Before You Leave Turn Off The Lights.

Turn a light off at home and you can save a few watts.

Turn it off in the woods and you can save an entire forest.

Only you can prevent forest fires.

Ad Council

A Public Service of the USDA Forest Service and your State Forester.

Kenne Bell Laforza

By Ben Stewart

The Laforza was only built for two years beginning in 1989, as an international joint venture between Italian companies Iveco (commercial truck maker) and Pininfarina (body specialist responsible for many Ferrari and Alfa designs), along with Cars and Concepts in Brighton, Michigan. The Pininfarina body is stainless steel outfitted with a luxurious interior reminiscent of the original Range Rover or G-Wagen. This was then mounted to Pininfarina's own boxed ladder frame and mated to Iveco axles (solid rear leaf springs, independent torsion bar front) and shipped to Michigan, where Cars and Concepts mounted a 5.0-liter, 185hp Ford truck motor, AOD tranny and NVG 249 transfer case.

At 5,250 pounds, the Laforza was hardly a quarter mile champ, even with the 302 V-8. So when Southern California resident Sergio Hamernik bought his as a pieces-and-parts project, he decided the motor was the one thing he would not keep stock. When he built his Laforza (some trucks were left as incomplete when the company went belly up), he decided to install an SVO 5.0 GT-40 motor and let renowned supercharger specialist Kenne Bell and tech wizard Brett Stach of Brett Stach's Cal-Fab work a little magic. The GT-40 motor came with optional aluminum heads, 1.94 intake valves and 1.54 exhaust valves and SVO camshaft model E303, used to enhance low-rpm grunt. The Kenne Bell Whipplecharger sits atop the stock EFI system, which has been recalibrated and upgraded to 24-pound injectors and mounted to a GT-40 manifold. Exhaust fumes exit via JBA headers, Perfection cats and a Flowmaster exhaust utilizing 3-inch tubing.

Getting a supercharger and motor to perform accurately together at max boost can be a tricky puzzle, but with the electronics available today, the puzzle can be solved. Upgrades for the blower include a Mercury Magnetics voltage control module, Crane Hi-6 CD

DYNOJET MODEL 248 CHASSIS DYNAMOMETER TEST DATA

Acceleration from 2,000 to 6,000 rpm interval = 100

Absolute barometric pressure:	29.00 in.Hg.
Vapor pressure:	0.44 in.Hg.
Intake air temperature:	96.1 deg. F
Gear ratio:	44 RPM/MPH
Correction factor:	1.05 SAE net
Correction factor:	1.06 DIN 70 20

ignition and PS-92 coil. The voltage control module boosts the voltage going to the fuel pump to compensate for leanness at full boost, eliminating any pinging or detonation. A J&S individual cylinder anti-knock-control ignition was used to automatically advance or retard the spark for each cylinder.

Deciding that he wanted the "sleeper" look, Sergio left the rest of the vehicle stock with the exception of Michelin 275/70 R16 tires, cross-drilled front rotors and a 3,200rpm stall converter for the AOD. The stout stock drivetrain includes 3.90:1 gears and factory rear posi, which Sergio says is up to handling the 240-plus peak rear-wheel horsepower and 330-plus lb.-ft. of rear-wheel torque. What's most impressive about this vehicle is that the Supercharger's boost curve is nearly flat throughout the rpm, making over seven pounds of boost from 2,100 to 3,800 rpm. This setup is ideal for the four wheeler because consistent boost makes this relatively small V-8 perform like a big-block.

Laforzas are probably some of the rarest rigs running around and this one is even more unique because of the extensive motor modifications. But this motor setup doesn't have to be unique, it will work well on any number of Ford trucks and could be an alternative to swapping in a big-block. ■

RPM	AIR/FUEL	BOOST
828	13.91	-7.8
828	14.01	-7.7
828	14.07	-7.8
836	14.07	-7.7
836	14.11	-7.7
836	14.14	-7.6
843	14.22	-7.5
851	14.26	-7.5
851	14.3	-7.5
859	14.3	-7.2
859	14.38	-3.8
889	13.86	-0.8
973	11.35	1.8
1,157	11.92	2.6
1,341	13.52	2.4
1,540	14.38	3.3
1,724	14.59	5.0
1,893	14.26	6.5
2,122	11.92	7.4
2,252	10.23	7.6
2,398	10.16	7.6
2,536	10.16	7.7
2,805	10.16	7.7
2,681	10.16	7.7
2,758	10.20	7.7
2,804	10.23	7.8
2,873	10.31	7.7
2,910	10.37	7.9
2,972	10.39	7.8
3,034	10.47	7.8
3,087	10.51	7.8
3,156	10.59	7.8
3,225	10.66	7.7
3,294	10.74	7.7
3,378	10.84	7.7
3,465	10. 90	7.8
3,547	10.96	7.8
3,600	11.00	7.8
3,685	11.00	7.7
3,754	11.02	7.7
3,830	11.08	7.8

