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BORN IN

CALIFORNIAN JASON CENORA PROVES YOU CAN BUILD A DOMESTIC SHOW CAR THAT

LIVING IN SOUTHERN CALIFORNIA, 26-YEAR-OLD JASON CENORA HAS SEEN MORE THAN HIS FILL OF IMPORT TUNER CARS, OR RICERS, AS THEY ARE SO OFTEN REFERRED TO BY THE MUSTANG FAITHFUL. HAVING GROWN UP A RED, WHITE, AND BLUE MUSTANG GUY (HE HAD SOME SERIOUS BLUE OVAL FAMILY INFLU-



THE USA

CAN GO HEAD-TO-HEAD WITH THE COMPETITION FROM JAPAN AND GERMANY

ENCES, STARTING WITH HOT WHEELS TOYS AS A KID), IT SHOULD HAVE COME AS NO SURPRISE WHEN HE HAD THE MEANS TO BUY HIS FIRST NEW PERFORMANCE CAR OFF THE SHOWROOM FLOOR AT SUNSET FORD IN NEARBY WESTMINSTER, HE CHOSE A 2000 MUSTANG GT.



"When I first got started," says Cenora, "I wanted it to be safe. First step was the installation of a set of Baer Brakes, followed by a Magnaflow cat-back exhaust kit...you know, the usual bolt-ons. After making more than my share of mistakes, I discovered Xtreme Mustang Performance in Aliso Viejo. From the get-go and continuing for nearly three years now, owner Eric Cheney and the XMP team still take the time to explain why a part does what it does. Now I know a lot more about things like parasitic losses, suspension rebound, pyrometer gauges, and power combinations where three years ago I didn't know what spring rate really meant."

If there's a method to Cenora's madness, and many in the Southern

California Mustang performance community consider him to be just that...mad, with XMP's help he's built a Mustang that follows much of the same show car blueprint followed by the import crowd. Along the way he's received support and sponsorship from some of the biggest names in the performance aftermarket.

On the outside, Cenora installed a full Saleen 281 body kit that's enhanced with American Auto Designs' Mach II hood and foglights. Next came a set of Car Excess Lamborghini-style doors. For just the right stance, his car, called Xtrm 282, sits on 19-inch Budnik GTX wheels with Toyo Proxes 245/35ZR19 T1-S tires. A host of suspension upgrades come courtesy of Maximum Motorsports. The car's unique graphic treatment is

from Modern Image, whose work over the years has graced some of the West Coast's best known import show cars.

Under the hood, Cenora went all out, backed by some of the industry's biggest names—the two biggest being Paxton who supplied the Novi 2000 supercharger, and Nitrous Express who added their Wet Fogger 150-shot system. Although the car has yet to be measured on a dyno, the engine, built by Eric Cheney of Xtreme Mustang Performance, produces in excess of 550 horsepower at the rear wheels. Cenora says that after relying on what he read in several Mustang magazines, which resulted in blown engines, he puts his trust in Cheney's abilities to build an engine that will stay in one piece.

Getting the horsepower to the ground



required a total re-think of the drive-line. Here Cenora turned to McLeod, who supplied the Dual Performance clutch and billet aluminum eight-bolt flywheel. Eaton was tapped to provide their E-Locker differential, which ensures that wheel spin is controlled. With all this power on tap, the original Baer brakes were further upgraded with 13-inch cross-drilled rotors clamped by dual piston calipers.

This pony can stop as well as it can accelerate.

A serious ICE (in-car entertainment) enthusiast, Cenora, with the help of Rick Andersen, senior vice president at Alphasonik, went all-out with one of the most extensive audio/visual upgrades ever installed in a late-model Mustang. The system is built around Clarion's source components while the rest of the system showcases Alphasonik's line of amplifiers, speakers, subwoofers and capacitors. Cenora knew that to compete at the highest levels, especially against fully tricked-out import tuner cars, his trunk compartment would have to be built to equally high stan-

dards. For this he turned to Advanced Car Creations (ACC) in Garden Grove, California—no strangers to the import tuner car scene.

"Jason is a longtime customer who came to us with a stock stereo system," says ACC's Jose Lopez. "It started with a simple design of a Clarion CD player from his previous car, an amp and two subs. As Jason made his car more and more elaborate we upgraded his system, built around a Clarion VRX925VD Touch Screen seven-inch TV/DVD to where it is today, after four different designs and a custom trunk." If anything, the efforts in this area show that constant refinement, even with modest beginnings, is the way to build a truly world-class audio system.

The project showcased Alphasonik's then-new line of PMA series amplifiers; the PMA4075 four-channel powering three sets of PCT5025 5.25-inch component separates (front doors, rear side panels, trunk enclosure) and the 1,600-watt PMA800D mono amplifier for the pair of rear-firing 12-inch PSW812 subwoofers mounted in the trunk. The

custom fiberglass enclosure on the underside of the rear hatch features three Clarion VMA7191 seven-inch TFT monitors flanked by the third set of the PCT5025 separates, the enclosure, and the rest of the trunk compartment, is stitched in grey leather matching the upgraded Stitchcraft leather and suede trim.

The two amplifiers, mounted in what was once the trunk's floor, are accented by blue illumination and upholstered trim panels. The workmanship is flawless, the fit and finish exactly what would be expected in a topflight show car.

