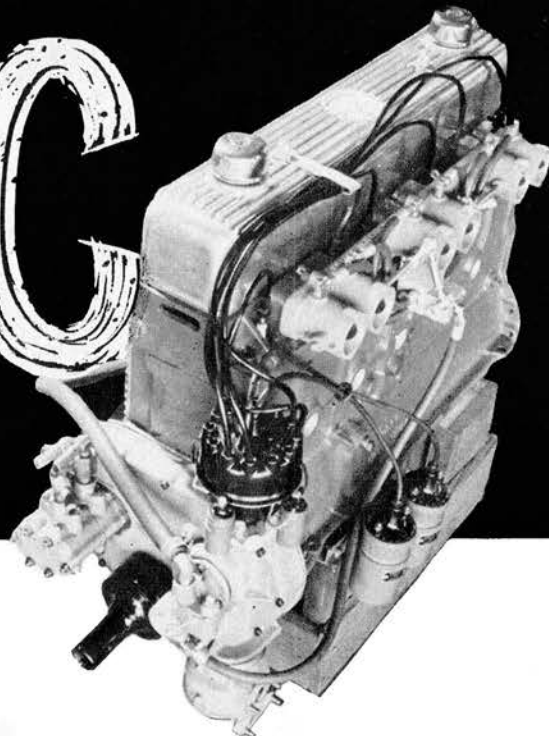


GMC

AT INDIANAPOLIS . . .



DID YOU ever wonder how racing car owners and drivers got their start in the game? The tremendous expense of operating a race car, properly, limits the sport to the few who can afford to spend limitless cash on their car, pit crew, and driver. Unless the owner is a mechanic himself he is forced to hire someone who can do it for him, and quite often if he is a mechanic, he can't do a proper job alone so he ends up hiring help.

George Wilson and Gabe Sacco, of Baden, Pennsylvania, wanted a race car. They had been running roadsters on the track for about three years and decided to crash the big time, if possible. They wanted to have a go at the Indianapolis Memorial Day classic. But . . . they had very little money.

By scrimping, scrounging and going without luxuries (and even some of the necessities) the two managed to save \$4600 over a period of 14 months.

They then found a used race car, that had been running a Wayne Chevy engine, for sale. This was just the opportunity George and Gabe had been looking for, so they are now race car owners, for better or worse.

Gabe and George both decided that for the circuit they would have to run, and especially if they wanted to make the program at Indy, they would have to have a little more beans than what the Chevy could give them. The price of a Meyer-Drake engine is in the neighborhood of \$7000, though, and is just a little out of reach for them.

The next logical step, to their way of thinking and according to their pocketbooks, was a GMC. This is where I met George, at Harry Warner's Glendale shop, while he is building a new Wayne 12 port GMC engine for the car.

This new engine is built around a 270 GMC block with a crankshaft from a 248 GMC. The crank will be polished

and shot-peened to help forestall any possibility of breakage. With the $3\frac{1}{16}$ inch stroke of this crank and the $\frac{3}{8}$ inch bore of the block, the cubic inches figure out to 269.7 which is under the legal limit of 274 cubic inches. Stock rods, shot-peened, are also being used.

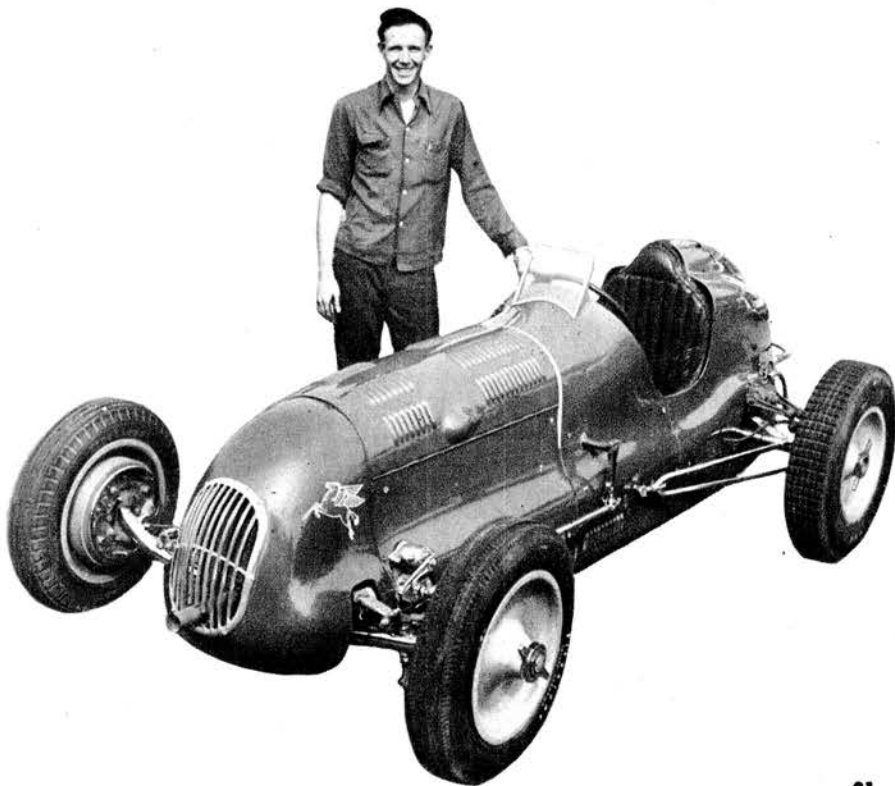
Heavy duty main caps will be installed on numbers 1, 2, and 3 mains. Special built racing engines have support for each main bearing, by a web that completely surrounds the bearing. When stock engines are being converted to run at extremely high rpm and with

high compression ratios, it becomes necessary to take precautions with the main bearings.

