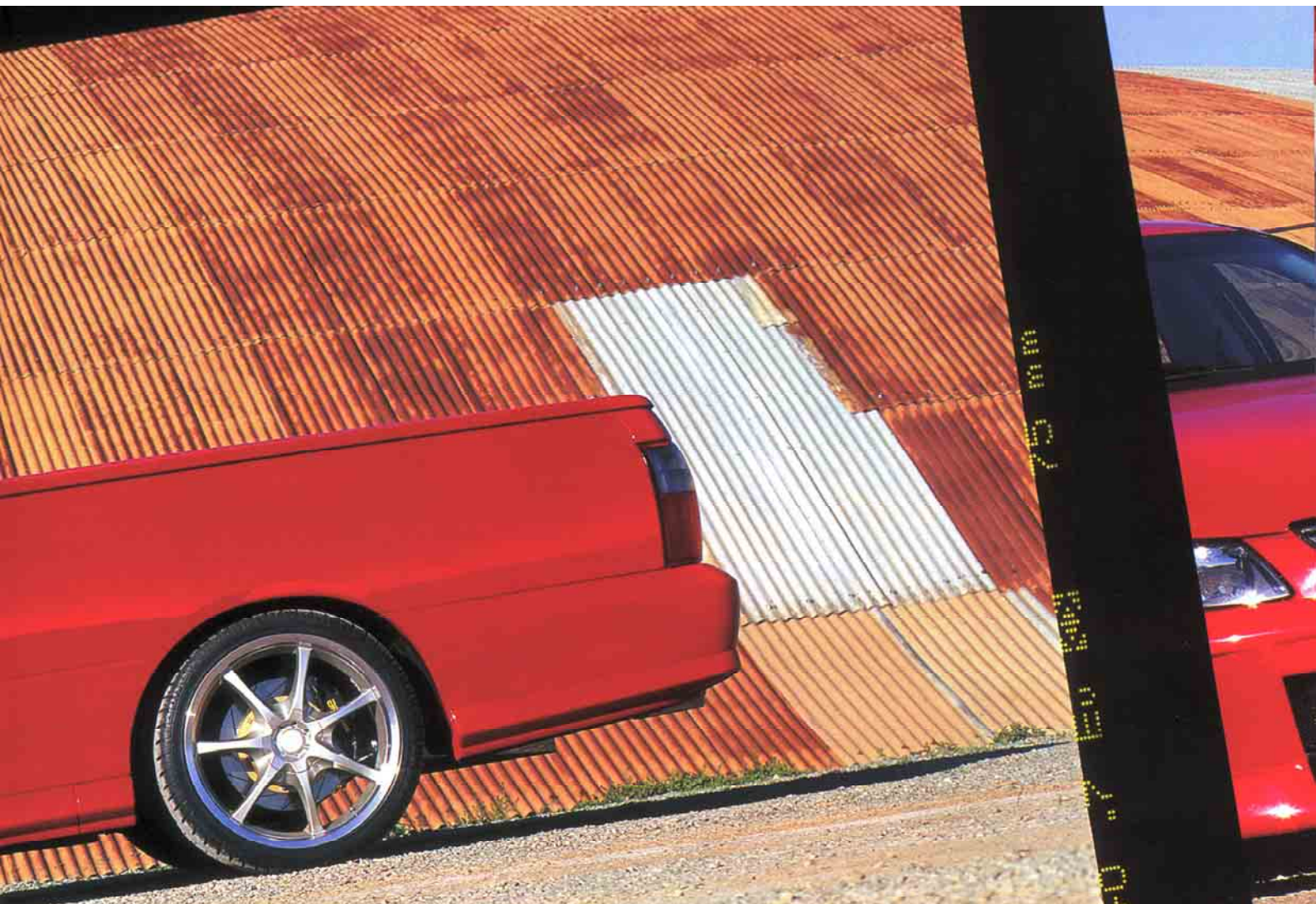




RIP

With some 700hp to play with, this bestial ute will soon be terrorising the streets and tracks of England!

Story & Photos Martin Donnon



HEAD BANGER





KEEPING COOL

WE ASKED Tony how 700hp was going to make its way reliably through the stock Holden bits. "We start at the diff and throw the Holden item away. It's junk at the best of times and won't cope with big power. We replace it with a plate-style diff that generates power lines from both rear wheels. The gearbox is disassembled and prepared, the clutch is heavily uprated, then there's our driveline cooling system."

Tony firmly believes that keeping engine and driveline temperatures under control is the key to durability. Keep that in mind when counting the coolers on the \$60k. It has a dedicated gearbox pump cooler, oil cooler, power steering cooler and double thickness intercooler for a total of four additional cores both wedged in the SSX-style nose and up under the floor. The concept was to keep the temperatures under control if the Pom decided to hold it flat out at Silverstone.



NICE VY ute, huh? All shiny and new with big sexy rims, slammed stance, huge brakes and an SSX-style front bar, it would look right at home in anyone's driveway. The surprise is that under the bonnet is a built and blown LS1, capable of pumping out an astonishing 419kW at the treads – or 561hp in the old money. Measured at the engine, you'd be looking at about 700hp!

The ute was built by South Australia's CAPA Performance for export to the UK, where it will find a home in the garage of a wealthy car collector, who we'll refer to as The Pom. It will be put to work too, towing his race cars to track days!

CAPA build Commodore-based performance cars for sale in the UK, with a mix of trim, engine and platform configurations giving them a range of more than 20 vehicles. It's Big Red that we have come to see, the F560U which represents the highest level engine spec shoehorned into the lightest body.

