

LIVING LEGEND CHIP FOOSE

Text by Michael Semira



As someone who has come from the traditional school of automotive design, what are your thoughts on today's new-age form of car customizing?

I love all forms of cars and the passion for the automobile. I love the fact that people love to play with cars. For me, quality of the work is number one, appearance is always secondary. Styling comes from personal choice, so the work and execution is top priority.

What was your first vehicle? Did you customize it?

It was a 1956 Ford Pick-up. Actually, I still have it. It was featured in an episode on the third season of 'Overhaulin''. The team stole my sketches of the truck, copied them, and surprised me with it at the end of the show. It was really special because my Dad was a big part of the process.

What aspect (performance, styling, audio / video) do you customize first on your personal vehicles?

The first thing I do is create a plan. I do a lot of sketching to figure out what exactly I want to build. Everything I do after that falls in line with the plan. There's nothing worse for a project than having to back-track.

Do you see any major similarities and differences between the Hot Rod scene and Sport Compact cultures?

It's all the same thing to me. No matter how you look at it, it's still personalizing a car. Go back to the late '30s and it was the same passion, just different platforms. It's all about working on cars that are available at the time. But the biggest thing these days is the advancement of computers and technology. Now you don't even have to pop the hood to get a lot of horsepower, just fiddle around with the electronics. You can look at your fellow car builders as two things: competition or potential best friends. I always look at a fellow builder as a best friend because we all share the same passion for cars that ties us together.

Having visited Canada earlier this year, how do you compare the scenes on either side of the border (Canadian vs. American)?

I didn't really notice a difference. It's still about people loving cars, spending money, making their dreams a reality. The border doesn't change the passion.

It's becoming more and more obvious that the Foose name is growing from an individual to a globally recognized brand. What are your thoughts on being the Hot Rod icon for today's generation of car builders? What advice would you offer to aspiring builders and designers whether with Hot Rods or Sport Compacts?

I would advise them to follow their dream. Educate yourself and your customer. Exceed expectations and make their dream even better. Don't build something trendy, because it will eventually have to be updated in a few years. I always strive to build timeless pieces because good designs last forever.

With the growth of Foose Designs, have you had to face any big challenges?

I haven't faced any challenges. I consider it an honour just to be involved in the industry. I've been blessed with great clients and great opportunities. I always do my best and look to create the best, but it's the customers that allow us (Foose Designs) to do it. Challenges are opportunities.

What kind of effect do you feel 'Overhaulin'' has had on your designs and the way you build vehicles at Foose Designs?

There hasn't been any effect at all. I consider them to be completely different animals. At Foose Designs we strive to build the best possible vehicle. At 'Overhaulin'', we try to do our best within a week's time. It's a marathon vs. sprint comparison.

What does Chip Foose and Foose Designs have lined up for 2007 / 2008?

I have a number of vehicles that I'm working on: '70 Cuda, '54 Chevy and '32 Concept Roadster just to name a few.

With the success of the television program 'Overhaulin'', is there a particular vehicle out there (your 'unicorn') that you have yet to work on?

I would like to build either a Volkswagen Beetle or Notchback. I've been asking for one for quite some time, but they haven't picked one out yet on 'Overhaulin''.

It appears that the Foose name is being licensed to a number of products and brands. Who and what product manufacturers are you working with? What are your latest collaborations?

Obviously, you've heard about my partnership with Arc Audio. But actually, much of the stuff that we develop comes out of necessity. In most cases, we'll develop a piece for a build and notice that it would be cool to have something similar on the market. We'll call up one of the manufacturers and show the product to them. It's ultimately up to them if they put it into production. We're just the creative source.

