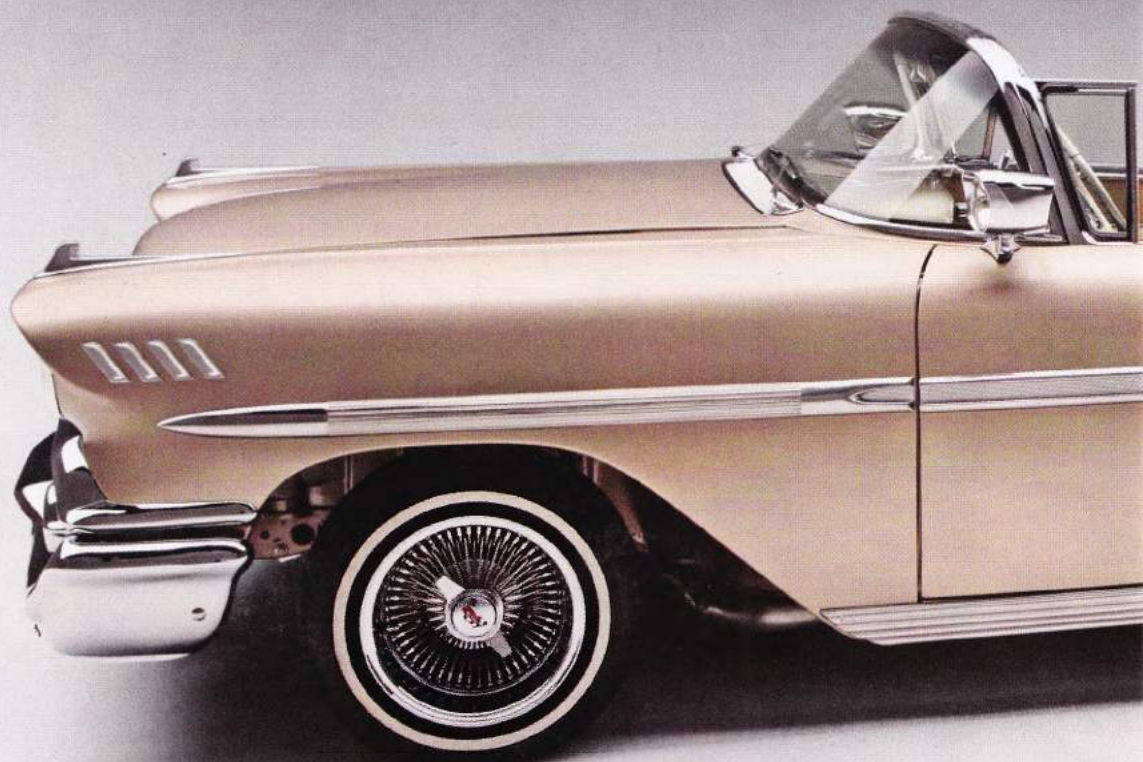


BY PHIL SCHWARTZE | PHOTOS BY BETO MENDOZA

WHO WOULDN'T LIKE A
556HP SUPERCHARGED '58?



HOLD
YOUR
HORSES!

