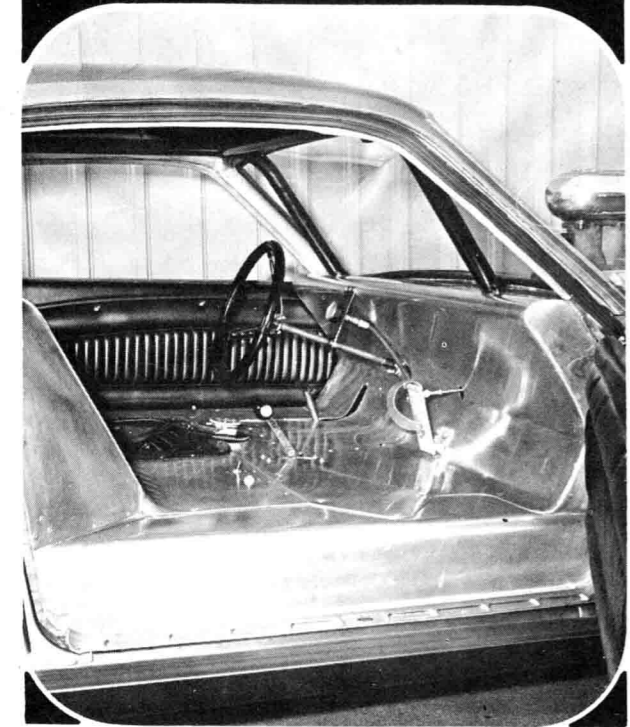


DARK HORSE 2

A famous A/GS team makes their debut into the funny car world an auspicious one with a first time out blast of 8.32-173.45!

photo by Bob McClurg



FOR THOSE OF YOU who are familiar with the drag racing circle, the name Doug Cook is synonymous with the popular A/GAS Supercharged class, and has been since the very beginning of this type of drag racing.

The 1940 Willys coupe "Swindler A" and the famed team of Stone, Woods, and Cook have been a familiar trade mark in this class for one reason. They have been the best in the business! If it wasn't A/GS then you might have found the trio competing in either B/GS or C/GS. Whichever it may have been, you can be sure this team was at the top.

But times have changed. The match race "stockers" are in demand and this team didn't want to be left out. So plans started for one of these wild "stockers" way back in June. About this time Doug Cook took off on tour with the gasser. Meanwhile, back on the West Coast, Tim Woods was getting all the details settled on the new match racer, which was to be a 1967 Mustang.

Woods went to the fast rising funny car chassis builders, Ron Scrima and Pat Foster of Exhibition Engineering, and told them what he wanted. Two months later, a complete tube chassis was ready for the body.

A 1966 Mustang body was then purchased and changed to the 1967 look including grille, rear tail lights and many

LEFT - Super clean interior aluminum work was performed by metal-master Tom Hanna. All panels are attached with quick release aircraft fasteners. Only instrumentation is oil pressure. BELOW LEFT - Moon fuel tank is used. BELOW CENTER - Doug demonstrates driving position. BELOW RIGHT - Fiberglass front end hinges forward for access to supercharged Chrysler engine.

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All the interior was taken out and the new "Stang" was taken to Tom Hanna for a complete aluminum job on the inside.