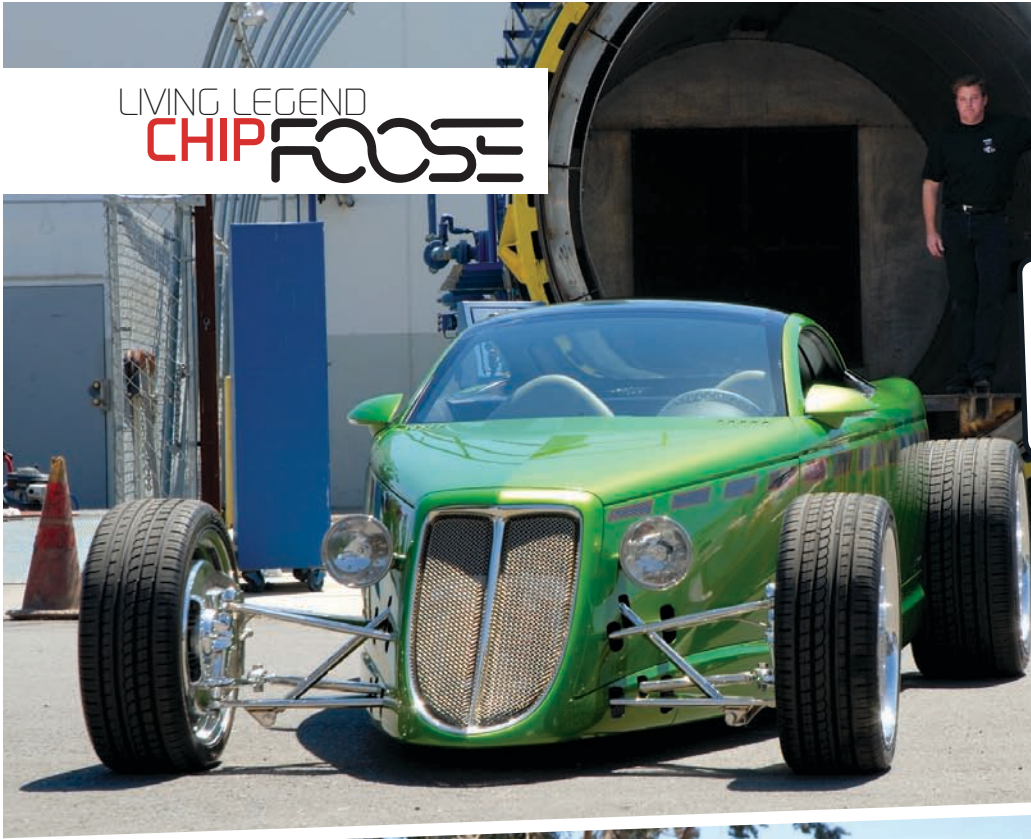
As someone who has accomplished so much at a young age, what are some major goals that have yet to be accomplished?

That's a very difficult question. You never really know what comes along. I just hope that the opportunities keep coming. I'm focused on continuing to do our best now, with hopes that our work will continue to generate opportunities. I would like to stay small-scale because it enables me to stay focused. I want to remain extremely creative and continue to build relationships.

Is there anything else that you want our readers to know?

I consider myself an extension of my father's career. I learned everything from him and he truly is my hero. Though I put long hours in at work, I have a great wife and kids at home that keep me balanced. >>>

LIVING LEGEND
CHIP FOOSE



What features and highlights can you tell us about some of the Foose-built vehicles?



THE HEMISFEAR IS ALSO KNOWN AS THE FOOSE COUPE. IT'S A CONCEPT CAR THAT HAS BEEN 17 YEARS IN THE MAKING. I FIRST DESIGNED IT BACK IN 1990 AS A STUDENT IN ART SCHOOL. IT WAS THE BASIS FOR THE PLYMOUTH PROWLER. IT CAME IN BOTH COUPE AND ROADSTER FORMS. DODGE BUILT THE ROADSTER AND THIS IS THE COUPE. IT SPORTS A 6.4L HEMI AND IS A BLAST TO DRIVE. WE'RE ONLY BUILDING 50 OF THEM. WE'LL ALSO BE SHOWCASING MY '69 CAMARO. IT'S A LOT MORE PLAIN LOOKING, WITH RACING STRIPES AND A RALLYSPORT LOOK TO IT. IT SITS ON A STAGGERED SET OF WHEELS (19 INCHES IN FRONT AND 20 IN THE REAR) AND PUTS OUT 430HP. IT'S A GORGEOUS CAR.



OWNER: Chip Foose
LOCATION: Huntington Beach, CA
VEHICLE: 2007 Foose Coupe
(limited to 50 units)

ENGINE & PERFORMANCE

6.4L Dodge Hemi V-8, iron block, aluminum heads 550hp / 520 ft. lbs. (or)
5.4L Ford GT V-8, Roots type supercharger, liquid to air intercooler 500hp / 480 ft. lbs.
Hiborn individual throttle bodies with velocity stacks, ZF 5-speed transaxle

EXTERIOR

Metal crafters carbon fibre shell, ghosted wiring inside modular steel space frame, glass roof, retractable door and rear quarter glass, LED turn signal mirrors

WHEELS / TIRES / BRAKES / SUSPENSION

Foose (18- x 9-inch front with 20- x11-inch rear wheels) Pirelli P-Zero (225/40ZR18 front with 315/35ZR20 rear) Baer 14-inch 2-piece front rotors with monoblock calipers, Koni inboard mounted coilovers, Belltech drop spindles, Air Tech air suspension with computer controlled ride-height