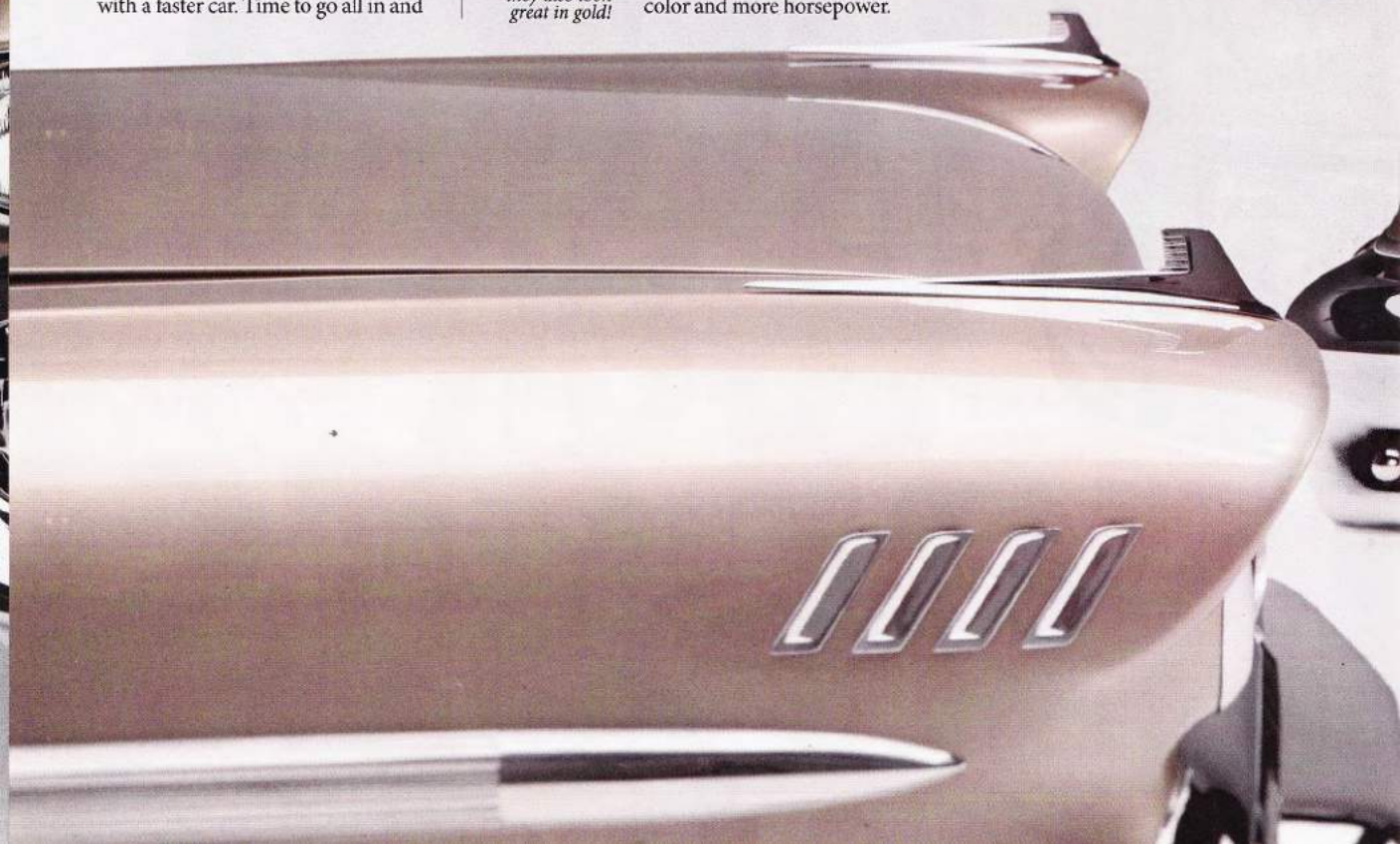


In our Dec. '15 issue, our cover car was a '61 ragtop owned by Tanya Maxwell, wife of Ultimate Hydraulics owner Vernon "V-Max" Maxwell. Going back another two years to our Dec. '13 issue, we featured V-Max's '58 Impala ragtop in its previous guise. So when Tanya's ride was finished off with a supercharged LS9, he couldn't have her showing him up with a faster car. Time to go all in and

give the '58 a makeover.

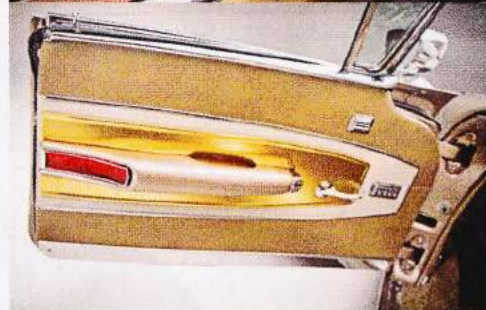
Originally this car sat in the backyard of V-Max's friend for roughly 15 years. With enough persistence, eventually V-Max's friend caved in and sold him the car. Although it was in rough shape, it wasn't beyond salvaging and was eventually given an onyx black finish and fitted with an LS3. Now it was time for a brighter color and more horsepower.

Not only are '58s bold, but they also look great in gold!





LOWRIDER DELUXE



"ORIGINALLY THIS CAR SAT IN THE BACKYARD OF V-MAX'S FRIEND FOR ROUGHLY 15 YEARS."

For suspension, the previous 9-inch was removed and replaced with a Currie rearend as well as CPP air ride, CPP tubular A-arms, and a full set of Wilwood disc brakes. The older motor was exchanged for a new Chevrolet Performance LSA. It's hooked to a 4L60E trans and is also fitted with MagnaFlow exhaust, along with Lokar cables, Optima batteries, and components from Airaid and Aeromotive. With over 500 horses, it really didn't need anything else. Remington whitewalls on 14x7 original Dayton makes for the perfect rolling stock.

