

SHOP TOUR

BY BRIAN DAVIDSON

REWARDER HEADERS

For the past 30 years, it's been life in the fast lane for Jim McComb, founder and owner of Rewarder Custom Headers Inc. in Camarillo, California. Starting with his first set of flatbottom headers in the 1970s, he has custom fabricated just about everything imaginable in the field of ski boats and professional race boats.

Today, Rewarder Custom Headers produces a complete line of show-quality performance marine exhaust systems with or without water injection. They also offer mufflers in tube-type header designs, thru-transom, over-the-transom and zoomie configurations. All of them accept his mufflers, including the zoomies.

If that's not enough to keep them busy, Rewarder also produces a full line of automotive rod and custom exhaust for street rods like block headers and show stoppers like roadsters with the full "lakes-style" headers. The complete line is

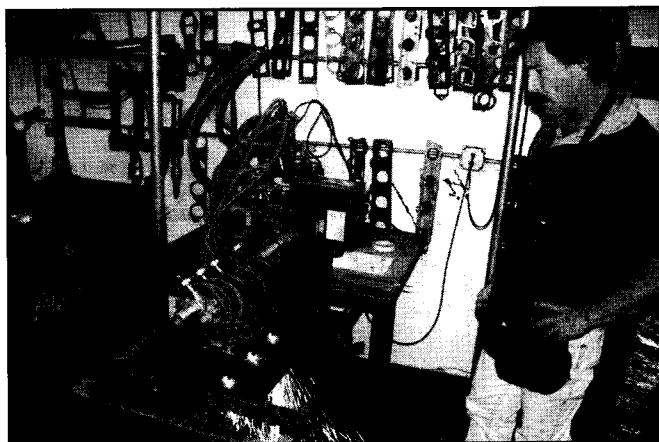
produced for everything imaginable except Studebakers.

During his high-school days, Jim was like most of us in the marine business: a car enthusiast. He spent most of his spare time working on cars, cruising, working on cars, rac-

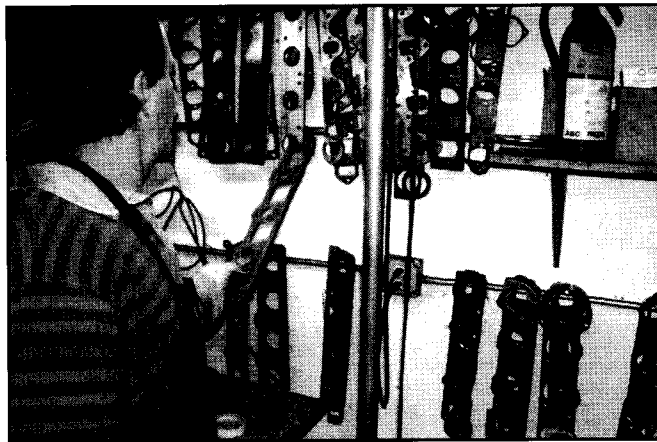
ing, working on cars and, finally, owning his own body shop. By the mid-1970s, he had purchased a Hallett flattie, installed a blown motor and went racing at Kings River, a super-famous hangout just south of Fresno.

Naturally, Kings River was Sanger country, but Jim didn't care—he just wanted to go fast. So in 1980, he switched over to a light-hull flatbottom powered by a blown injected Hemi Chrysler. Now, for those who were there and can remember, when you hit the loud pedal under the bridge at Kings River, it was *real* loud. Then, when you went just a little way upriver, there was a nice quiet little golf course. (Yep, I too had a blown Chrysler, and those "little old golfers" threw more than golf balls at us, as we remember.)

Soon Jim also felt the need to quiet down the boats, as he too had had a golf ball or two chasing him. He searched around for mufflers, but couldn't find



This flame cutter can copy any flange exactly as it is programmed up to four at a time.



Jim McComb manufactures his own flanges for practically anything.



After the 3/8-inch flange is cleaned and ground down, Brooke drills the header bolt holes.



A mandrel bender precisely bends all of the exhaust tubing to exact specifications.

PHOTOGRAPHY BY BRIAN DAVIDSON