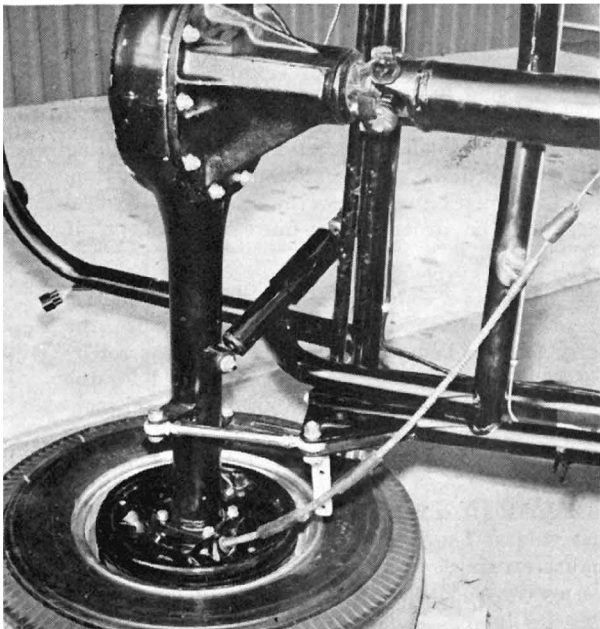


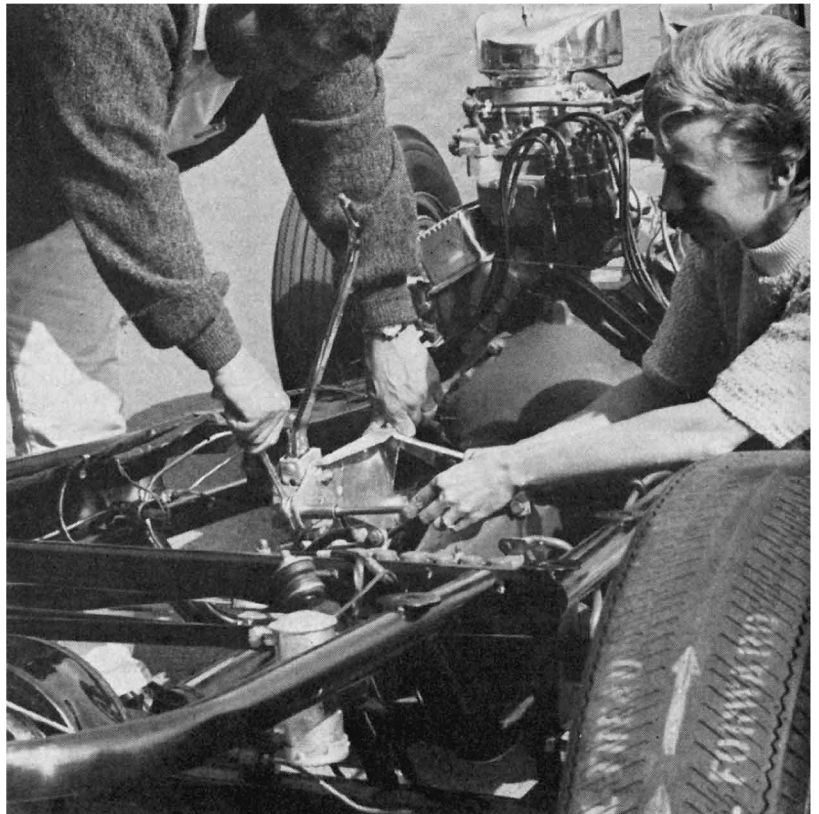
ROADSTER FROM A KIT

When a race driver like Bill Kraus selects a rod for street transportation, he has definite ideas on what it should be. Dragmaster was able to meet his demands—in fact, you could say his car was tailored to a "T."



Streetster suspension features transverse mounted torsion bars made of 4340 steel, $\frac{7}{8}$ -inch diameter. Torsion bar trails to '57 Chevy rear end, with lower trailing arm used to stabilize rear end. Diameter of torsion bar determines final ride.