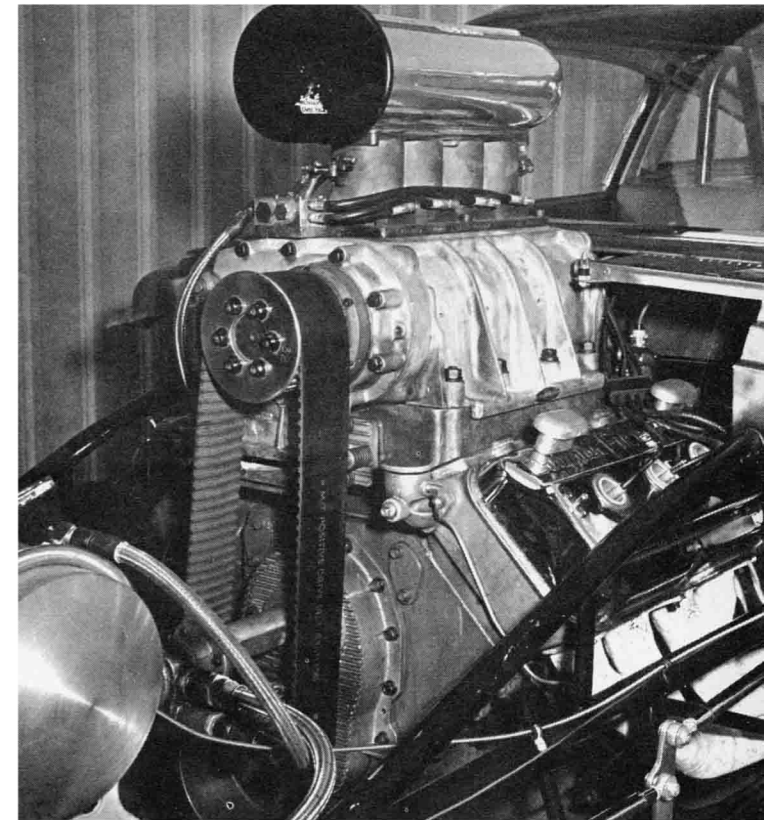
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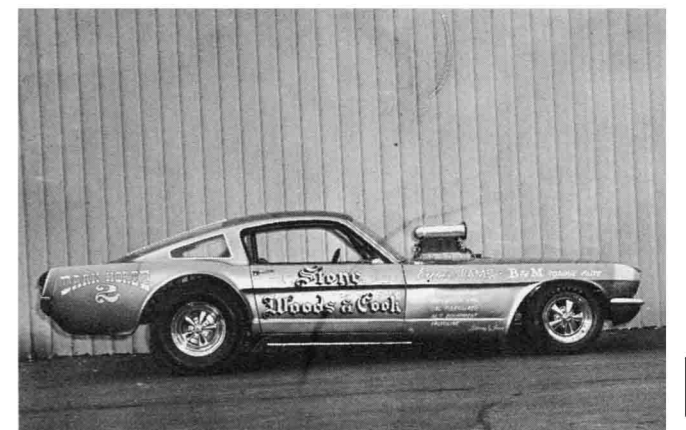
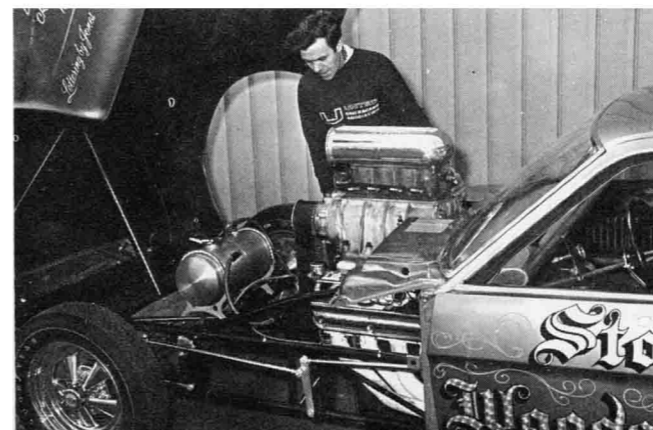
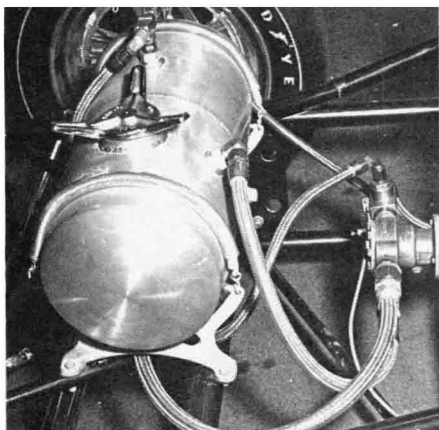
This cut out all the headaches of breaking in an all new engine and transmission. As Doug put it, "I knew where I stood with the equipment out of the Willys. Besides, the engine was all set up to run alcohol and that's exactly where I wanted to begin with the Mustang."

Basically, the engine is a 1957 Chrysler bored and stroked out to 450". The engine has a C-T stroker of the 1/2" variety. Mickey Thompson pistons and steel rods

TOP OF PAGE - New Mustang showed much promise with first week clockings of 8.32-173.45. RIGHT - Supercharged Chrysler, built by Cook, features a Don Hampton GMC huffer, Hilborn Injection, an Engle cam, C&T crank to increase the inches to 450, M/T pistons, rods, and blower drive, and Mondello heads. BELOW LEFT - Doug Cook does the driving and maintains the car at the strip.