The compression ratio in this engine will be 14 to 1. The piston is a flat top Wayne aluminum piston and the upward travel is stopped $\frac{3}{8}$ inch short of the head. This is necessary because the Wayne 12 port head is cast with no compression chamber, therefore the entire compression chamber is in the

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Part owner George Wilson with his car.



GMC AT INDIANAPOLIS

(Continued from Page 21)

space left by the piston at the top of the bore. Compression ratios can be changed by using pistons with the wrist pin located further up or down.

Valves are 1 $\frac{1}{8}$ inch intake and 1 $\frac{1}{8}$ inch exhaust. Rockers are the pressed GMC type and the pushrods are Wayne tubular. The engine is to be completely dynamometer tested before leaving for Indianapolis and several different cams will be tried in the engine while running on the dyno.

Ignition is undecided on as yet, but both a Spalding ignition with dual Bosch coils, and a Scintilla magneto will be tried.

Champion sparkplugs and General Petroleum products will be used. Fuel is straight methanol and no oil or fuel additives are to be used. Carburetion is by a Hilborn fuel injector.

Total cost of this engine when finished will be less than \$1500 as compared to the \$7000 for a Meyer-Drake

The chassis is a regular rail-job, with transverse leaf springs, Pat Warren open tube axle quick change rear end.

A Norden 12 to 1 steering is employed and steers through a long drag link to the left spindle where it is connected to the right spindle by a single tie rod.

A tubular front axle is used and the car has hydraulic brakes operated from two master cylinders. One for the front wheels and one for the rear wheels.

Shock action is taken care of by eight Houdialle hydraulics converted to 50/50 action. No roller bearings are contained in the car, ball bearings having been substituted. Total weight of the car is 1600 lbs. which is extremely light for an Indianapolis car.

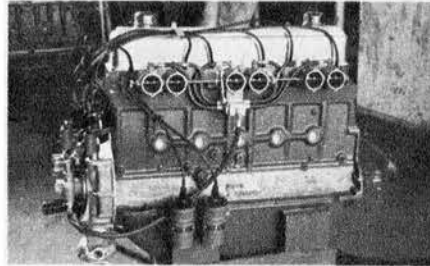
The clutch is a multiple steel disc

Meyer-Drake unit driving through a Meyer-Drake 3 speed transmission. These transmissions are very much similar to a model A Ford transmission but have an aluminum case and much sturdier gears.

The instrument panel is a simple affair with only 4 gauges: water temperature, oil pressure, injector pump pressure (fuel), and a tachometer.

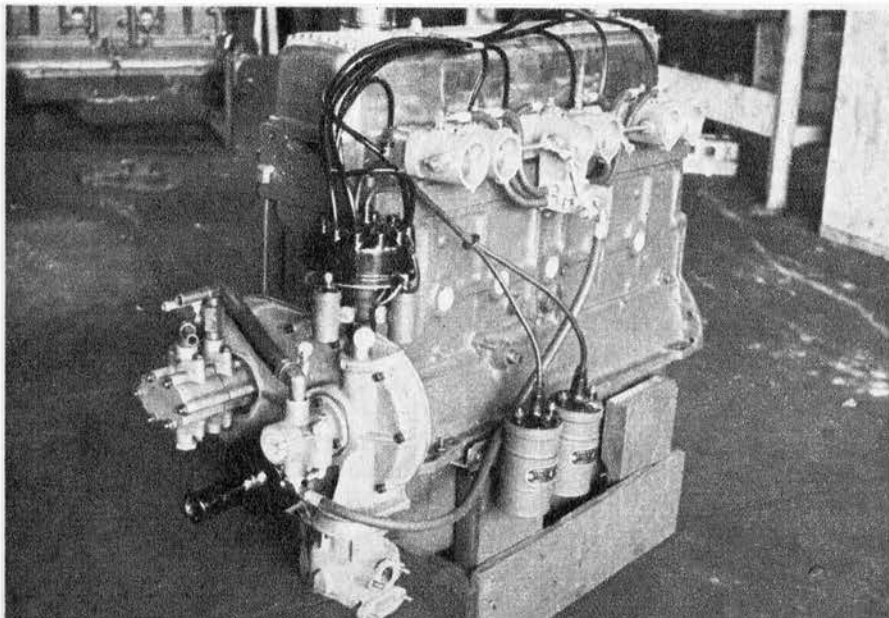
There will be many people who will say: what's the use? Why take a car that will cost less than 6,000 dollars, including the engine, to compete on equal terms with cars having engines that cost over \$7000?

I don't think George and Gabe are worried about this. They're having fun and at the same time a chance to pick up some of that long green with the short future. And don't underestimate any of the competition, whether it's home built or from a large shop, American or domestic. Until the final lap is completed, anyone has a chance. If he made the show.



Side view of "Jimmy" showing throttle butterflies open in Hilborn injector. American Bosch coils will be used if ignition is used, otherwise a magneto will supply the spark for the engine.

Left side of GMC engine showing Hilborn injector, special cast front timing gear case with drive for Spalding ignition, combination oil pump and scavenger pump (L), fuel pump in front, and the special water pump at bottom.



BONNEVILLE OF THE DRAGS?

On April 11 and 12 a championship drag meet, sponsored by the N.H.R.A., was held at the Pomona drag strip. The only championship that could have been decided, however, was for the Southern California area.

Hop Up feels that localized championship drags, like this, should be run off in every part of the country (and Canada) and the winners could then come to one big (week-long, if necessary) drag contest.

The problems involved in an undertaking of this magnitude are many and varied, so Hop Up has started the wheels rolling toward the fulfillment of the idea. The time, place, prizes, etc. will be announced at a later date, possibly in the next issue.

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