Right — Jeanie helps Billy bolt on the specially reworked Hurst shifting mechanism. Because of the tight quarters inherent with a roadster, shifter was moved up and toward center of the stock 3-speed Chevrolet synchromesh transmission.



ALMOST EVERYONE IS a hot rodder. The corner grocery clerk, the druggist, the doctor, the local mechanic. And especially the race car driver. Billy Krause of Torrance, California, is a race car driver of big reputation. Billy is also one very enthusiastic hot rodder. So much so, in fact, that he recently had the Dragmaster Company build him a very special little 'T' for street use. And a wild little machine it is, too, with torsion bar suspension, Chevy engine and... but I'm getting ahead of the story.

The whole thing really started back in the early 1950's. Krause was attending high school in Southern California and making it at the drags at the then-new Santa Ana drag strip. Competing with a stroked flathead '41 Ford convertible, he won his share of quarter-mile glory. But he was interested in bigger things, especially oval and road racing cars. However, being underage kept him from successfully racing in these two aspects of the professional ladder. So, with typical hot rodder finesse, Billy built and raced a 3/4 midget.

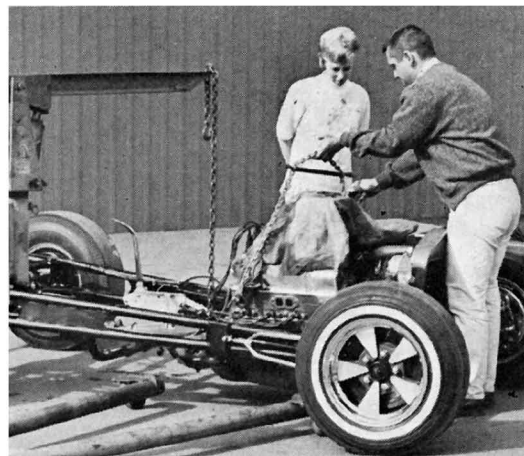
He first cropped up as a driver-to-watch at a road race in 1956, at the wheel of his own D-type Jaguar. Since that time, it has been uphill all the way, with competition in all sorts of vehicles. Still, road racing seemed to be a natural habitat.

In 1960 and '61, Krause competed at the Pike's Peak hillclimb with his personal D Jag, finishing in 2nd place with a virtually stock Chevrolet powerplant. Just before the '61 race, Bill arrived in

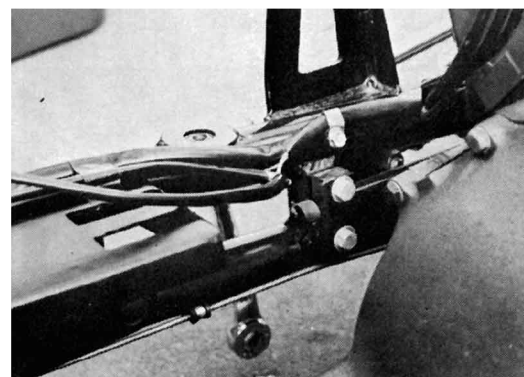
Colorado Springs with a 3/8 stroker Chevy under the Jag hood. As soon as he qualified for the hill, off down the road he went to the Continental Divide Raceways for a weekend of sporty car racing. While on the twisty road circuit, the crankshaft finally let go, leaving Billy Krause 1500 miles from home and qualified to race in two distinctly different kinds of races.

The local Colorado Springs Chevrolet dealer just happened to have a complete stock 283 Chevy short block in the store room, and — you guessed it. Billy bought the stocker, bolted on a Duntov cam, some of the outside goodies from his D Jag Chevy, and went racing. After these events, the engine rested in relative obscurity in the shadows of the Krause garage. Billy went to bigger and better things, including a stint at the wheel of Mickey Thompson's Indianapolis racers, and running team Lotus'.