photos by Ron Lahr



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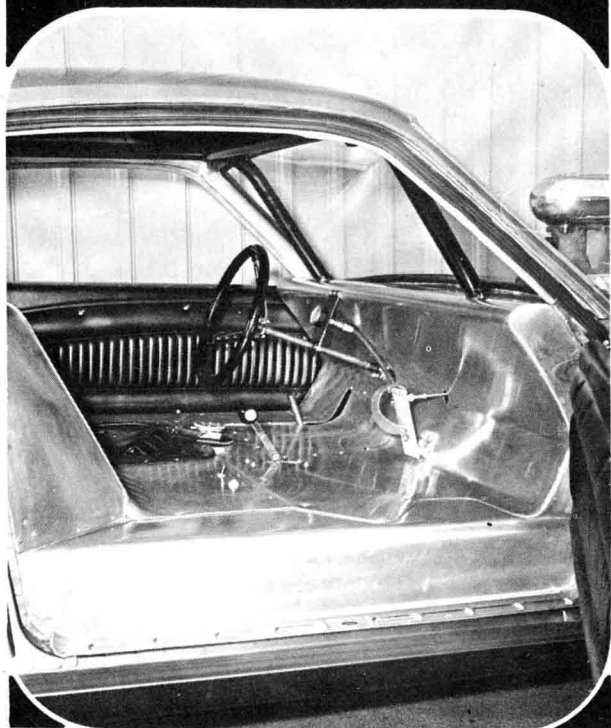


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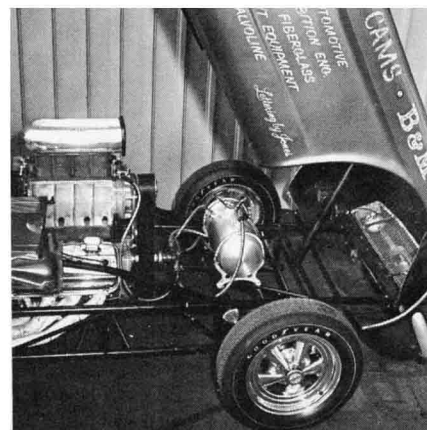
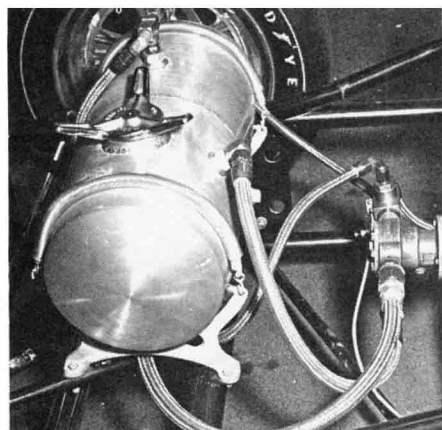
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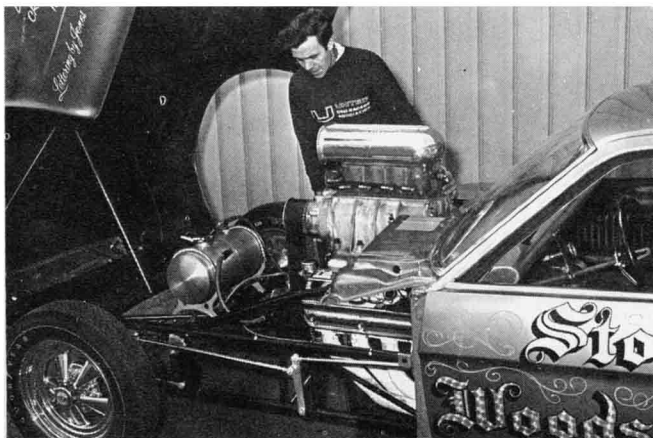
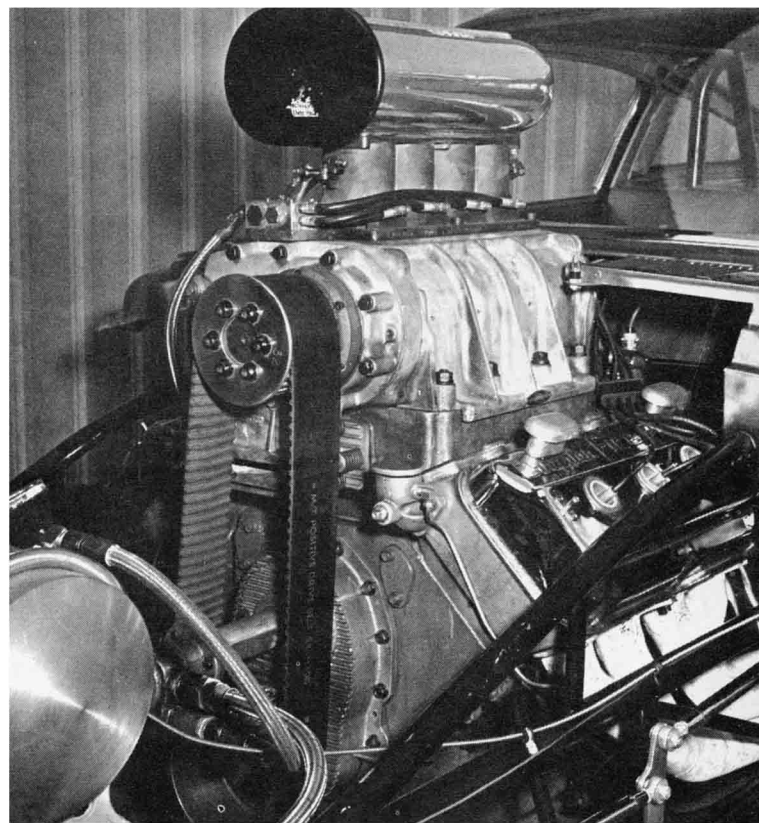
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DARK HORSE 2

