

OFF THE STREET

An Iranian engineer has invented a way to literally propel a vehicle with horsepower.

The Naturmobil uses a horse tethered to a treadmill inside a Perspex box, with two seats up front. The driver starts the treadmill and waits for the horse to start trotting, which in turn recharges the car's battery. A prototype has been produced and using 20 gears it can reach speeds of up to 45km/h.

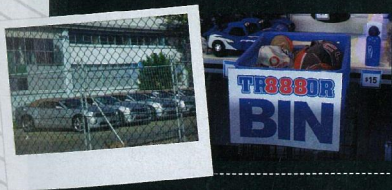
The vehicle's creator, Hadi Mirhejazi assures animal lovers the horses used by the vehicle are well cared and get a "jacket of water" to keep them cool, along with other creature comforts.



We would like to send a big apology to our freelancer Michael Stephens. Michael covered the LS1 Drag Nats in issue 159 but we accidentally wrote Michael Vettas in the byline for that article.

Ford is obviously not very happy with V8 Supercar team 888 Racing switching to Holden. From the Queensland Raceway event in August and probably the rest of the year, Ford is offering Stone Brothers Racing or Ford Performance Racing (the only Ford funded teams) caps for just \$10 if you trade in your TeamVodafone hat.

SC forum member DV8-01 took this photo at the QR event which shows a basket labelled 'tr888or bin.' It seems like Jamie Whincup and Craig Lowndes have been taken off a lot of people's Christmas card list this year.



Eight pre-production Camaro convertibles have been snapped by someone on the Camaro5 forum parked at the Holden factory in Fishermans Bend, Melbourne. The tan-and-silver cars are apparently all left-hand-drive and the car hits dealers next year as a 2011 model. Like all American muscle cars, they will likely not be sold here, which we think stinks. It's like taking a kid to a candy factory and then telling him they can't eat anything. Obviously the USA was never taught how to share!

One of the best gearbox specialists in Sydney Craig's Automatics has moved facilities. You will now find them at 16/21 Childs Rd, Chipping Norton. If you have a blown 'box or are looking at something a little stronger give Craig and the boys a call on (02) 9755 1158.

street COMMODORES ON THE STREET

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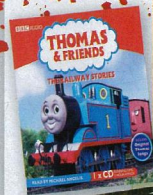
60 SECONDS WITH:

STEVEN ANGELOUSKI
FROM MACE ENGINEERING

SOUNDS OF SC

The albums haunting our playlists this month:

- Ben: Divine Heresy – Bringer of Plagues
- Liam: Devin Townsend Project – Ki
- Chris: Thomas and Friends - The Railway CD Volume 1
- Josh: Cold Chisel - Chisel
- Joe: The Bats - The Guilty Office



MACE ENGINEERING GROUP

What is MACE engineering's speciality?

The market we predominantly target is the younger age-group that usually starts off with the older Commodore models. We design our mods so that they are cost-effective to reflect the needs of younger enthusiasts. Our products are designed to give excellent results for great value.

Have you seen a different trend in sales during the tough economical times?

Initially things were quite slow, but it seems to have bounced back significantly. The main reason for this we believe is because consumers are becoming more confident and appreciative with our products.

MACE is renowned as being one of the top producers of performance products for Commodores, but especially for the V6 engines. Have you seen an increase in the amount of modified six-cylinder cars?

I think with the new laws in place for younger drivers, the V6 has become a lot more popular. Most young people if they had a choice would get a V8, but with the legislation in place it has forced them to be more resourceful in modifying six-cylinder cars. The V6 scene is probably not as big as the V8 scene yet, but it certainly is increasing in size.

What is the one product that MACE sells that you recommend every V6 owner should have?

Bang for buck, I would say our high-ratio rockers. They certainly represent excellent value for money. They give great power but still give the car great drivability for a daily driver. It's like having your cake and eating it too.

What advice would you give to someone who is starting a new project?

Depending on the customer's budget, I normally start off by asking what they want from the car. Is it a track car or a daily-driven street car? This way you can make sure they get what they want out of it.

For example, a more track-driven vehicle can have a more aggressive cam, cylinder head porting etc. We do focus a lot on retaining fuel economy as well as drivability. A lot of people too often tend to make mistakes by making their car unstreetable, such as 'over-camming' their vehicle.

If we are unable to give them what they want, I will often recommend a competitor.

A lot of people have a lot of ideas and we try to capture what they are after and then exceed their expectations.

Lastly, what do you have in your garage?

I have a supercharged VN and also a factory supercharged V6 VS Calais.

WHAT'S HOT AND WHAT'S NOT?

HOT:

- Cruising to the beach – Summer is here so get out those board shorts and bikinis, open the sunroof and cruise to the coast line!
- Air bag suspension – You can put the belly to the floor and be legal at the same time.
- The VH Commodore – It seems the VH has become a classic and there are tough examples popping up all over the country.



NOT:

- Sydney drivers – Now there's a survey to prove it! If you are in the Harbour City and you see a Toyota Camry you might as well start dialling the insurance company's number!
- Cyclists on busy suburban streets – They don't pay registration, slow traffic down and wear ugly, tight costumes. There are plenty of parks to ride in without getting in the way of motorists!
- Heat soak – Horsepower goes down the drain when the mercury goes up.

THIS MONTH AT STREETCOMMODORES.COM

- A totally interactive community of over 45,000 Commodore enthusiasts and tech heads
- Special deals, discounts and offers
- A powerful database of tech articles and DIYs in broken down and easy-to-follow format
- A free online image gallery containing snaps from cruises and magazine photo shoots
- Updates on all our Staff Project cars, including our slowly evolving giveaway car: Project Phoenix

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