

**BUDGET TECH: SET UP YOUR MOPAR REAREND**

# CAR CRAFT

**RARE!**  
**FACTORY BIG-BLOCK COUGAR GT-E**  
PG. 76  
**LOUD FAST REAL**

## YOUR FIRST WHEELIE!

**THESE GUYS SHOW YOU HOW**

10 PAGES OF **INSANE ACTION**

**BUDGET STROKERS YOU CAN BUILD!**

- MOPAR 408-INCH SMALL-BLOCK
- FORD 557-INCH BIG-BLOCK
- COMPLETE KITS FROM \$1,650

**MODULAR POWER**  
**HOMEBUILT, 600HP,**  
**ENGINE-SWAP MUSTANG**

JUNE 2010  
CarCraft.com  
USA \$5.99 Canada \$6.99  
0 70989 34801 1 06  
A SOURCE INTERLINK MEDIA PUBLICATION

## → THIS GUY'S GARAGE

It's ironic that a guy who worked in the state where all these cars were built is forced to shop on eBay and look outside his hometown to find surviving members of the species. Roman purchased the '75 Monte Carlo in 2004, and it is powered by the body-year 454 and Turbo 400 Tri-Is that numbers-match the build. "Even though the 8.3:1 compression and 72hp numbers are pretty awesome, I just relished it with Holman-Edin headers, dual exhaust, and a 1.4:1 gear to replace the 2.73:1 open-rear-end," Roman says.

Roman scores points for the fabrication in working with a MIG welder, a die press, and a precision speed workbench that says he's a man who takes his own shortcuts.

The '67 Chevies is a lot more powerful than its 1967s cousin, powered instead by a numbers-matching L56, an M22 stock crusher four-speed, with a 4.10:1 gear 12-bolt. Roman has owned this motor for almost 25 years, and it was equipped at the time "The funny company with lines in the stripes was a Roman's favorite, no doubt because it has the license to all but rip the face right off your stripes."

Unlike most of us, it appears that Roman is also entirely too organized—each of these cardboard boxes is marked with its exact contents. How are you supposed to lose stuff if you label on organizing everything? Where's the fun in that?

The '67 has taken up residence on the road since it blew a head gasket. It's also the lone Mopar in a garage full of Fords. Roman was on his way to a friend's house in June 2009 when he drove past a stretch car and checked out management lot and the '67 was sitting out front, gleaming in the sun and just had to stop and get a closer look." He followed him home two days later. "I'm trying to decide whether to fix the 263 or replace it with a 250." We'll help, Roman—go for the tech.

The lift sure makes it easier on old bones...  
Roman Roman

Having him finally introduced to the country, Roman's '67 Impala SS is no slouch—it has a GM Performance Parts ZZ502 between its tanks along with a 700-44 converter automatic and a 4.30 rear gear with ProAction. Like any good car crafter, he couldn't leave these ribs alone for too long. Roman currently has the 30-body exterior painted in four of superior backdrops from a Chevy SS, and he's having the rear end repolished to match. Nice.

Roman's shop is a classic Midwest pole barn measuring 32x48 feet, which gives him enough room to leave the car doors open and still walk between. This cuts down on the "oh-uh-uh" door ding and quarter-panel scratches. Roman didn't mention it, but it's a classic Michigan move to plumb hot water through the floor to heat the shop during these winter weeks when the mercury barely peaks above zero.

JUNE 2010 CARCRAFT.COM 13

# THIS GUY'S GARAGE

Excerpted from Car Craft Magazine • June 2010

This custom '67 Impala with a ZZ502 motor was built by Paul Terlosky and featured in Car Craft's "This Guy's Garage" after he sold it.