are used, with an Engle L-162 camshaft. Joe Mondello did all the head work on the 7½:1 screamer.

The blower was set up by Don Hampton and has a set of Hilborn injectors on top.

Other equipment includes: Doug's Headers, B&M Torq-flite, Cragar Wheels, and M&H FX-11 tires.

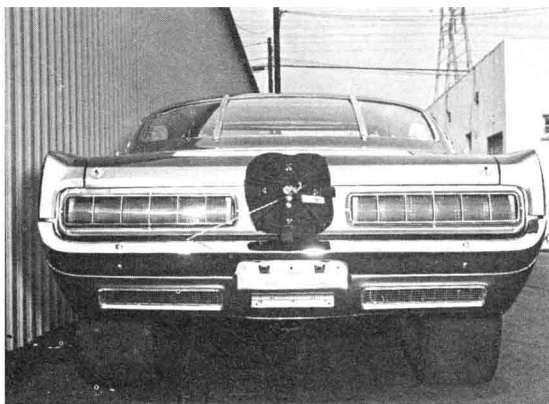
One interesting thing about the car is its total weight. The "Dark Horse Two" tips the scales at 2150 lbs., and

remember, it's not all glass.

The first week out with the "Dark Horse" had the funny car pros shaking their heads. Doug made three "straight as an arrow" passes with a best of 8.68-168.50. Not too bad for the first week! Cook brought the car out the very next week and really set the funny car crowd to talking. Two runs with the use of powdered rosin were good for back to back 8.32 et's at 173.45.

Remember that name, "Dark Horse Two," its another top rate runner from Doug Cook, Tim Woods, and Fred Stone.

If you are wondering what will happen to the "Swindler A," don't fear, Doug's younger brother Ray Cook will be piloting the car next season! ■



