

FEATURE CAR
2007 FORD FALCON



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NZV8'S NEW TOY

After looking at the graphic image of the NZV8 promotional car Blu Tacked to my office wall for over 18 months, and desperately trying to visualise the final concept, it seemed quite strange and somehow very satisfying to finally see this beast parked in NZV8 magazine HQ's car park.



THE FALCON AS IT ARRIVED TO IPV



THE IDEA

It all began almost two years ago at a meeting with one of NZV8's advertisers, who noticed my standard issue Parkside Media MG parked outside and asked me, "Shouldn't you be driving a V8?" Hmm, not a bad idea, I reckoned. Over the next few months or so my mind was totally consumed with this thought, and I tried to figure out the logistics of stitching together such a project. I knew that a \$100k V8 car for me to drive around in wasn't going to be in the company's budget, and that I would have to come up with a mighty sharp proposal before our publisher would even consider it.

THE PLAN

My plan was to have a car that resembled a V8 Supercar, and selling sponsorship packages would offset some of the cost. This all sounded reasonably straightforward. Or so I thought. But after some initial discussions at HQ I realised it wouldn't be as easy as I had predicted. The idea certainly raised a few disapproving eyebrows around the office, that's for sure.

The biggest problem was sourcing a car to begin with, and it seemed that every avenue I ventured down suddenly came to an abrupt halt as doors were slowly but surely slammed in my face. Almost six months had gone by, and the visual concept of the car that had been sketched out by one of Parkside's design team was still Blu Tacked to my office wall, haunting me daily. I'm sure many of my colleagues were by this stage convinced that I had finally lost the plot, as I continually tried to persuade them that I would make it happen.

IPV TO THE RESCUE

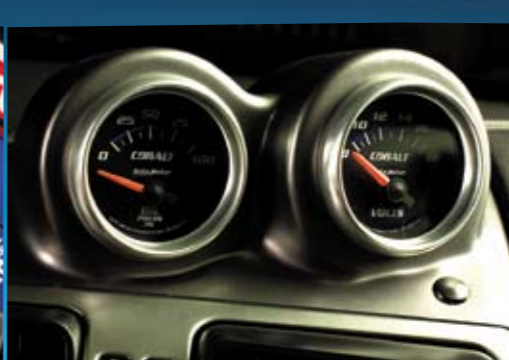
The turning point was a conversation with Paul Isaac, of Isaac Performance Vehicles, regarding some ongoing advertising. I mentioned the NZV8 promo car project I was working on and some of the issues I was facing trying to source a suitable vehicle. To my surprise he asked more and more questions about what I was trying to achieve, and how I intended to reach my elusive goal. We discussed many, many options, from funding to the best car for the job. After an hour or so of

chatting, Paul's interest was clearly piqued, but he needed to go away and crunch some numbers before committing himself.

GOOD THINGS COME TO THOSE WHO WAIT

At around this time, Paul was moving his entire Isaac Performance Vehicles operation from Taumaranui to the Taupo race track. With months of construction and the normal hassles of relocation ahead, the NZV8 car was put on the back burner until Paul could get his head above water. But the phone call did come as promised. Paul was ready with some fresh ideas and the hoped-for confirmation that IPV would be part of the project – and would supply us with an XR8 Falcon. The next step was to find sponsors to help fund the project in exchange for their company name on the car. This was actually the easiest part; it didn't take much effort to convince them of the benefits for their companies now we had sourced a car from Isaac Performance Vehicles. Once Isaac Performance Vehicles, BG Marketing,

"IT HANDLES SUPERBLY, WITH MORE THAN AMPLE POWER PRODUCING THE MOST AWESOME SOUND – ONE ONLY PAUL ISAAC AND HIS MASTERFUL TEAM COULD PRODUCE FROM A BLUE OVAL"



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SPECS 2007 FORD FALCON

Engine: Complete quad exhaust package with IPV ceramic coated extractors, Herrod Motorsport stainless steel twin 2.5-inch pipes with quad tips and ceramic-coated cat replacement pipes, Herrod Stealth computer module, Herrod 75mm Helix throttle body spacer, BMC air filter, S5 Induction growler kit, Series 2 100mm shaker kit, Herrod rocker cover breathers

Drivetrain: Herrod six-speed Sureshifter

Brakes: AP Racing four-pot front callipers, DBA two-piece slotted front rotors, Hawk HPS front pads, braided brake lines, Hi Series two-pot rear callipers, DBA slotted rear rotors, Formula Ferodo pads

Wheels/Tyres: 19x8 and 19x9.5-inch TSW Vortex Rims, Dunlop Sport Max 245/35R19 and 275/30R19 Dunlop Sport Max tyres

Suspensions: IPV springs front and rear

Exterior: Full GTP body kit, Cre8Graphx graphics

Interior: Auto Meter Cobalt series gauges

Performance: 310kW at the flywheel

78



IPV ceramic-coated extractors, cat replacement pipes & 304 stainless steel X pipe Y section all fitted to engine and ready for installation

“THE PHONE CALL CAME AS PROMISED. PAUL WAS READY WITH SOME FRESH IDEAS AND THE HOPED-FOR CONFIRMATION THAT IPV WOULD BE PART OF THE PROJECT — AND WOULD SUPPLY US WITH AN XR8 FALCON.”

Makita, Castrol Edge, Mothers/Kicker Audio, Dynapack and Dunlop were all confirmed as partners in this project, we were able to get the final tick of approval from our publisher, the all-mighty Gregory Vincent. The car was quickly ordered from Australia before Greg could change his mind, and things really started to move.

THE BUILD

When the car arrived I must admit I had some reservations about the blue colour; I wasn't entirely convinced it would work with the graphics that were planned for the car. I was wrong of course, as time would soon prove. It wasn't long before the team at Isaac Performance Vehicles had completely stripped the brand new BF XR8 Falcon to what looked like a shell in readiness for the planned modifications to the engine, exhaust, suspension, brakes and front and rear bumpers.

Paul, being the perfectionist that he is, decided to add a few more bits here and there, just to make things way more exciting. These included a much larger AP Racing brake package and a Herrod Sure shifter for the manual transmission, to name but two. Thanks, Paul.

THE ARRIVAL

With the final delivery date set, Paul brought the car to Auckland for our first actual glimpse of the final product. It looked simply fantastic. I could feel a sense of excitement among the whole team as we discussed the mouth-watering prospects ahead for such a unique vehicle. The car will be on display at as many motoring events as possible, including at joint displays with our sponsors. Finally it was off to Mad Mike, from Cre8grafx, to add the finishing touches. He waved his magic wand to create a spectacular effect which brought the car to life.

The Ford now looks every bit as good as it goes — there's just a whisker under 300kW beneath the bonnet — and I have to say that the final overall package is amazing. BG Marketing has supplied the TSW Vortex rims, which are shod with Dunlop Sport Max tyres, so the car has an aggressive stance, highlighted by the Shaker kit and lowered suspension package.

It handles superbly, with more than ample power producing the most awesome sound — one only Paul Isaac and his masterful team could produce from a blue oval.

NZV8 would like to say a big thank you to Paul Isaac and Isaac Performance Vehicles, Makita, BG Marketing, Mothers/Kicker Audio, Castrol Edge, Dynapack, Dunlop and Cre8grafx for making this idea a reality.

Thank God I can now take that initial concept design off my wall. VB

