

RPM MAGAZINE

PROJECT STREET THUNDER

A Modern Twist On Muscle Car Design & Performance

Introducing The 1964 Fairlane 1000 ST

STREET THUNDER

'64 FAIRLANE



We call it "Fairlane 1000" for a reason



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With impressions of the legendary Thunderbolt mixed with a heavy dose of new age badass boosted Ford 5.0 Coyote power...you ain't seen nothin' yet!



BE PART OF
RPM MAGAZINE PROJECT STREET THUNDER
THE UNIVERSAL SOLDIER
RULING THE STREETS, STRIP
& ANYWHERE IN BETWEEN

STREET THUNDER

FAIRLANE 1000



THE CAR

1964 Ford Fairlane 500
2 Door Hardtop Sports Coupe
Assembly Plant: Dearborn, MI

THE PROJECT

Street Thunder will be a street car, but not what you're thinking- this will be a start-up cold or hot, drive-anywhere in comfort but don't look at it the wrong way or it'll lay waste to you, street car.

Our wicked small tire "Fairlane 1000 ST" will be built with the ability to also mix it up heavily on the drag strip, and make the odd appearance on the local road course, or maybe even a tour event.

It will have the incredible styling of the 60's muscle car era with heavy influences of the feared Thunderbolt mixed with the technology and driveability of new car, and power of today's baddest small tire drag strip warriors- and we have every intention of beating the heck out of it at the track. Think of the RPM Fairlane 1000 ST as a universal soldier.

A TRUE FIND

Not a barn find, but rather a garage find from the coast of Virginia. "As we opened the wooden garage doors, we found a tight but tidy workspace with barely enough room to fit a car, let alone work on one. Tucked neatly in the confines of that garage was a solid, original bodied '64 Fairlane 500 hardtop."

CONTACT INFO

THE STORY

At RPM we believe strongly that every car, street or race, has a unique, compelling story behind it, and Project Street Thunder is no different.

Unfortunately though, our Fairlane starts with a sad story, one that we hope to make a little brighter for a special family through the build documented in print and online by our RPM team.

Our 1964 Fairlane 500 Custom was the dream-of-a-lifetime project in the works of a young, married father and grandfather who by all accounts was a positive force on anyone he met. In between his work at the Virginia shipyards he could be found creating silver rings from antique spoons which he would sell and donate the money to charity. He would also travel abroad to third-world countries to use his skills to bring the necessities of life to the desperately poor. Or, when he could find the time between his work, his family and his charity, he could be found in a small, wooden one car garage working on his pride and joy, his 1964 Fairlane. After suffering a sudden heart attack, he lay in hospital remaining focused and excited about returning home as parts were streaming in for his Fairlane pro street build. Sadly though, he died a short time later at just 49 years old.

His family, obviously overwhelmed with grief by his sudden passing had so many things to worry about that the last thing on their mind was the Fairlane.

Several months passed and they reluctantly considered selling the car and the parts he had amassed for it. They decided that when they did in fact sell it, the sale would have to honor his dream and not just be to somebody looking to flip the car for profit.

THE STORY CONTINUES... Through a special sequence of events or be it some level of divine intervention, the sadness of this story makes way for one man's dream build to continue, only now it will be shared with the entire world through the pages and webspace of RPM MAGAZINE...and we invite you to join in.

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OVER 1,000 HORSEPOWER WITH THE PARTS TO BACK IT UP!

As a total package modern build, the RPM Fairlane 1000 ST certainly is not a pro tour or pro street build, nor is it an all-out drag car, or even a resto-mod, instead we think of it as a whole new evolution of motorsports style, power and driveability. One that is repeatable by any RPM reader. “It will be driver-friendly and dependable, much like a newer Shelby, but possess enough power to run well into the eights in the quarter-mile,” explains RPM Editor In Chief Chris Biro. “And with a few quick changes, the Fairlane 1000 ST will be able to tackle a long journey from coast to coast in comfort while getting decent mileage, and maybe join in on an occasional road course or standing mile hit. Essentially, this creation will have the good looks and intimidation factor of Thunderbolt, with the neck-snapping jaw-dropping high tech horsepower and comfort of today!”

ENGINE

We’ll show RPM readers how they can start any project (big or not-so-big horsepower) economically and safely with a Ford crate motor.

MECHANICAL Misener Motorsports

Jay and the gang at Misener’s know how to make horsepower and our engine platform for the Fairlane 1000 just happens to be one of their specialties...the Ford Coyote! With help from Misener’s, the car’s original mechanicals were removed to make room for our new small block. We’re gonna tweek the crate engine with all the right stuff to help keep it together and then boost the heck out of it!

CHASSIS Hitman Hot Rods

While keeping as much of the existing factory equipment in place, our chassis builder will create a custom chassis with SFI certified cage to enable the car to hook at the track, and handle and drive like it was built in 2016!

REAR DIFF Strange Engineering

Look for a heavily fortified Strange 9-inch rearend to grace the confines between the rear rails of our Fairlane 1000 ST.

WHEELS & TIRES Mickey Thompson

We’ll be bolting on a set of M/T Pro 5 ET Drag wheels for that aggressive “we mean business” look and the performance we’ll need on the strip. M/T ET Street Radials will be our choice of rear tires for the strip and light street duty.

BODY & PAINT ClearShot Customs

The experts at ClearShot have already started in completely stripping Street Thunder of its paint. Next, it will get a coat of epoxy primer to protect it during transportation. Later on, a Crites Performance bolt-on Thunderbolt style hood and trunk lid will be installed and the car will undergo some trick (but mild) body mods and a stunning final paint scheme to honor it’s past, present and future.

TRANSMISSION Lentech Automatics

We’ve got Lentech working on one of their tricked out Lentech Strip Terminator AODE/4R70W transmissions with a Quicktime bellhousing and TCS converter. This is a masterpiece that is good for 1,500HP!

INTERIOR Tom’s Upholstery

Terry and the crew at Tom’s are known worldwide for their automotive interior art. When they’re done with our Fairlane 1000 you’ll think you are sitting in the latest model muscle car offered up by any of the big three!

SUSPENSION

The Fairlane 1000 suspension will be a combination of top industry parts. In keeping with our small tire based design, rear suspension will be stock style with coilover shocks, while up front the car will be transformed using the factory frame with the addition of a complete front K-member with all the fixins’, including tubular control arms, coilover shocks and rack and pinion steering.

ADDITIONAL PROJECT COMPONENTS

Boost

Cooling System

Fuel Cell, Injectors and Rails

Ignition System

Engine Management System

Accessory Drive System

Electrical System

Instrumentation

Safety Equipment

Interior Options/Comfort

Aftermarket LED Lighting

Fiberglass Body Parts

FAIRLANE 1000 BUILD PROPOSAL SUMMARY

STREET THUNDER

FAIRLANE 1000



Project Street Thunder

The Ultimate Muscle Car Of Today

A stunning retro bodystyle with impressions of Ford's deadly Thunderbolt platform mixed with high tech drive-train and all the amenities of today's Factory American Supercars. "What would the factory performance program engineers of the 60's design and build with today's technology? ...RPM Project Street Thunder! A 1,000hp street cruiser/strip fighter that you can drive anywhere!"

Base Engine: 5.0 FORD Coyote Crate Engine

Transmission: Lentech Strip Terminator AODE/4R70W transmission

Power Adder: Boosted

Chassis: Factory frame/chassis tricked out and certified to SFI 25.5C

Suspension: Custom front, coilover conversion rear.

PROJECT PARTNERS:



TCS

Transmission Products