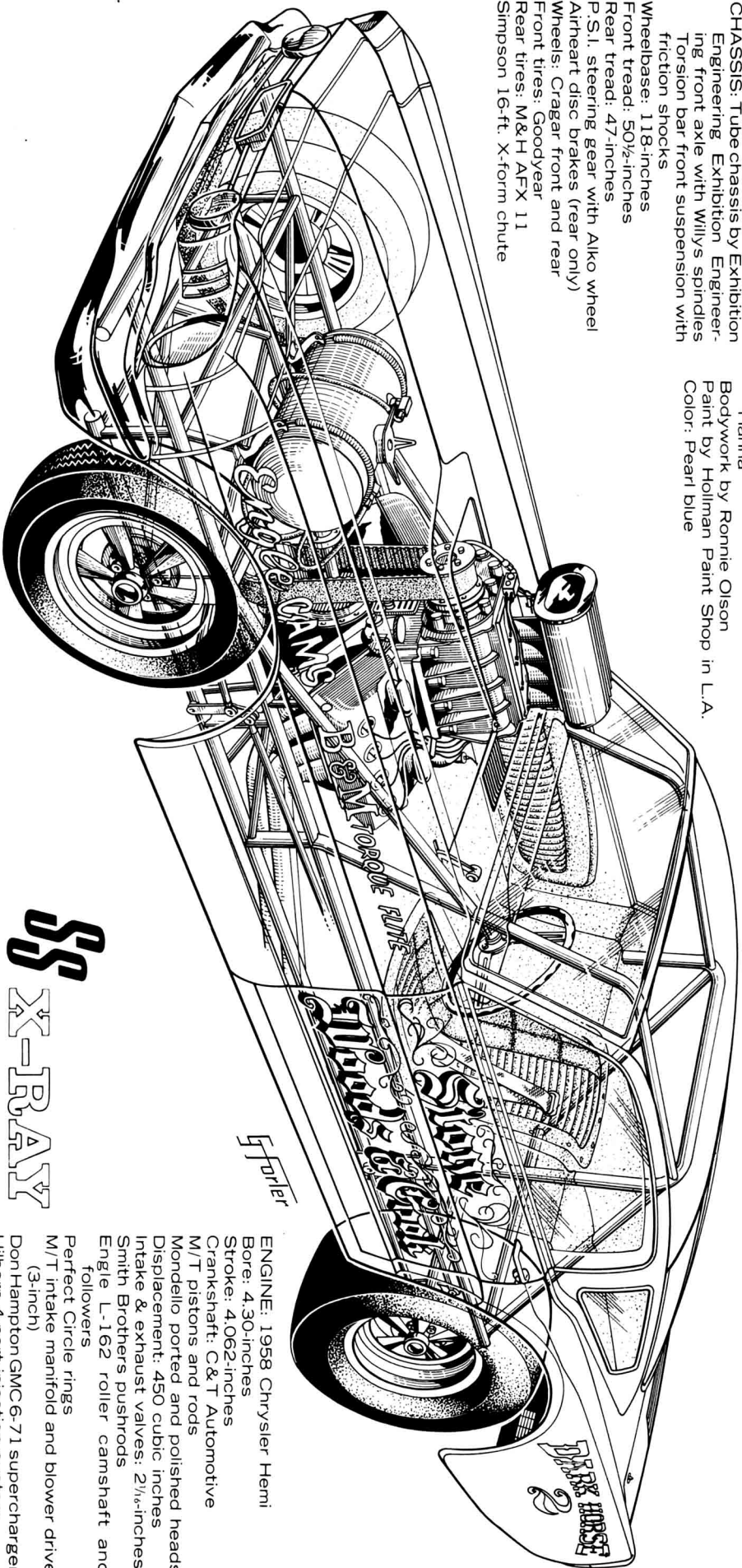
ABOVE—1967 T-Bird taillights grace rear of car. Special body work was performed by Ronnie Olson. Tri-form chute is by Simpson. Note 11-inch wide M&H drag slicks. RIGHT—Another view of the super custom interior. Although the basic body shell is steel, the hood, fenders and doors are fiberglass, contribute to overall low weight of only 1200 pounds.

SPECIFICATIONS:

PERSONAL: Owner: Fred Stone, Tim Woods, Doug Cook
 Driver: Doug Cook
 Engine Builder: Doug Cook
 Crew: Ray Cook, Dwight Watson, Larry Petrich

BODY: '66 Mustang
 Cal Automotive fiberglass fenders, hood, doors
 1967 Mustang grille
 1967 Thunderbird taillights
 Aluminum interior paneling by Tom Hanna
 Bodywork by Ronnie Olson
 Paint by Hollman Paint Shop in L.A.
 Color: Pearl blue

CHASSIS: Tube chassis by Exhibition Engineering Exhibition Engineering front axle with Willys spindles Torsion bar front suspension with friction shocks
 Wheelbase: 118-inches
 Front tread: 50½-inches
 Rear tread: 47-inches
 P.S.I. steering gear with Alko wheel
 Airheart disc brakes (rear only)
 Wheels: Craagar front and rear
 Front tires: Goodyear
 Rear tires: M&H AFX 11
 Simpson 16-ft. X-form chute



SS
X-RAY

STONE-WOODS-COOK

DARK HORSE 2
1966 CHRYSLER-MUSTANG

ENGINE: 1958 Chrysler Hemi
 Bore: 4.30-inches
 Stroke: 4.062-inches
 Crankshaft: C&T Automotive
 M/T pistons and rods
 Mondello ported and polished heads
 Displacement: 450 cubic inches
 Intake & exhaust valves: 2½-inches
 Smith Brothers pushrods
 Engle L-162 roller camshaft and followers
 Perfect Circle rings
 M/T intake manifold and blower drive (3-inch)
 DonHampton GMC-6-71 supercharger
 Hilborn 4-port injection system
 Moon fuel tank
 Doug's Headers

DRIVE TRAIN: B&M Automotive
 Torque-flite transmission, flywheel
 B&M shifter mechanism
 28-inch open driveshaft
 MoPar heavy duty rear with 3.90 gear ratio