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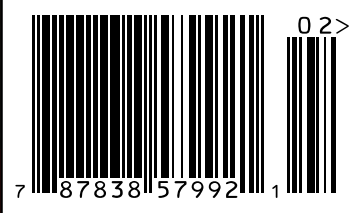
'60s Iron + Today's Hemi

*Mopar Targets Classic Muscle
with New Hemi Crate Engine*



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FEBRUARY 2005
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FAST FORWARD

Time Machines stuffs a new generation 5.7-liter Hemi crate motor into a '68 Charger R/T

BY RICHARD TRUESDELL / PHOTOGRAPHY BY THE AUTHOR AND JOHN O'MARA

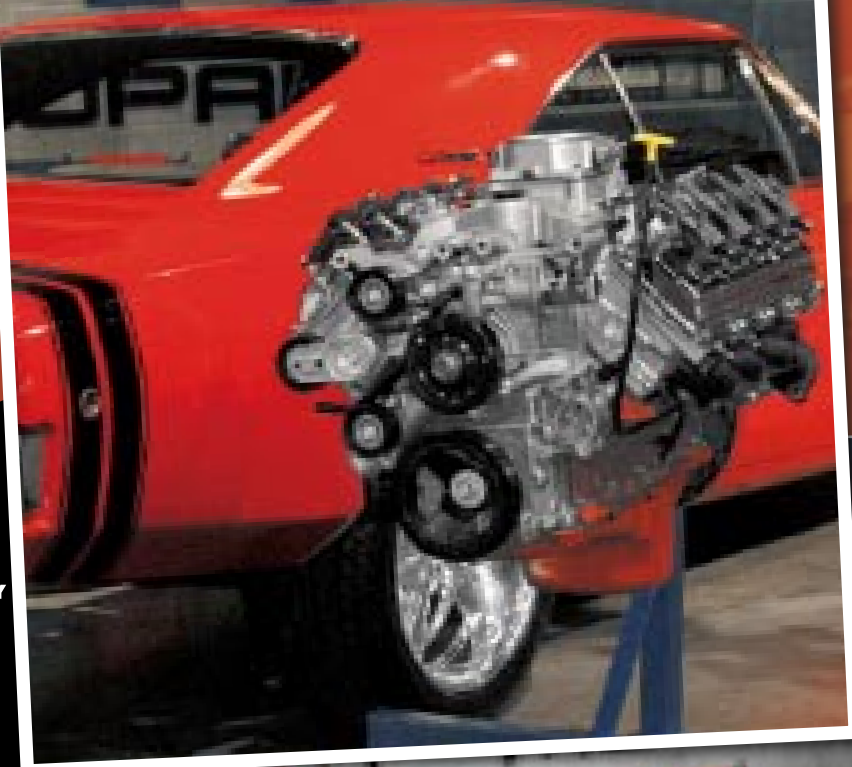
YOU KNEW IT JUST HAD TO HAPPEN, SOONER, RATHER THAN LATER. WITH CHRYSLER'S 2004 INTRODUCTION OF THE 5.7-LITER HEMI V-8 IN THE CHRYSLER 300C AND DODGE MAGNUM RT, IT WAS ONLY A MATTER OF TIME BEFORE THE MOPAR BOYS WOULD OFFER A CRATE MOTOR (SEE MORE DETAILS ON PAGE XX) TAKING ADVANTAGE OF ALL THE BUZZ SURROUNDING THE RESURRECTION OF CHRYSLER'S MOST IMPORTANT PERFORMANCE ICON.

And just as surely as the sun rising in the east, someone would try to stuff it between the fenders of a classic Dodge musclecar. That it would be Time Machines in Hudson, Florida, builders of the Viper-powered '70 'Cuda Six Shooter, should surprise no one.

Owner Mike Staveski, in just a little over a year has clearly established Time Machines as one of the leaders in the evolving trend of blending yesterday's sheet metal with today's technology, resulting in works of art that stretch the boundaries of the musclecar and street rodding hobbies. With "Velocity," the red 1968 Dodge Charger R/T pictured here and one of the stars of the 2004 SEMA Show, Time Machines has again raised the bar, showing that it's clearly possible to have your musclecar cake and eat it too.

"We have begun a long-term partnership with Mopar Performance," says Staveski. "They want us to help build cars that can be used to help promote what they are doing, in this case the introduction of the new Dodge Charger. In a joint discussion with Mopar's David Hakim and Kevin Miller, it was decided that we would use the new 5.7 Hemi crate engine in a project Charger, to be used by us and Mopar to help promote the new Charger nameplate and tie it back to its '60s musclecar heritage."

