



TWO FD 10D2 10-INCH SUBWOOFERS ARE MOUNTED BEHIND THE BATMAN LOGO, ONE INVERSELY TO SHOW OFF THE CHIP FOOSE SIGNATURE, THE OTHER CONVENTIONALLY TO DISPLAY THE SHINY CONE.



**The JVC KDAVX2 head unit is integrated into the Bat Radar.**

audio system are eight BatCap 400 batteries along with three batteries that were already in the vehicle. Completing the power upgrades is Stinger's distribution hardware and battery terminals.

The Batmobile is now home to one sick audio installation and the power it creates required the addition of several layers of Dynamat Extreme and Dynamat Dynaliner to prevent the car from following the script of the old TV series – BAM! POW! ZAP!

**HEY, HEY, IT'S THE MONKEEMOBILE**

When the Beatles took North America by storm after their debut on The Ed Sullivan Show, American TV producers discovered a great way to capitalize on the sweeping British invasion – create a show based on a four-member pop band. The result was The Monkees, a group which became cultural icons that future generations thought was a real band until being told it was a TV show.

While The Monkees are world famous, very little is known about the history of their infamous Monkeemobile. Barris ended up with one of the two identically-built cars, which were originally designed by Dean Jeffries and Dick Dean, who originally built the car for TV use only in a very short 2

week time frame.

The potential of the TV show encouraged Pontiac to work out a deal with the show's producers to modify two base-engined, automatic 1966 GTO convertibles that would be converted into Monkeemobiles. Toteff was granted exclusive marketing rights for the models of the cars and over seven million Monkeemobile models were sold; only the General Lee 1969 Dodge Charger from the *Dukes of Hazzard* has sold more.

Under (or should I say over) the hood of the Monkeemobile lays a 1966 389CID GTO, eight-cylinder engine that was improved on by the experts at Motor Machine in Sacramento. With an Edelbrock intake and manifold combined with Competition Cams and Autolite spark plugs, the Monkeemobile now launches off the line with 400hp on-hand.

The Barris build crew performed the exterior mods to bring the mighty GTO back to life. They stretched both ends, made a custom hood and lengthened the quarters. This car doesn't monkey around on the street either, thanks to 15- x 8- (front) and 15- x 10-inch (rear) Cragar wheels, which are home to BFGoodrich rubber sized P205/60R-15 in the front and P275/50R-15 out back.

The expertise of Mike Gray and the team at Advanced Restorations were enlisted in late 2006 for a full frame-off rotisserie restoration, transforming the Monkeemobile into a complete show car from the ground up. After stripping and cleaning up the vehicle, Advanced Restorations then applied five gallons of PPG acrylic urethane red, without a clear coat. Mike Gray and Advanced Restorations spent five long months returning the vehicle to its glory to mark the 40th anniversary of the Monkees TV show.

The shift knob on the Monkeemobile is a stock GTO model while the driver's other hand grabs a Grant steering wheel. From his GTO seat, the driver can look at several gauges courtesy of Mooneyes while a custom harness keeps him in place.

**NOW, I'M A BELIEVER**

After such a superb job on the Batmobile build, ARC Audio's Fred Lynch was assigned the task of designing the system set-up for the Monkeemobile with all of the install work performed by talented installer Matt Severaid (Car Audio Innovations). With similar parameters in terms of what they could do, much of the design and style is similar to the Batmobile, with several key differences in the products used as ARC Audio chose to feature different lines in this build. >>



# DarkNight BELIEVER

Keeping the system under control is an Eclipse AVN7000 head unit. Severaid went straight to work, mounting the unit in the centre of the original GTO dash above the temperature and oil gauges. Like the Batmobile, processing in the Monkeemobile is handled by an ARC Audio XEQ located in the glove box.

With a name like the Monkeemobile, this car had to pump out some solid sound waves and ARC Audio made sure this was a reality. Mounted in each of the doors is a pair of ARC Audio Foose Design Series FD6000 component speakers, while a set of ARC Audio FD6025 coaxials sit in each sidewall flanking the second row of seats, plus sound is further enhanced via four ARC Series 10-inch woofers mounted in modular sealed enclosures. Providing the power to these units are three amplifiers strategically placed throughout the vehicle. An ARC FD4150 Foose Series amplifier resides beneath the rear seat in a custom enclosure powering the mids and highs. The fibreglass top of the enclosure also incorporates a water jet-cut Monkees logo on the enclosure itself. Complementing that amp are two ARC Audio FD600.1 Foose Series amps, ensuring this system grabs attention when the music is playing and powering the subwoofers.

Since the wiring and power for the Batmobile worked so well, Severaid followed the same line-up while building the Monkeemobile. Stinger Pro Series wire and interconnects are used throughout along with six 400 series Batcap batteries. Again, Stinger distribution hardware and battery terminals complete the audio components. To guarantee solid sound throughout the vehicle, multiple layers of Dynamat Extreme and Dynamat Dynaliner keep the car stable while pounding out the tunes.