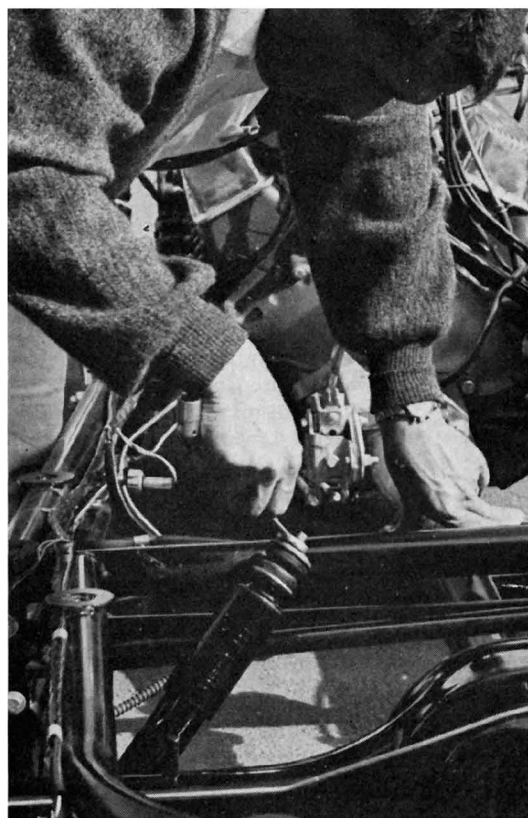
But you can't keep a good engine down. While on location in Death Valley filming action scenes for "The Lively Set," Krause met Jim Nelson of Dragmaster. Since both have a natural affinity for fine mechanical machines, a friendship was inevitable. And so was the eventual conversation about the new Dragmaster "Streetster" street roadster. The more Nelson talked, the more enthused Krause became. So much so, in fact, Krause couldn't get the idea out of his mind. The final straw came at the ensuing Indy 500. One of the crew members of Billy's M/T racer was James Nelson, drag racer.



After taking delivery of the Dragmaster Streetster chassis, Billy bolted together the front and rear end components and got the thing on wheels before installing the engine. Wife Jeanie helps when needed.



Dragmaster street roadster frame uses torsion bar suspension, with rear mount for bar in normal engine bell housing area. Special complete wiring is available, as is paint, upholstery, chrome, etc.



With everything on the chassis in place, Kellison fiberglass body was dropped to position, S-W gauged dash and Simca emergency brake handle, steering installed.

Left — Krause bolts up light duty Monroe shocks, since total car weight is below 1700 pounds. Note body mounting pads atop tubing frame rails, to left of the shock.

It was just too much. Besides, Billy's pretty wife Jeanie loved the idea of a grocery hauling roadster. The die was cast. It has been just one year since that fateful decision, and the family Krause is now well ensconced in its very own Model T.

At the outset of construction, Billy and Jim agreed that wherever possible, absolutely stock Chevrolet items would be used. This makes availability of parts much easier, and simplifies periodic maintenance. Billy liked the basic short-Streetster chassis (the rear wheel is located just behind the door area, ala drag roadsters), and he wanted a pick-up to do double duty at his new Honda motorcycle dealership. He already had an engine, albeit dusty, tucked away in the garage.

So work started around the engine. The Duntov cam was accompanied with a new Mickey Thompson dual-quad ram manifold and valve covers, a Weber flywheel, and a couple of Carter AFB carbs. The engine was not hopped up to the Nth degree, as the finished car would weigh a little over 1500 pounds.