Musclecar Enthusiast asked Staveski just how





1968 DODGE CHARGER R/T (AKA VELOCITY)

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Daimler Chrysler
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Flowmaster Exhaust
Keisler Transmissions
Electric-Life
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PPG
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While on the outside the Velocity looks dead stock, except for the 20-inch wheels and ultra low-profile rubber, on the inside Staveski went for an updated look that's a bit removed from its '60s origins.

difficult a job it was installing the new HEMI in the Charger. "It was a very straightforward design process," says Staveski. "We wanted to use all bolt-on components since this car is a real R/T. The first major decision was to use an AlterKation front suspension. With just a few modifications, such as fabricating the motor mounts, the new front suspension virtually bolted in. The AlterKation setup utilizes coilovers, tubular control arms and a quick ratio rack and pinion steering system. We used Sanderson headers to complete the kit."

"It's very straightforward," continues Staveski. "We're already working with AlterKation to offer a complete front end kit ready to go; for \$2,495, it's an awesome setup. It brings virtually any B-or E-Body right into the 21st century. More importantly, it does not affect the integrity of the car and quite frankly it's so well engineered that almost anyone can install the setup over a weekend. And just as easily, it can all be unbolted and the original components reinstalled."

The rest of the drivetrain is right out

of the Pro Touring build encyclopedia, especially the Tremec five-speed. But Staveski says that if he had it to do all over again he'd use a Viper gearbox, as was the case with the Six Shooter. "Neither is a direct bolt-in," says Staveski. "You really need to know what you are doing. For the Velocity we purchased the five-speed transmission from Keisler Engineering but we'll probably be installing Viper gearboxes in all future deals. (Yes, Staveski is already taking orders for new Hemi crate motor installations in both B- and E-Body Mopars.) The new Hemi crate motor program gives Mopar a great way to compete with Ford and Chevy to offer a reasonably priced crate engines and I believe when the street rod world gets to know these engines they will really like them."

While on the outside the Velocity looks dead stock, except for the 20-inch wheels and ultra low-profile rubber, on the inside Staveski went for an updated look that's a bit removed from its '60s origins. The interior, with its late-model bucket seats, is trimmed in Alcantara, synthetic



LOUD AND PROUD

Starting with the Six Shooter, Polk Audio has equipped all of Time Machines recent efforts with their top-of-the-line Polk/MOMO gear. In this case Time Machines' John O'Mara has outfitted the Velocity with an Alpine in-dash AM/FM/CD combined with a full selection of Polk/MOMO amplifiers, speakers

and subwoofers. "The whole idea behind this project," says O'Mara, "was to bring the parts together to give us the best sound quality without compromising the value of the car to a future owner. The first thing on my list when I thought about quality was to give the people at Polk Audio a call, they not only filled our

suede, sewn in-house by Time Machines. The dash has been replaced by a real wood panel and fitted with a Vintage Air HVAC and contemporary gauges from the Mopar Performance catalog. Staveski says that if clients on the cars to come would prefer other treatments, they'll try their best to meet any request in this area. With a smile Staveski says doing a dash in billet is not out of the question.

Speaking of future cars, we asked Staveski if a customer were to supply a solid Charger, Road Runner, 'Cuda or Challenger, what it would cost to duplicate the Velocity's setup. "Without being pinned down on the specifics because there's so many variables, it's safe to say that for \$100,000, plus a

good donor car, we could build you a carbon copy of the Velocity."

With the introduction of the 2006 Dodge Charger at the North American International Auto Show about the time you're reading this, the Velocity will be making its public debut as well, part of an aggressive touring schedule in 2005. These include the Barrett-Jackson auctions in Scottsdale and the Daytona 500 Speedweek (where the new Charger stock car will make its competitive debut). The car will be on display at shows like the New York Auto Show along with events like the Goodguys and Mopar Nationals with additional future venues to be announced. Check the Time Machines Web site at www.timemachinesinc.com

for the latest information.

The construction of 2003's Six Shooter catapulted Time Machines into the ranks of the country's top tier of custom car builders. With the Velocity, and its companion car, a '69 Charger R/T with a traditional big-block Hemi crate motor, plus the Viper-powered supercharged '70 Challenger, it seems that Staveski has cemented this reputation at the highest rungs of the ladder. What these Pro Touring-style masterpieces fail to fully illustrate is Time Machines' ability to also undertake, all under one roof, a serious original restoration of a classic musclecar. But down the road, Musclecar Enthusiast will be bringing you coverage of just such a car. You'll just have to be patient. ■



requirement for sound quality but they also gave us the best quality in craftsmanship and durability. The install for this system is very straightforward, yet yielded great results."

While the non-stealth approach probably wouldn't work with an original-style restoration, with the updated

look of the Velocity, it certainly works. And not having to compete with a supercharged 10-cylinder Viper motor means that one can actually enjoy listening to the audio system while cruising down the highway with tunes from the Summer of Love blasting out of the system's 10 speakers.