You know straight away this engine's got a big blower hanging off the side of it. None of that noncing around trying to hear a faint supercharger whine over the engine's idle. This thing howls like a whupped puppy from the moment you turn the key but has a hard, sharp edge, so you know by the time the LS1 is bouncing off the rev limiter that it's going to sound well cool. Obviously, the best thing to do is test that theory.

Only problem is that the limiter comes up way too fast in any of the first three gears. With almost double the power of a HSV GTS 300 at the treads, any full throttle application at under 100km/h ends up in an oppy lock smoke fest. Neat and a heap of fun, but not the fastest way to motivate such a device through acceleration testing.

WE FOUND A BEST TIME DURING TESTING OF 12.22 SECONDS AT A JAW DROPPING 127MPH

With Tony Rullo from CAPA at the wheel, we found a best time during testing of 12.22 seconds at a jaw dropping 127mph. Note though, that this figure was recorded with a G Tech meter, which typically reads a few mph higher and a 10th or two quicker than typical dragstrip clocks.

Generating that kind of snort is a CAPA-prepared LS1 engine, featuring the replacement of just about every reciprocating component and the addition of a Vortech T Trim supercharger and front-mount intercooler.

"With 700hp on tap, and the requirement for total reliability, we didn't cut any corners," Tony says. "Forged pistons and crank, upgraded rods and special head gaskets are all part of the reliability package."

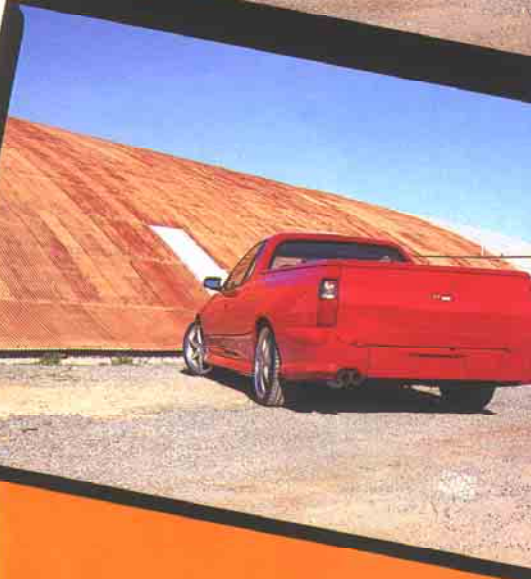
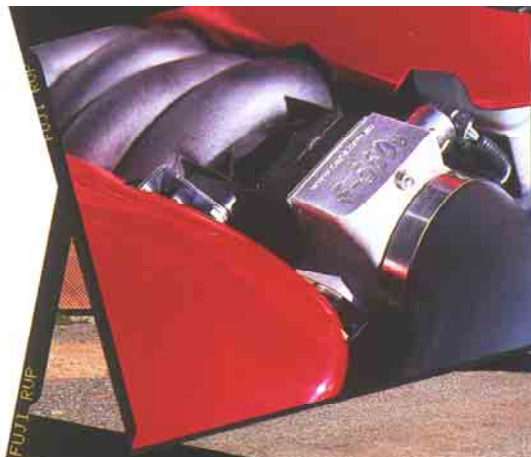
Throw in some crafty power-up work such as a big-lift camshaft and highly-ported cylinder heads to give the ultimate bulletproof LS1, then add a blower.

Now, imagine a stray tabby cat stepping onto the freeway in front of said Pom, who has his foot buried, and figure its chances. Not good? Then have a quick squiz at the braking hardware on the F560U. The six-piston AP stoppers on the front have two-piece rotors so massive (385mm) that they only just fit in behind the 19in rims. That's Supercar-style hardware with a set of four-piston 320mm anchors on the rear, so the pussy stands a fighting chance.

Under the car lives a set of diffusers (absent for our photo shoot) designed to generate stability-enhancing downforce at speed. Should the Pom want to test the top end limits, then these trays become an important part of the high-speed stability package. Lowered springs and Bilstein shocks don't hurt either.

In street cruiser mode there's nothing nasty about the F560U. No sudden, bitey clutch, throttle like a hair trigger or any shenanigans like that. It's a road ute this one and as such it delivers smooth tractable power, decent ride quality and even neat little touches like electric seat heaters to thaw frozen Pommy bums. So why the hell won't CAPA bring out such a device here?

"Not this sort of power in a ute mate, not here," Tony says. "But what do you reckon of a 600kW Monaro?" Gor Blimey! 🍷



'THE POM'
2003 CAPA F560U
Colour: Redhot

ENGINE

Type: 346ci LS1
Heads: Ported, larger valves
Pistons: CAPA Supercharger, forged
Rods: CAPA H-beam
Crank: Forged steel
Cam: CAPA Stage III Supercharged profile
Electronics: Delphi EFI, CAPA Software
Exhaust: 4-into-1 headers, twin 3in exhaust
Supercharger: CAPA Vortech T Trim with intercooler, 11psi

DRIVELINE

Gearbox: T56 six speed, electronic cooling system
Diff: Plate-style LSD, 3.45 gears
Brakes: AP six-piston calipers on 385mm rotors (f), AP four-piston calipers on 320mm rotors (r)
Suspension: Bilstein dampers, CAPA springs

INSIDE

Seats: Retrimsed VY, electric seat heaters
Gauges: Auto Meter cylinder head temp, fuel pressure

ROLLING STOCK

Wheels: 18x9 inch CAPA Superlites
Tyres: Continental 245/35/19



Check out that power curve! You'd need 419kW to get up a hill that steep