SOURCES

Kenne Bell • Dept. FW • 10743 Bell Ct. • Rancho Cucamonga, CA 91730 • 909/941-6646 (order), 909/ 941-0985 (tech); 909/944-4883 (Fax) • *Supercharger and dyno results*

J&S • Dept. FW • P.O. Box 2199 • Garden Grove, CA 92642 • 714/534-6975 • *Anti-knock ignition*

Brett Stach's Cal-Fab • Dept. FW • 20665 Santa Clara St., Unit I • Santa Clarita, Ca 91351 • 805/251-4781 • *Installation and technical design*

Mercury Magnetics • Dept. FW • 9167 Independence Ave. • Chatsworth, Ca 91311 • 818/998-7791, 818/998-7835 (Fax) • *Voltage Control Module*

	MEASURED		CORRECTED		SAE CORRECTED DIN	
RPM	Torque	HP	Torque	HP	Torque	HP
0-2,800	N/A	N/A	N/A	N/A	N/A	N/A
2,900	279.5	154.8	293.1	162.3	296.7	164.4
3,000	307.2	173.2	322.2	181.6	326.2	183.9
3,100	312.0	182.6	327.3	191.5	331.3	193.9
3,200	308.6	188.7	323.7	198.0	327.7	200.4
3,300	309.7	194.6	324.8	204.1	328.9	206.7
3,400	302.8	198.2	317.6	207.9	321.6	210.4
3,500	309.3	204.7	324.4	214.6	328.4	217.3
3,600	302.3	208.6	317.1	218.8	321.0	221.5
3,700	307.8	213.9	322.8	224.4	326.8	227.2
3,800	300.8	216.8	315.5	227.4	319.4	230.2
3,900	297.8	219.7	312.4	230.5	316.2	233.3
4,000	293.2	221.8	307.6	232.7	311.4	235.6
4,100	282.0	224.5	295.8	235.5	299.5	238.4
4,200	281.1	227.9	294.9	239.1	298.5	242.0
4,300	279.3	228.9	293.0	240.1	296.6	243.0
4,400	274.7	230.7	288.1	242.0	291.7	245.0
4,500	272.9	231.5	286.2	242.8	289.8	245.8
4,600	265.0	233.1	277.9	244.5	281.4	247.6
4,700	258.4	104.3	271.0	109.4	274.3	110.8
AVG	291.8	203.1	306.1	213.0	309.9	215.6

Events With Drive
TO ENTER OR GET INFO CALL 317-236-6522

FILL OUT THIS COUPON - MAIL IT TO SPECIAL EVENTS, 804 N. DELAWARE, INDIANAPOLIS, IN 46204

☐ 11th Spring 4-Wheel Jamboree $40 May 17-19 - Lima, OH
☐ 2nd New England Jamboree $40 August 2-4 - Essex Jct., VT
☐ New! Great Lakes Jamboree $30 June 8 & 9 - Kalamazoo, MI
☐ 15th Fall 4-Wheel Jamboree $45 Sept. 27-29 - Indianapolis, IN
☐ 9th Summer 4-Wheel Jamboree $50 July 12-14 - Bloomsburg, PA

FWLR-5

$ _____

NAME _____ DATE OF BIRTH ___/___/___
ADDRESS _____ CITY _____ STATE _____
ZIP _____ DAY PHONE (___) _____ EVE PHONE (___) _____
YEAR _____ MAKE _____ MODEL _____ COLOR _____
VISA / MC / DISCOVER # _____ EXP _____ SIGNATURE _____
Send no cash! Make check or money order payable to Special Events. No convenience charge on mail orders. Entry fees shown valid up to one week before event. Sorry no 4WD. Additional fee for "Vote for me."

© 1996 TPC, Inc.

4WHEEL Jamboree NATIONALS
New Event for 1996!
GREAT LAKES JAMBOREE NATIONALS
June 8 & 9 Kalamazoo, MI
▪ All Makes & Models of 4-Wheel Drives Welcome!
▪ Your Entry Includes 2 Weekend Passes!
▪ Mud Drags! ▪ Monster Trucks!
▪ Tough Trucks® Obstacle Course!
▪ As Seen on TNN! ▪ On-grounds Cruising
▪ Manufacturers' Midway
PRESENTED BY Ford TRUCKS
BONES D. CROW Special Events Mascot
SAVE THIS AD