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Stuff a **size-8 Chevy** into a
Then kick arse.



STORY CHRIS GABLE
PHOTOS ANDERS OEHOLM

Da size-3 Beemer.



WHO OF HORNS

BACK IN THE 60s, Carroll Shelby had the right idea for making cars go quick — take a small car and stuff a big donk in. To prove his theory beyond doubt, he took 7 litres of Ford V8 and jammed it into the little Pommy AC sports car and added some flared guards to create the chillingly fast Shelby Cobra 427. And an instant legend.

The physics are just as effective today. Sure, there's plenty of small bore turbo intercooled stuff around now that can really haul the mail

too, but there's still nothing quite as terrifying as the kick of a big cube V8 shoehorned into a small, lightweight shell.

Sweden's Martin Lundblad agrees, which is kinda handy because in Sweden the lawmakers still allow you to legally dial up some pretty wicked street modifications. Catch a glimpse of the tubs and narrowed Ford nine inch diff dangling under the bum of his otherwise pretty innocent looking BMW 3 Series and you instantly twig. Yes sir, this Bee Em is loaded up with 350 cubes inches of Chev

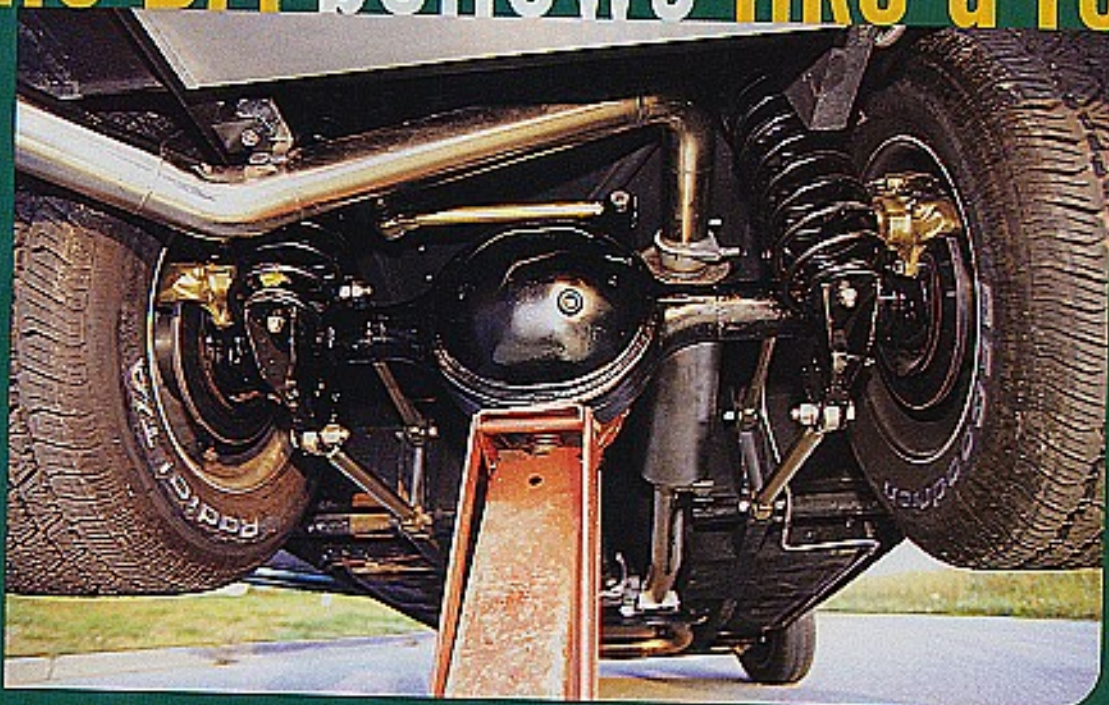
small block and oooh boy, we're talking acceleration!

The Shelby philosophy works alright, but Martin says he also went small-blocked BMW because he felt no-one had done it before. A race car chassis builder by trade, Martin had initially decided to scrap the worn-out BMW he'd owned since he was 10 but when he started stripping it, the small car/big donk idea started to take hold.

