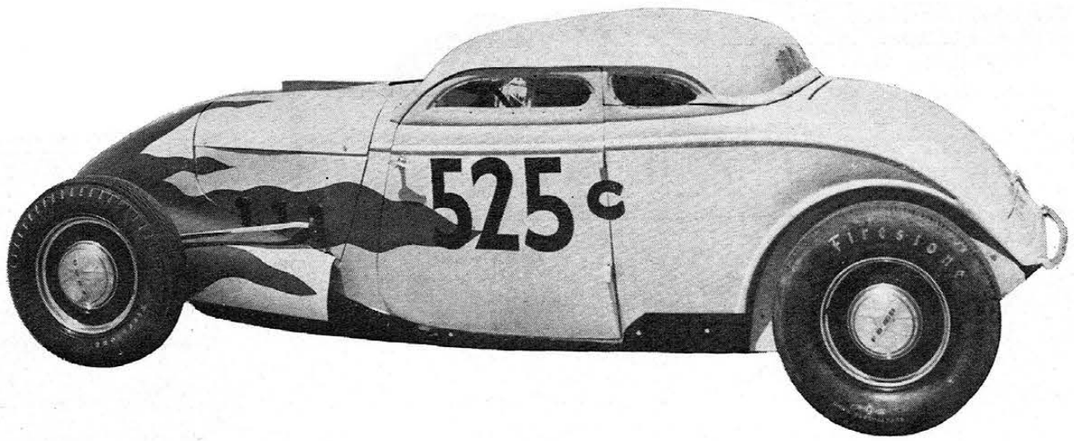
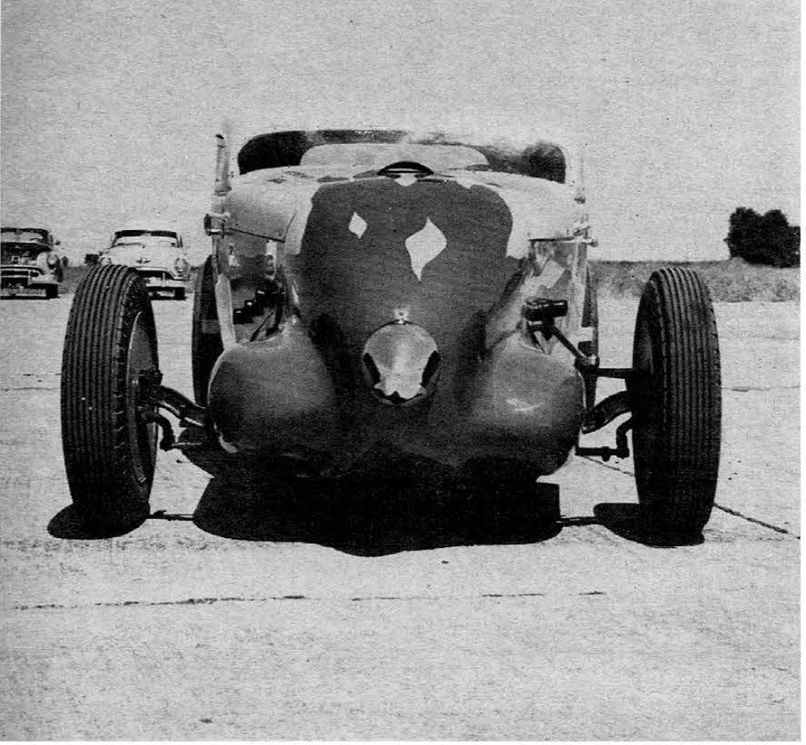
PHOTOS BY KEN FUHRMAN



CAL-NEVA COUPE

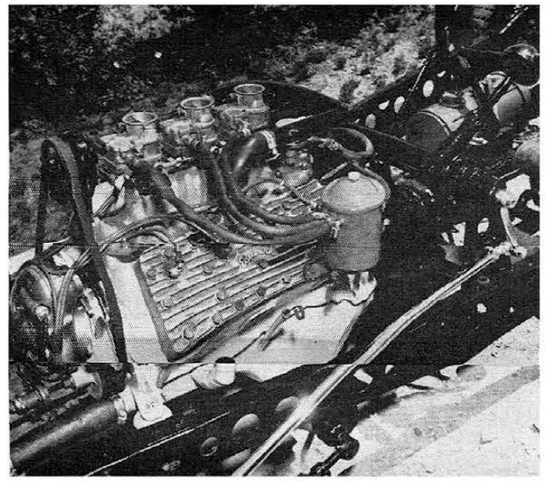


WITH activities covering northern California and Nevada, the Cal-Neva Timing association is one of the nation's leading hot rod organizations. Its members own many unusual and interesting automobiles. Among them is the sharp-nosed competition coupe shown on these pages.

