pontiac "Big Chief" alloy heads on the Donovan alloy block with the 14/71 Littlefield blower attached via a custom intake. Inside the block, you'll find JE pistons and a Kryptonite crank and rods. A dry sump system keeps the internals well lubricated.

A full-manual Turbo 400 auto backs the big block and feeds the power through to the tough rear end that houses a 3.5-geared, Strange Tru-Trak centre and super tough, Strange 35-spline axles. The driveline is as tough as the Monaro looks and regularly gets used and abused around the streets and at events like the Powercruise.



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Brett works hard at his trucking business and enjoys the benefits of his labour whenever he can. Not only does he have one of the countries toughest Pro-Street cars, but his garage also houses a slick, high-tech '37 Ford Roadster and a full-tilt custom Chopper. And it doesn't end there either, with a few other projects in the works...



Brett wants to thank Paul Sant & the team at Pro-Flo Performance for the huge effort in getting the Monaro finished in such a short time as well Mark Sant at Ontrak Auto Electrical, Adam at Just Engine Management for the Tune, Anthony Caronna Custom body works for the Engine bay paint, Darren at Stitched-Up Trim and Shaun's Custom Alloy for playing a part in the build as well.

I'm sure that Simon was looking down upon the build the entire time and had a massive grin on his face – no doubt impressed with what Brett had done to complete the project for his fallen mate... This one's for you Simon...



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