INTERIOR

Custom Foose dash panel, Bill Dunn upholstery in red and black suede and leather, Auto Meter Pro Comp gauges

AUDIO & MULTIMEDIA

Eclipse head unit
Arc Audio FD6000 components
Arc Audio FD6025 co-axials
Arc Audio FD4100 amplifier
Dynamat



LIVING LEGEND
CHIP FOOSE



Many *PAS* readers like to customize all aspects of their vehicle, including car audio and multimedia. Can you tell us why you decided to use Arc Audio products in your newest projects? How are you partnering with Arc Audio in 2007?

I GENUINELY LIKE THEIR PRODUCTS AND HAVE USED THEM IN A NUMBER OF OUR CARS. BUT IT WAS ARC AUDIO THAT APPROACHED ME ABOUT DEVELOPING A SIGNATURE PRODUCT LINE. I FIGURED THAT IT WAS ONLY NATURAL TO GO WITH IT.



OWNER: Chip Foose
LOCATION: Huntington Beach, CA
VEHICLE: 1969 Chevy Camaro

ENGINE & PERFORMANCE
2000 LS1 crate motor 430hp, 700 R4 transmission, K&N intake, Magnaflow exhaust

EXTERIOR
Custom lower valance, BASF black paint with stripes

WHEELS / TIRES / BRAKES / SUSPENSION
Foose Knights (19- x 8-inch front with 20- x 10-inch rear) Pirelli P-Zero (225/40R19 front with 265/40R20 rear) Baer 12-inch front rotors with 11-inch rear disc brakes, full Hotchkis suspension

INTERIOR
Custom black leather by Bill Dunn, custom floor mats and steering wheel

AUDIO & MULTIMEDIA
Sony MEX-BT5000 head unit
Arc Audio FD4150 amplifier
Arc Audio FD1202 subwoofers
Arc Audio FD6000 components
Arc Audio FD6025 co-axials
Arc Audio XEQ equalizer
Stinger SP2150 battery
Stinger wiring and interconnects
Dynamat
Installation by Audio Shoppe in Riverside, CA

THE ESTABLISHMENTS



What experience have you had with audio installations in your vehicles prior to your ventures with Arc Audio? Has partnering with a manufacturer changed the way you look at car audio in hot rods and custom vehicles?



THE STEREO IS THE SINGLE ITEM THAT WILL RAPIDLY DATE A CAR. TO AVOID THIS, I ACTUALLY TRY TO HIDE THE SYSTEM, PUT THE HEAD UNIT IN THE GLOVE BOX, CONCEAL THE AMPLIFIERS, ETC. THOUGH I MAY EXPOSE A SPEAKER GRILL, I WOULDN'T EXPOSE AN ENTIRE SYSTEM: IT'S NOT MY STYLE. IT ALL GOES BACK TO ME TRYING TO CREATE TIMELESS DESIGNS.

Red Line Blends 11 Different Gear Oils - Here's Why...

Red Line's Gear Oils are designed to provide the highest degree of protection and greatest efficiency for your drivetrain. Red Line provides a complete line of drivetrain lubricants which are optimized for specific differentials, transmissions, and transaxles over a wide range of temps.

Proper selection depends on manufacturers' requirements and whether for street or racing. Red Line Gear Oils contain polyol ester basestocks that provide excellent lubrication under extreme conditions of high-loading and high-temps - Their natural lubricity provide excellent slipperiness which reduces the sliding friction in hypoid gears to reduce wear and temperatures.

NAIL YOUR APPLICATION

More selection allows you to pinpoint features for your gearbox or LSD. Use MTL (80W) and MT-90 for GL-4 transmission and transaxle applications (Miata, VW-Audi, etc.) Red Line's 75W90 NS and 75W140 NS, popular for Porsche and Subaru WRX, lack the friction modifier found in other blends and allow syncros to match for easier shifting. Use GL-5 products like 75W90 and 75W140 in differentials with hypoid gears as these blends contain the extreme pressure additive package necessary. The Shockproof line features a unique dispersant of microscopic solid particles to protect like thicker products with lower resistance and drag in both transmissions and differentials. Red Line's D4 ATF works in Mustang, Camaro, Corvette, and '93-up BMW manual gearboxes. Remember, Red Line gear oils can be blended for a perfect mix of stick and slip.