Barris is quick to thank the many sponsors who helped bring both of his creations back to life and into the limelight again: ARC Audio, Super Muscle, Vintage Ford, Batcap, Stinger, Dynamat, Mooneyes, PPG, Motor Machine, Flowmaster, CAPS Bright Hot Coating, American Stripping, Performance Years, Cragar, Keystone Bros. and the very talented team at Advanced Restorations. Special mention goes to Upholstery expert Martin Fonseca of ACME Tops for creating the flawless and classic interiors in both cars.

ARC Audio and their gifted teams of installers did a fantastic job in taking these classic cars and bringing them into the new millennium – and possibly winning over another generation of fans for the classic TV shows of the '60s. With so many classic cars still out there, these builds show that you can remain true to the original design while adding some new-generation excitement in the process. Daydream believer... **PAS**

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THE MONKEEMOBILE'S REAR SEATING AREA NOW HOUSES FOUR ARC AUDIO ARC-SERIES 10D4 SUBWOOFERS, EACH PAIR POWERED BY ARC'S FD600.1 AMP. UNDER THE SEAT IS THE FD4150 AMP THAT JUICES THE SMALLER DRIVERS.



The Eclipse AVN7000 acts as the control center for the system.



SPICE HER UP

# BUDGET BUILDING TIPS & TRICKS

**NCCA**  
National Custom Car Association

Text by **Andy Goodman**, NCCA President  
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**W**ith 2007 here, it is no secret that many of you are gearing up for another show season. Like the rest of us, I'm sure you often spend nights dreaming about the next major mods for your custom ride or even an entirely new project you'd like to build. However, for the majority of enthusiasts, we wake up after those great dreams to a loud annoying alarm clock and go to work. Many of us tend to keep our treasured cars for several years and in doing so we want to constantly change, update and upgrade parts to give us the feel of driving a different or even new car, personalized with our own style. As the president of the National Custom Car Association (NCCA), one of the most common questions I am asked is "what can I do to add some show points without investing a lot of money?" Well the answer to that is just about anything! There are no real limitations to what you can and can't do, but there are definitely some modifications that will stand out more than others.

A new wheel and tire package will give any car a new look: if you are rolling on 18s, stepping up to 19s would give you a much more aggressive stance and you could probably go wider too. Listing your current wheel and tire package for sale is a great way to help fund the costs for the upgrade. For those of you on tighter budgets or who just love the look of your current wheels, powder coating or even polishing those deep-dish lips could be the answer. Heck, you could do both and odds are no one is going to realize they are the same wheels. Another quick trick is to swap wheels with a friend who has the same offset and bolt pattern. Of course if you'd like to keep that good friend, be sure it is a fair trade and the tires are equally worn. This can be a very cost-effective way to give your vehicle a new look without taking money out of your pocket. The funny part about this is that in several instances, a quick trade can even create a better look and style for both vehicles involved.

Adding some colour or graphics to your custom ride will surely make it stand out for the new sea-

son. With complex paint jobs being so expensive, many of us have to stick with our current paint scheme. A simple and less expensive option can be to two-tone your current colour. If you do a top-half colour change, you can avoid re-painting the difficult engine bay area; though matching a two-tone paint job inside jamba would look the best, there are ways to avoid some unnecessary costs. Consider adding the additional colour to the hood, roof and trunk creating a great flow but

re-wrapped, you could have seat inserts and door inserts stitched in an offset colour or material and have small details like your shift boot stitched to match too. For a minimal investment, your interior can have a clean new look. To go one step further, match your headliner to your new upholstery inserts as well. Another cost-effective option is to use interior dye. I am not saying go out and dye your entire interior (that would not be very practical) but dye is a good option on some of the easily

**THE BEST ADVICE I CAN OFFER IS TO SIT BACK AND DESIGN A GAME PLAN FROM THE START. NEVER RUSH YOUR PROJECT BUILD, AS A TRUE PROJECT IS BEST DESCRIBED AS AN ONGOING CREATION THAT IS NEVER TRULY FINISHED.**

minimizing the amount of prep time and dismantling while avoiding all jamba. For those who already have an aftermarket carbon fibre hood, you could just paint your roof and trunk lid making it even more cost-effective. If painting is out of the budget, another great way to add some colour is by using vinyl. The popularity of vinyl has all but disappeared, as some people tend to over-use the material and practically cover up entire cars, creating a tacky look. A subtle addition of simple high-quality vinyl graphics in a clean and classy way can add some style to any ride when working on a smaller budget.

On the inside, there are several options to freshen up your interior. One of the most common is creating a two-tone interior. Instead of going out and having your interior completely stripped and

removable trim panels. Just be sure to follow the proper procedures and use high quality products to ensure great results on a modest budget.

These are just a few fine examples of how to add some new flavour to your ride and work within a budget. The best advice I can offer is to sit back and design a game plan from the start. Do not jump into anything hastily – figure out what budget you can work with and do your research to find out how to stretch that money furthest while still maintaining a high quality of product and workmanship. Never rush your project build, as a true project is best described as an ongoing creation that is never truly finished. 'Till next issue, remember "persistence will prevail." **PAS**

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