A stock 3-speed Chevrolet transmission was obtained, and fitted with Hurst

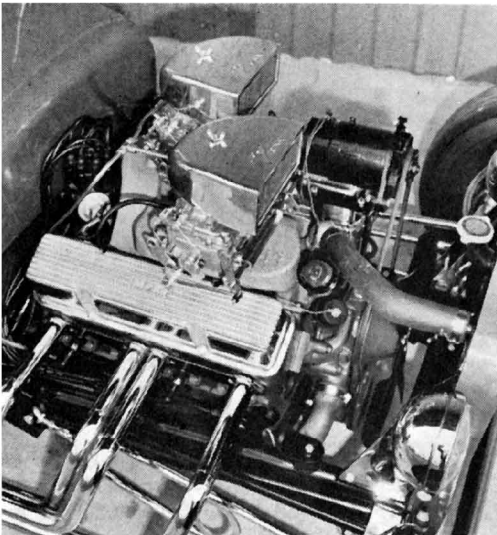
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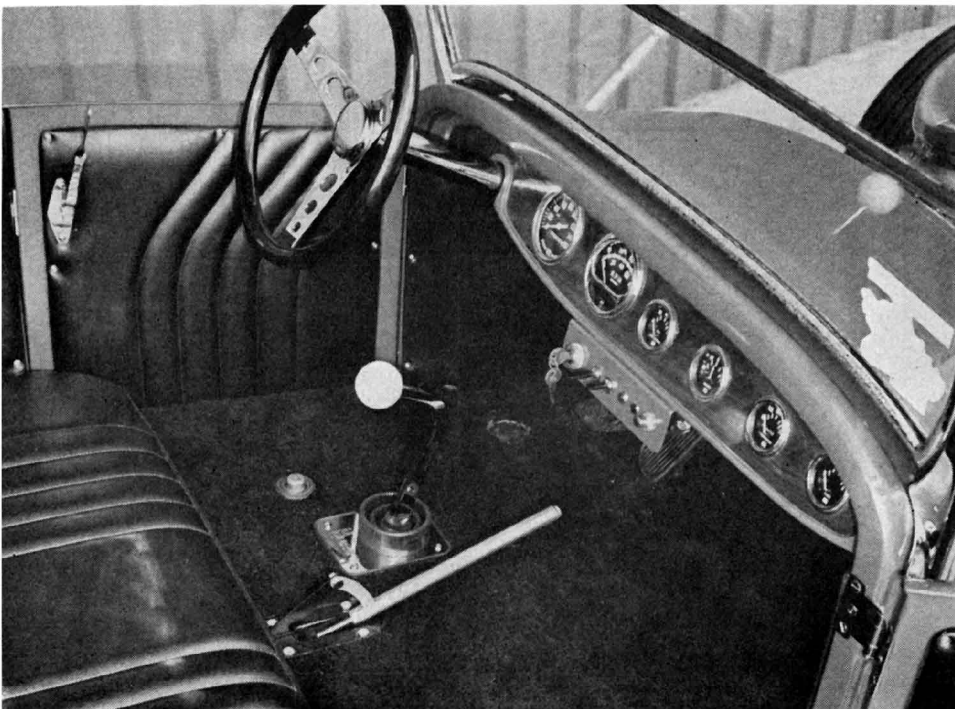


Above—Dode Martin and Jim Nelson built up special tubing headers, outside type, with insert plug muffler extensions. The entire car was constructed and tested before being taken apart, painted, and delivered to Krause. Billy liked yellow, Jeanie liked red. Guess what final color is.



Left — The 283 Chevrolet engine uses a Duntov cam and M/T outside accessories all producing torque for a Weber flywheel. Dragmaster has local shop, make up special radiators, so the fan isn't really needed. Check the engine mounting.

Below — A fiberglassed wooden dash helps highlight the black Naugahyde and carpet interior. Special opening doors are all wood reinforced, body is channeled over the frame 3 inches. Headlamp dimmer switch is to left of shifter, all other electrical controls are on plate under dash.



shifting linkage. A '57 Chevy rear-end, holding 3.70-1 gear, was set underneath the tubing chassis and connected to the torsion bars.

A tubular front axle was fabricated in the Carlsbad, California, Dragmaster shops, and '52 Chevrolet spindles adapted. By using the Stovebolt spindles, which fit with very little effort and machining, late model Chevy Bendix brakes could also be used at the front. It's an inexpensive operation producing exceptional results.