Mustang Enthusiast asked Cenora what he thought was his car's most unique attribute. "Well as far as the sound goes, I would say that the most unique thing I love is at full blast with a bass CD, the car has ZERO rattles. When I'm at shows, people take note of the orientation of the LCD monitors, something still not often seen in Mustangs, and the lighting supplied by Ichibahn."

The interior is further enhanced with



Specifications

AUDIO/VIDEO COMPONENT LIST AND PRICING

Clarion VRX925VD Touch Screen 7-inch AM/FM/DVD.....	\$2,000.00
Clarion DCZ625 6-Disc Changer	350.00
Alphasonik PMA4075 4-ch Amplifier	630.00
Alphasonik PMA800D 1-ch Power Amplifier...	800.00
Alphasonik PCT5025 Component Speakers (3 sets)	1,260.00
Alphasonik PSW812 12-inch 600 Series Subwoofers (2)	700.00
Alphasonik 5.0 Farad Digital Capacitor.....	550.00
Sony Playstation 2.....	200.00
Installation, 100 hours at \$50/hour	5,000.00
Total audio/video system.....	\$11,490.00

ADDITIONAL SPONSORS COMPONENTS PERFORMANCE

Paxton Novi 2000 Supercharger
 Paxton Mondo blow-off valve
 Nitrous Express Wet Fogger Nitrous System 150 shot
 Nitrous Express purge solenoid
 Nitrous Express Intercooler kit
 Hooker ceramic-coated long-tube headers
 Accufab polished 70mm thin-blade throttlebody
 Stage 8 locking header bolts
 47 lb matched FRPP injectors
 Meziere hi-flow electric water pump
 Optima deep cycle Blue Top battery
 Redline full synthetic racing lubricants
 Moroso 7qt oil pan with windage tray
 Magnaflow cat-back exhaust kit
 Pro-M 77mm Mass airflow sensor
 Autologic custom-tuned chip
 Flex-a-lite dual 12-inch ultra-thin high-speed fans

NGK Iridium high performance spark plugs
 Fluidyne radiator
 MAC Performance cold air induction kit
 2003 Cobra fuel cell
 Aeroquip steel braided hoses and fittings

DRIVELINE

McLeod Dual Performance clutch
 McLeod billet aluminum flywheel (eight-bolt)
 McLeod high performance clutch cable
 McLeod quadrant and firewall adjuster
 FRPP pressure plate
 FRPP aluminum driveshaft
 FRPP 4.10 gears
 Timken bearings and stainless steel main caps
 Eaton E-Locker differential (selectable spool)
 Superior axles (31-spline)
 T/A differential girdle cover
 UPR shifter
 Baer Eradi-Speed 13-inch rotors
 Baer twin-piston PBR calipers
 Lakewood driveshaft loop
 Mickey Thompson full drag race slicks

SUSPENSION

Maximum Motorsports tubular K-member
 Maximum Motorsports tubular A-arms
 Maximum Motorsports lower control arms
 Maximum Motorsports panhard bar
 Maximum Motorsports torque arm
 Maximum Motorsports six-point roll cage
 Maximum Motorsports caster camber plates
 Maximum Motorsports front/rear coil over kit
 Bilstein shocks and struts
 Gripp three-point chrome strut tower brace

Baer bumpsteer kit
 Hotchkiss front heavy-duty sway bar

EXTERIOR

Budnik GTX 19-inch Wheels (19x8/19x10)
 Toyo Tires Proxes T1-S High Performance Tires
 Upper and lower billet grilles
 Pro-Fit polished aluminum fuel door
 American Auto Designs Mach II hood
 PIAA Xtreme lighting system and foglights
 Saleen full body kit
 Saleen SR 351 wing
 Meguiar's car care products
 Custom pinstriping by Shartel's "XTRM 281"
 Modern Image custom graphics
 Car Excess's Lamborghini door kit

INTERIOR

Auto Meter C2 gauge instrumentation
 Ichibahn complete neon lighting
 Stitchcraft custom leather and suede upholstery
 Cobra SideWinder competition seats
 Clarion VRX925VD touch-screen seven-inch AM/FM/DVD
 Clarion DCZ625 six-disc changer
 Alphasonik PMA4075 four-channel amplifier
 Alphasonik PMA800D 1-ch power amplifier
 Alphasonik PCT5025 component speakers (three sets)
 Alphasonik PSW812 12-inch 600 Series subwoofers (2)
 Alphasonik 5.0 Farad digital capacitor
 Sony Playstation 2
 Custom painted interior by RaTical Automotive
 G-Tech competition performance meter
 UPR billet aluminum interior accents
 Schroth four-point harness safety belts

the addition of a full complement of Auto Meter C2 gauges and above the dash resides a G-Tech competition performance meter. Neon lighting comes from Ichibahn while the Cobra Sidewinder competition seats have been recovered by SoCal trim wiz Revo at Stitchcraft. The result is a comfortable yet purposeful driving environment. Keeping his butt firmly in the seat at the limit are a set of Schroth four-point harnesses and a Maximum Motorsports six-point roll cage.

Cenora is relentless in promoting his car, giving all of his supporters maximum bang for their sponsorship dollars. Cenora has self-published two posters where he promotes his many sponsors without whose help and support his car would not be possible. In addition to extensive attendance at local and regional shows, the vehicle was on display in the Eaton booth at the 2003 SEMA Show and has been the subject of a 1/18th scale Muscle Machines die-cast. Without question, this is one of the best known Mustang show cars anywhere. ■