A Cars1 reproduction interior keeps everything period authentic and the Dakota Digital gauges, ididit column, 605 steering, and Vintage Air put all the creature comforts into



1958 CHEVY IMPALA CONVERTIBLE

OWNER

Vernon "V-Max" Maxwell

CITY/STATE

Norco, CA

CAR CLUB

Ultimate Riders

ENGINE

LSA with 4L60E trans

SUSPENSION

Currie rearend, CPP air ride, CPP tubular A-arms, Wilwood disc brakes

SOUND SYSTEM

Retrosound head unit and Cerwin Vega speakers, amps

INTERIOR

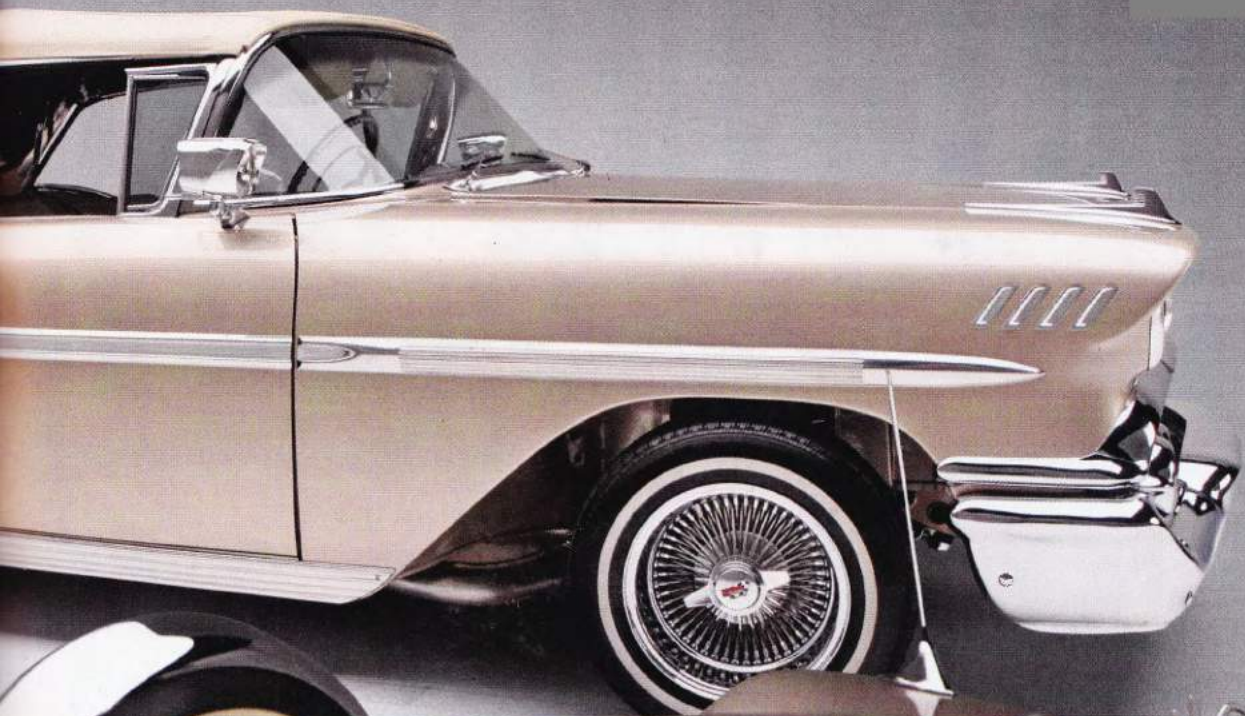
Dakota Digital gauges, Vintage Air A/C, Cars1 upholstery, ididit column

BODY/PAINT

Stock with Axalta '64 model fawn paint

WHEELS/TIRES

14-inch Dayton's/Remington 175/75-R14



LSA BY THE NUMBERS

DISPLACEMENT (CI)

376 (6.2L)

BORE X STROKE (IN)

4.065 x 3.622 (103.25 x 92mm)

BLOCK

Cast-aluminum with six-bolt, cross-bolted main caps

CRANKSHAFT

Forged Steel with eight-bolt flange

CONNECTING RODS

Powdered metal

PISTONS

Hypereutectic aluminum

CAMSHAFT TYPE

Hydraulic roller

CAMSHAFT LIFT (IN)

0.510 intake/0.540 exhaust

VALVE LIFT (IN)

0.492 intake/0.480 exhaust

CAMSHAFT DURATION (AT 0.050 IN)

198-degree intake / 216-degree exhaust



the modern age. A Retrosound stereo gets plumbed through Cerwin Vega components for an old-school look with contemporary sound quality. For color, V-Max went with an Axalta fawn that was found on the '64 models.

It took eight months to dress the '58 in its new clothing, but V-Max assures us he's done and just enjoys

driving it. With a vintage pair of OEM Trail Master mirrors added, he still probably finds it hard to see any cars keeping up with him. A nod must be given to the crew at Ultimate Hydraulics for their work on the car as well as Brad Rogers and Louis Castillo. We think it's a beautiful ride and hope you and Tanya are burning up the SoCal streets. 🏁