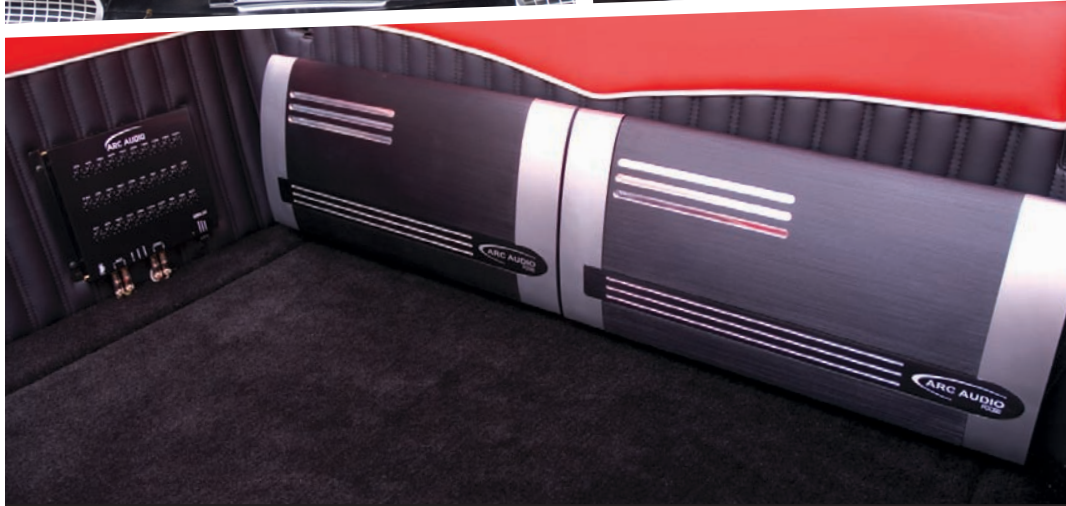
To Find a Local or Mail-Order Dealer, Visit
WWW.REDLINEOIL.COM

The Ultimate in Power & Protection!



REDLINEOIL.COM • 800.624.7958





OWNER: Carson Leve
LOCATION: Huntington Beach, CA
VEHICLE: 1959 Chevy Belair

ENGINE & PERFORMANCE

Performance Associates 1969 350ci 0.30 over bore, Badger (pistons, rings & connecting rods) Edelbrock aluminum intake, TPI intake and fuel system, MSD (ignition wires, coil & distributor), ARP hardware, Hooker headers with custom 2.5-inch stainless steel exhaust system 375hp (est.)

EXTERIOR

Custom bodywork and paint by Front Range Corvette, PPG Torch Red with re-chromed bumpers and trim.

WHEELS / TIRES / BRAKES / SUSPENSION

Foose Nitrous (20- x 9-inch front with 20- x 10-inch rear wheels) Pirelli P-Zero tires, Baer 13-inch 2-peice front rotors with 11-inch rear disc brakes, full Hotchkis suspension, Belltech drop spindles, Air Tech air suspension with computer controlled ride-height

INTERIOR

Custom Foose dash panel, Bill Dunn upholstery in red and black suede and leather, Auto Meter Pro Comp gauges

AUDIO & MULTIMEDIA

Eclipse AV3424 head unit
 Arc Audio FD4150 components
 Arc Audio FD1201 subwoofers
 Arc Audio FD12D2 subwoofers
 Arc Audio FD6000 components
 Arc Audio FD6025 co-axials
 Arc Audio XEQ equalizer
 Dynamat
 Stinger Wiring and Interconnects
 Installation by Audio Shoppe in Riverside, CA
PAS

...:WRX / STI / LEGACY GT:...:

JE PISTONS, THE INDUSTRY LEADER IN FORGED RACING PISTONS, HAS ADDED OVER 40 NEW SPORT COMPACT PARTS TO THE 2007 SHELF LINEUP. THE NEW DESIGNS INCLUDE HIGH PERFORMANCE FEATURES SUCH AS LIGHTWEIGHT FORGINGS, ACCUMULATOR GROOVES AND DOUBLE PIN OILERS. IN ADDITION, NEW PISTON COATINGS ARE AVAILABLE FOR ALL PISTONS. JE PISTONS ARE HELD TO THE STRICTEST TOLERANCES IN THE INDUSTRY AND DESIGNED USING KNOWLEDGE FROM IN-HOUSE FINITE ELEMENT ANALYSIS. IF YOU ARE SERIOUS ABOUT PERFORMANCE, IT'S TIME TO CALL JE PISTONS.



Visit www.jepistons.com to view the New 2007 catalog!

WWW.JEPISTONS.COM
 SPORTCOMPACT@JEPISTONS.COM
 714.898.9233