

SIDE X SIDE

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BATTLE OF THE BUILDERS



WRITTEN BY MIKE LASHER PHOTOS BY DREW RUIZ, NEWELL DUNN



It was a windy day in Devore, CA when we gathered 12 of the top builders in the nation at Glen Helen Raceway to battle for the top seat and be crowned overall champion. Builders came from throughout the US to bring their best Kawasaki Teryx for us to judge. The idea behind the competition: give the builders a set of rules to build by and let them come up with their version of a perfect Teryx. To judge the Teryxs, we did a multitude of tests

to evaluate the overall durability and performance of each vehicle. When the dust settled, we had a wide variety of vehicles that appeared. From Side X Side Outfitter who brought a camouflage-themed Adventure Teryx set up for long-distance rides, to PDS and SDR that brought great family-friendly vehicles, to Funco who brought a replica of their CORR race Teryx.

The rules for the builders were

simple to follow... All cars had to be 4-wheel drive; retain the stock plastics and resemble a Teryx in styling; use the factory case on the motor so no motor swaps; no movement of the suspension mounting points and the frame rails, and differentials had to be the same; all parts had to be readily available for purchase; and last, but not least, the vehicle had to have two seats. No backseats were allowed! We're not hauling the family. We're

“What is the Battle of the Builders you ask?” Well, it is a competition we created to allow our retailers to show off what they do best while helping our readers see what is new and available to modify their Kawasaki Teryx. We chose the Kawasaki Teryx as our platform for the build because it is one of the newest units to hit the market and we wanted to make sure that all of the builders had an equal playing field. It wouldn't make sense to compare apples to oranges would it now?



BATTLE OF THE BUILDERS

competing for the title of Best Kawasaki Teryx.

The first test the builders competed in was a driver's evaluation. For the driver's test, we brought in the biggest names from different arenas to give us their feedback on what they loved and hated about the modified Teryxs. Our drivers varied in height, size, experience, riding styles, and backgrounds which provided us with a well-rounded perspective. Our drivers were: Jason Britton from the SuperBikes show on Speed TV; Larry Rosseler, multi-time Baja Champion; Hank Williams III, hellbilly extraordinaire; and the infamous Side X Side expert Jon Crowley from UTVguide.net.

The second event was a timed lap around the same course that our hired hands used for evaluation. This would be the builders' opportunity to show us what they could do with their cars on our evaluation course. Third, a drag race! Who doesn't like to brag about how fast their car is? We found a level, straight piece of asphalt and brought out the stopwatches and radar gun to see who would be able to brag about being the fastest Side X Side. The fourth test was a hill climb. Every riding environment provides that one difficult hill that everyone wants to conquer. We found that hill at Glen Helen and let each of the builders climb it at their own pace. And lastly, we created a slalom course to see how the vehicles turned in tight areas. This test turned out to be the most entertaining test of them all as the drivers pushed the vehicles to the limits trying to get them around the corners as fast as they could.

The most important evaluation of all was the first one that took place. We lined up all 12 of the vehicles and photographed them so we could hold a "Show & Shine" contest on our website. During the voting period, fans could log in to our website, review the vehicles, and vote for their favorite. On the website we listed the specs of each vehicle, both detail and action shots, and a brief profile of the company and vehicle.

So sit back, grab a cold one, and enjoy the next 30 pages! Make sure to take a close look at the detail that the builders put into the vehicles. You won't believe the extent that some of these builders went to. Everything from custom air-brushed paint to neon accent lighting showcased the builders' talents. During the event we realized that there was no stretch of the imagination left uncovered with the Kawasaki Teryx. If you would like to find more information about any one of these vehicles, log on to www.sidexsideaction.com/kawasakibob.



SSV Works



SSV WORKS

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When it comes to specialty markets, SSV Works has focused on a clearly defined segment: Side X Side Audio Systems. But that doesn't mean that they can't build a completely custom unit with upgraded suspension, performance, and more. Trevor Kaplan and Nathan Perkins are the owners of SSV Works in Agoura Hills, California. With three employees, they are a small shop that makes a big noise.

In a competitive market, their company stands out because they created the first complete Side X Side-specific audio kit, including the first and only center console subwoofer enclosure. Consumers (and some shops) typically use car audio parts and screw them to anywhere there is space, which makes for poor sound quality and spotty reliability. SSV Works solved that problem with the design of hand-laid fiberglass speaker enclosures. They have also developed an exclusive No Radio Needed iPod Input Kit that allows the entire system to run without a radio.

The guys at SSV Works have identified their niche in the market and rely on experts in other areas. As Trevor puts it, "We leave the welding to the fab shops. We know how to build audio systems." They work with quality manufacturers to add the best aftermarket parts available. Their advice to first-time Side X Side owners? "Add a stereo and 4-point seatbelts first. These will add the most fun for the least expense."

For the Battle of the Builders, SSV Works stripped the stock suspension, motor components, cage, headlights, plastics, seat belts, wheels/tires, and exhaust. They left the frame and drive train and customized everything else. Their favorite add-ons were the SSV Works stereo system and the ALBA motor build. They love that the engine is fast and throaty – but the stereo's louder.

