



# SEMA POWER PARTS

The **41** coolest new muscle car products that you're going to see on shelves in 2013.

By Johnny Hunkins • Photography by SEMA

Throughout the year, new products filter into the performance aftermarket in dribs and drabs, but it is the annual SEMA show in Las Vegas every November where most companies plan to make their biggest product announcements. For anyone in the speed shop or mail-order parts business, SEMA is the Mecca where the coolest stuff can be found—much of it for the first time anywhere. Unfortunately, the annual SEMA show is a trade-only deal; interested parties not directly involved in the business must live the SEMA experience vicariously through various media outlets such as *PHR*. (We posted our SEMA highlights live on our Facebook and YouTube pages back in November, plus we set up a huge SEMA highlights photo gallery on PopularHotRodding.com that you'll want to check out.)

The good news is that 2013 looks to be a banner year for muscle car performance parts. The economy is bouncing back in force, and manufacturers have seriously stepped up their product development work. From a trend standpoint, we're seeing a big push in the induction area, with self-tuning EFI being a particular flash point. Companies like FAST, MSD, and Holley are pouring on the coals with lots of tasty features to earn your business. Suspension and handling are also very strong segments; simply put, folks are tired of poor-handling muscle cars. Muscle car enthusiasts continue to desire new-car road holding and braking, and SEMA member companies are obliging them in spades. Likewise, the aftermarket continues to adopt the new generation of V-8 powerplants from GM, Ford, and Chrysler, with lots of new parts spilling forth from Santa's goody bag. And as more torque explodes from those flywheels, powertrain vendors have been quick to step up to the challenge.

Our visit to the floor of the SEMA trade show was a busy one. We looked at over 2,200 new products, and whittled it down to the 41 muscle car parts and tools of all prices that made the biggest impression on us. In many cases, we're showing just one item in an entire line of parts, so make sure you check out the manufacturer's website to see if they have something for your model of car. **PHR**



## THROTTLE PLATE WITH KICKDOWN

**DESCRIPTION:**  
Billet aluminum throttle cable mounting bracket and return spring kit (PN TCB-4150) for 4150-series carburetors. The kit includes provisions for Lokar's throttle and kickdown cables.

**WHY YOU NEED IT:**  
Getting the TV cable on a 700-R4 to work properly without burning up the trans is a chore, and this piece makes it super easy. Doing it with a kit that looks this good scores extra points.

**SOURCE:**  
**LOKAR INC.**  
865-966-2269  
www.Lokar.com



## PUSHBUTTON/PADDLE SHIFTER

**DESCRIPTION:**  
The GSM-2100 pushbutton converts most automatic transmissions to pushbutton shifting and can be used in conjunction with the PCS Paddle Shifter. Compatible with both electronic and nonelectronic transmissions. Paddle Shifter is designed for most five- and six-bolt steering wheels.

**WHY YOU NEED IT:**  
It's just too cool for school. It converts any automatic to an electronic pushbutton, but the extra paddle shifter is the bomb diggity. The best part is it uses your existing three- or four-speed auto, and shifts via a Morse cable. No computer or programming required.

**SOURCE:**  
**POWERTRAIN CONTROL SOLUTIONS (PCS)**  
804-227-3023  
www.PowertrainControlSolutions.com



## LS SWAP STUFF FOR SECOND-GEN CAMARO

**DESCRIPTION:**  
Direct-fit GM LS engine swap engine mount brackets and transmission crossmembers for second-generation F-bodies. Stainless steel long-tube headers to finish the LS swap into your '70-81 Camaro or Firebird.

**WHY YOU NEED IT:**  
The Hooker/Holley team is quickly becoming a leader in LS-swap parts, and this assembly of pieces designed for second-gen Camaros and Firebirds is some of the best hardware we've seen to date.

**SOURCE:**  
**HOLLEY PERFORMANCE PRODUCTS**  
270-782-2900  
www.Holley.com



## TREMEC T56 PADDLE SHIFTER

**DESCRIPTION:**  
MasterShift and the GM racing team at Pratt & Miller designed this hands-on-the-wheel sequential-style bump shifter for the Tremec T56 Magnum transmission for use in their race program.

**WHY YOU NEED IT:**  
It turns pretty much any ordinary T56-equipped street car into a fire-breathing paddle-shifted exotic. Plus we can pretty much guarantee you'll be the only one on your street to have one!

**SOURCE:**  
**MASTERSHIFT**  
760-427-0977  
www.MasterShift.com



## TRICK FLOW CYLINDER HEADS FOR LS3

**DESCRIPTION:**  
In the GenX 255 head, Trick Flow engineers combined the best features of the LS3 and LS7 with a unique square-port LS cylinder head for 4,000-inch and larger bore engines.

**WHY YOU NEED IT:**  
Some people think bolting on so much horsepower this easily should be against the law. Plus, it's just one more reason to pull out your tired small-block and swap in an LS.

**SOURCE:**  
**TRICK FLOW SPECIALTIES**  
330-360-1555  
www.TrickFlow.com



## ROBOREEL PORTABLE AIR HOSE REEL

**DESCRIPTION:**  
Retractable air hose reel for any shop or garage. They also make retractable power cords too.

**WHY YOU NEED IT:**  
We love having air power in the home garage, but hate the ugly space-eating tangle of hose and the kinks that it makes. The self-retracting RoboReel is one of those products that makes you wonder why you didn't think of it yourself.

**SOURCE:**  
**GREAT STUFF INC.**  
888-478-7889  
www.RoboReel.com

## 3M SOUND REDUCTION MAT

**DESCRIPTION:**  
The 3M Sound Reduction Mat can be used to suppress road noise, sound system vibrations, exhaust boom, and rattles. Easily custom cut and apply to vehicle floorpans, engine compartments, hoods, decklids, inside doors, and on body panels.

**WHY YOU NEED IT:**  
You only need just a few pieces of 3M sound reduction mat to produce a big difference in sound reduction, and at about \$20, it's a very inexpensive fix.

**SOURCE:**  
**3M**  
877-MMM-CARS  
www.3M.com



## SMALL-BLOCK CHEVY INTAKE MANIFOLD

**DESCRIPTION:**  
These RHS 23-degree intake manifolds create big power, and a strong, consistent torque curve throughout the mid-rpm range. Separate units available for EFI and carbureted small-block Chevy applications.

**WHY YOU NEED IT:**  
RHS has always been a strong player in the cylinder head airflow game. Now they've got intakes to match that equal their cylinder heads. The RHS people get kudos for designing it with provisions for fuel injection, and a great-looking set of fuel rails.

**SOURCE:**  
**COMP PERFORMANCE GROUP**  
877-776-4323  
www.COMPCams.com

"...2013 looks to be a banner year for muscle car performance parts."



## ET STREET RADIAL PRO

**DESCRIPTION:**  
Mickey Thompson's legendary race tire technology comes to the street with the ET Street Radial Pro. Built using the latest in high-tech radial construction and years of compound development, this purpose-built race tire is perfect for classes requiring a P275/60R15 tire size.

**WHY YOU NEED IT:**  
Who knew you could pack this much grip into such a ubiquitous tire size? We don't think there's a car built between 1964 and 1972 that these won't fit. And technically, it's street legal too.

**SOURCE:**  
**MICKEY THOMPSON**  
330-928-9092  
www.MickeyThompsonTires.com