"I wonder," he thought.

Not long afterwards, the original four pot donk was on the workshop floor and Martin was

The BM bellows like a rutt



peering into the decent sized engine bay and scratching his head. Soon, he was doing some calculations on just how much he would have to modify the bay to slot a small-block V8 into it. Next day, the baby BMW was up on chassis stands, Martin fired up the gas axe and the rest, as they say, is history.

The new floor and firewall were fabricated around the Chev V8 and a TH350 self-shifter. For better weight distribution the engine sits 15cm further back than the original, but it's still pretty tight in the bay. So tight in fact, Martin had to do a major rework on the power steering to make it fit.

Engine specs are classically 30-thou-over small block, right down to the forged GM crank, and perched up top is a set of Victor Jns and a 650 Holley, hidden neatly under an original BMW air cleaner. Martin made his own 3 1/2-inch headers and ran them to 38mm stainless pipes made from dairy machine tubing. To help the car's sleeper look, the eight pipes feed into one, which has been routed

over the nine inch axle and four-link suspension to exit on the - BMW factory correct - left side.

Marty also fabricated his own wheel tubs, roll cage and 55-litre stainless fuel tank.

Open the boot and you'll get an idea how big the tubs really are, but they had to be family-size to fit the 15x10 Center Lines and fat 295/60 Comp



ing bull

T/As. The front wheels are 15x5V6s wrapped in 195/50 Michelins, and the front suspension upper mountings were raised 25mm to bring the BMW's elia spoiler exactly that much closer to sniffing the road.

All the badges have been flicked and the body Swedish-massaged and prepped to perfection by the man himself before the BMW Lagoon Green went on. Inside, it's all businesslike, with ASSA buckets and Marlin's beefy roll bar. There's no rear seat and the chrome B&M Quarterstick shifter stands out almost as much as the white Auto Meter dials in the black-on-black interior.

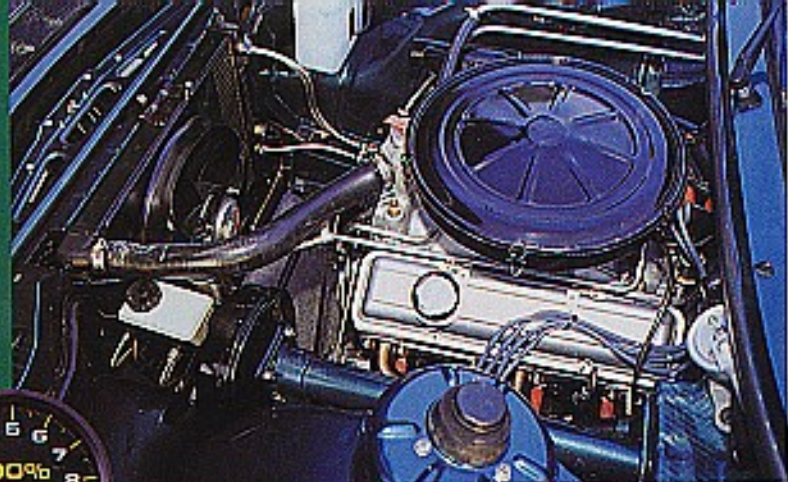
Martin's BMW bellows like a rutting bull right now, but unfortunately it can't stay that way. Noise is the only problem in the law's attitude to the car. So mufflers (and a compensatory NOS nitrous system) were due to be fitted after *Street Machine's* photo call.



Even without the giggle gas, the yuppies and the wannabes will still be left slack-jawed in its tracks.

Martin's claiming a shattering 370bhp in a featherweight car that – on the face of it – looks like it wouldn't put the wind up your average bowling club member. Until its owner lets it off its leash, that is.

And when he does, stand back. Stand way, way back. □



Hailin located the 350 Chev back around 15cm from the standard location for better weight distribution. Wouldn't you love to turn up to the opera in this!