They chose ALBA for their legendary track record of proven power. With the ALBA engine mods, they were able to nearly double the power output to the tire with stock bore and stock reliability. At ALBA, they understand the importance behind ensuring that the customer's engine lives through the brutal abuse that a

weekend at the desert creates. With that in mind, they developed this engine to be a good blend of both power and reliability.

The SSV Works Audio System consists of several components: Teryx front speaker pods, Teryx rear speaker pods, a Teryx center console subwoofer enclosure, an amp, wiring, and an iPod input. The system fits the Teryx perfectly, is very clear and loud, and doesn't get in the way or take up useful storage space.

In addition to the sound and the motor, the SSV Works custom Teryx includes Twisted Stitch Seats with DJ Safety Belts and a two-seat cage for comfort and safety. The ride is made smoother with an LTI suspension system paired with King shocks. Maxxis Big Horn Tires on OMF Billet Center Beadlocked Wheels offer better acceleration and braking. Kawasaki Green Maier Plastics with custom airbrushing done by L&G Paint wrap the complete package.

The build took two weeks to complete and, in hindsight, they realize they could have used more time. But, everyone at SSV Works is happy with the end result. The truth is, off-road projects are never really complete, just temporarily stalled out.

"This Teryx is clean,
smooth, and fun." - Larry

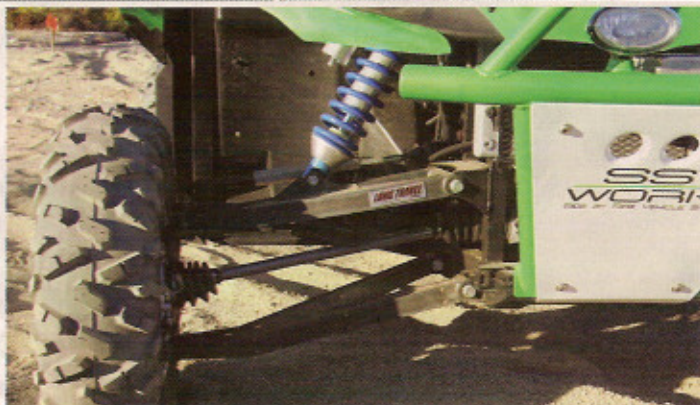




RATINGS:

Fabrication	★★★★★★★☆☆
Ergonomics	★★★★★★★☆☆
Driving Comfort	★★★★★★★☆☆
Performance	★★★★★★★☆☆
Handling	★★★★★★★☆☆
Suspension	★★★★★★★☆☆
Styling	★★★★★★★☆☆

For more photos visit:
www.sidexsideaction.com/kawasakibob



“The sound system rocked!” - Jason

“This Teryx had a lot of cool add-ons and would target the Sand Rail fans.” - Hank

“The car had too much body roll.” - Larry

“Having the low doors made it very easy getting in and out.” - Jon

SSV Works

Wheelbase	103"
Width	F-69", R-71.5"
Overall Length	130"
Overall Height	70"
Ride Height	10"
Seat Height	31"
Weight	1642 lbs.
Tire size and Make	25×8x12 Maxxis Big Horn
Tire size and Make	25×10x12 Maxxis Big Horn
Turning Radius	21'

BATTLE OF THE BUILDERS



BATTLE OF THE BUILDERS RESULTS

Lap Times

	Time (min.)
Funco	4:32
SSV Works	4:58
HRT	5:02
XMf	5:05
Rigid	5:13
DragonFire	5:15
Custom Creations	5:19
Side X Side Outfitterz	5:31
Speed Industries	5:35
SDR	5:46
Stock	5:54
Pro Precision	6:11
PDS Fab	6:35

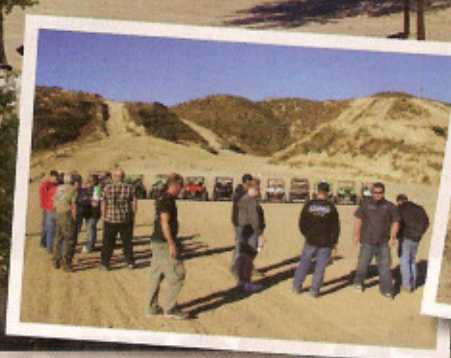
Hill Climb

	Time (sec.)
Funco	8.44
Rigid	9.16
SSV Works	9.19
XMf	9.41
PDS Fab	10.00
Custom Creations	10.50
HRT	10.59
DragonFire	11.13
Pro Precision	11.18
Stock	11.28
Speed Industries	11.35
Side X Side Outfitterz	13.34
SDR	DNF

**Want More?**

To view more photos from this event, visit us online.

www.sidexsideaction.com

**Slalom Course**

	Time (min.)
Funco	1:09
HRT	1:15
Rigid	1:17
Stock	1:18
SSV Works	1:19
PDS Fab	1:19
XMF	1:20
Pro Precision	1:22
Side X Side Outfitterz	1:22
DragonFire	1:23
Custom Creations	1:26
Speed Industries	1:28
SDR	DNF

Drag Race

	Speed	Time (sec.)
Rigid	52	8.25
SSV Works	50	8.32
XMF	51	8.41
Funco	52	8.47
PDS Fab	48	8.62
HRT	46	9.06
Custom Creations	46	8.90
Pro Precision	46	9.13
Speed Industries	45	8.65
DragonFire	45	9.12
Stock	45	9.13
Side X Side Outfitterz	44	9.81
SDR	44	9.84