The front end is also torsion-bar sprung, and Gabriel shocks are bolted into place at all four corners. Because of the very light weight of the Dragmaster roadsters, normal automotive shocks have proven far too stiff. Solution: Gabriel items from Maytag washing machines.

One of the Dragmaster dragster Ross steering gearboxes was bolted to the frame via a bracket just ahead of the firewall. Again, due to the light weight of the car, steering is extremely light and positive. Much like a multi-thousand dollar sports car.

To get the package on the ground, Mickey Thompson wheels (along with M/T cheater slicks at the rear) were selected.

Keeping with the theme of a modern automobile, Dragmaster fits all their cars with late-model radiators. This particular vehicle has a Falcon radiator, modified with an extra row of tubes (giving 3 rows instead of 2). Cooling has proved ultra-efficient, even without a fan.

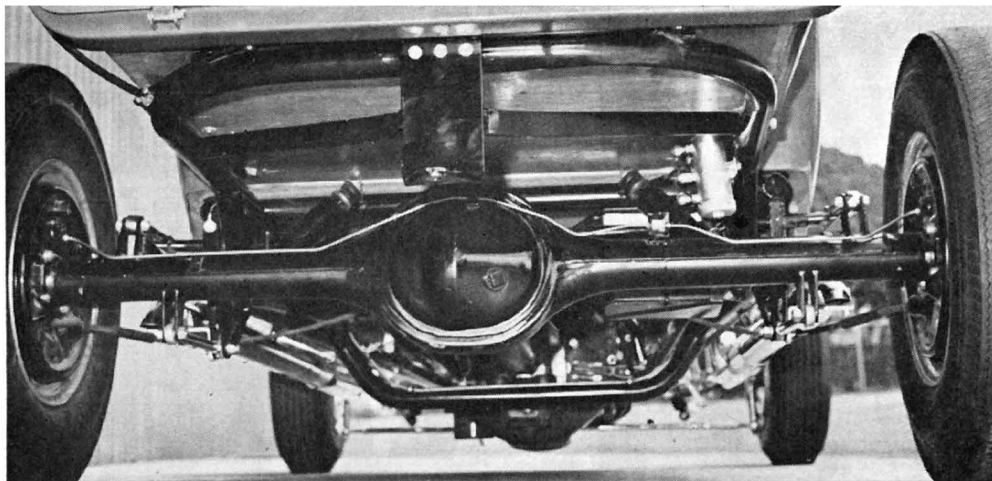
Billy had indicated he would like to have a '27 'T' bucket in front of the pickup bed. Kellison had just the item, including a little bonus extra — opening doors. However, the fiberglass pickup bed was of the popular "fad car" type, far too short to be really functional. Dragmaster lengthened the bed by taking two beds and making one.

With special plywood flooring glassed to the body, it was set in place on the rails. Tom McMullen was called upon to handle the super neat job of wiring, and then the nearly-finished car was sent off to the paint shop. Billy liked yellow and Jeanie like red, so they compromised. It's red. Ford Rangoon Red, to be exact.

An interior of black Naugahyde was stitched up by Arrow Top Shop in Oceanside, and a black tonneau slipped on the bed. Rounding out the major equipment are small Dietz headlights, turn signals (from one of those other makes of motorcycles!), Stewart-War-

ner gauges, and the nuttiest little removable tow bar for motorcycle trailers.

Super neat in every detail, the 'T' is living, fire-breathing proof that superior work can and should be the criterion for even the most inexpensive of cars. Attention to final use and detailed planning have been combined by Dragmaster to produce a most pleasant roadster for a racer. ©



Dode Martin checks over the finished job as Billy bolts on the remaining header. It takes about one weekend for two people to get car running.

Lengthened glass pickup bed has plywood flooring, special bike trailer towing hitch underneath. The mild tubing frame is 1 3/4-inch diameter by .038-inch thick. About 60 feet is used in making the frame, with the final unit selling for \$86. Just about every combination of parts is available, from individual pieces to complete cars, such as this beauty just for a racer.