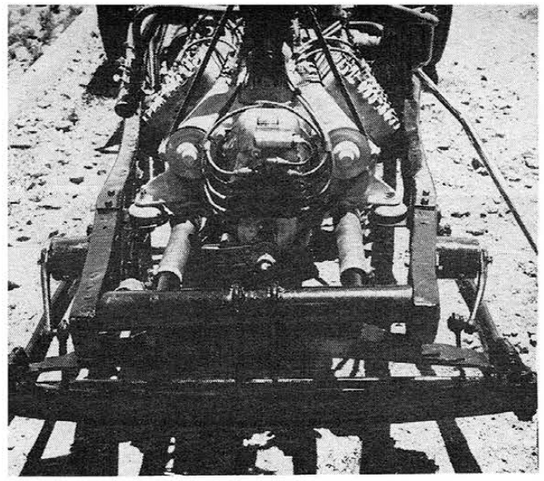
Owner Harold Casaurang built the car with the assistance of Gordon Vann, a past VP of the Cal-Neva group. Three years and $2,000 were spent in construction. The effort has paid off with a 148.02 mph at the latest Bonneville meet and a 124.7 mph record for the standing quarter-mile at the Winter's drag strip.

Starting with a '34 Ford coupe, 25-year-old Casaurang channeled the body nine inches and chopped the top eight inches, while Vann provided the custom nose. Engine, which mounts three Stromberg 48 carburetors, is a '46 Mercury displacing 296 cubic inches with a 4⅛ stroke and 3⅜ bore. Other engine equipment includes Potvin 425 cam, Edelbrock 9-to-1 compression heads, Silvolite pistons, Harman and Collins magneto and a chopped Ford flywheel and nine-inch clutch. Total weight of the car is 1,800 lbs. without fuel or driver.

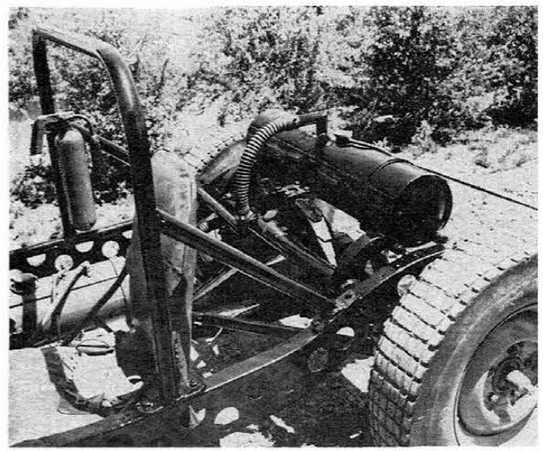
Casaurang has an exceptional record for sportsmanship. He has loaned fuel, nitro and even parts off his car to his competitors, just so they could get a better time. On some occasions he has loaned his magneto to rivals in trouble when he knew it would handicap his own car. But he shrugged off the sacrifice as a contribution to the sport.



Floatless carb setup causes fuel overflow to go into an oil filter from where it is pumped back into the gas tank

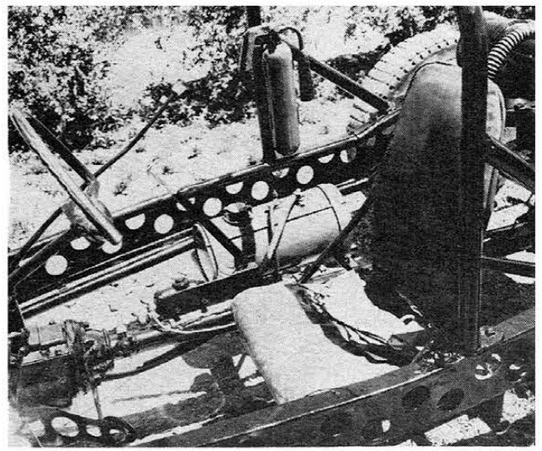


Tubular front crossmember is plugged at ends and serves as water manifold, directing coolant to the tank at the rear



Roll bar bolted to the frame is braced to rear. Rear cross member and shock mounts are 3-inch tubing, ⅛-inch plate

Water is piped to rear tank along the right frame rail. Steering column is welded to tube for improved rigidity



Hand brake and master cylinder are mounted in drive shaft housing. Holes are cut in frame to reduce the overall weight

Water tank over quick-change rear end removes weight from front. Note the small hose to pass steam into outer air