

Keith Black, Dave Reitz-prepped Elephant power is mighty hard to beat especially when it's stuffed into a 2000-pound super-light AA/FC!

BANNING'S HIDE BOILER

not only smokes the hides for 1320 feet but also burns up the competition who might even want to ban Bob Banning for his winning ways!

BY AL BERNARD

BOB BANNING has never been banned from a sanctioned drag-strip, but his competitors might like to ban him from the 1320 wars because his Dodge AA/FC is just too hard to beat. Tom Sneden pilots the super-potent Challenger and he has garnered a best et of 7.10 from the car. Dave Reitz capably handles the chief wrenching chores and a 430-cubic-inch Hemi (Elephant type, of course) is responsible for the whole show.

The entire Challenger is immacu-

late and more than meets the challenge on the ultra-competitive plastic groundshaker circuit, which has captured drag racers' imaginations all over the USA (and Canada). A list of the "First Cabin" equipment used on the Sneden-Reitz-Banning machine reads like the "Who's Who" of dragdom; for example, the intake manifold is a Cragar item; an Engle bumpstick handles the heart of the

Elephant, whereas Enderle injectors feed the hungry beast. A Bowers super-huffer rams the air into the waiting Elephant's (Cragar) "trunk," while stock intake valves (huge 2.25's) and Donovan's super-exhausts aid in the feeding operation.

The lifters and pushrods are Engle's super-duty models and the pistons and rings (of critical importance on a supercharged engine) are ForgedTrue items. M/T aluminum (#6 forging) connecting rods attach

Facing page, 1300 horsepower couples up at Atco and the result is instant winsville. A Bowers huffer socks it to the 426.



Alco

14



BOB BANNING Dodge

Dodge



1970 SUPER CAR
Drag Pix



110 AA FC

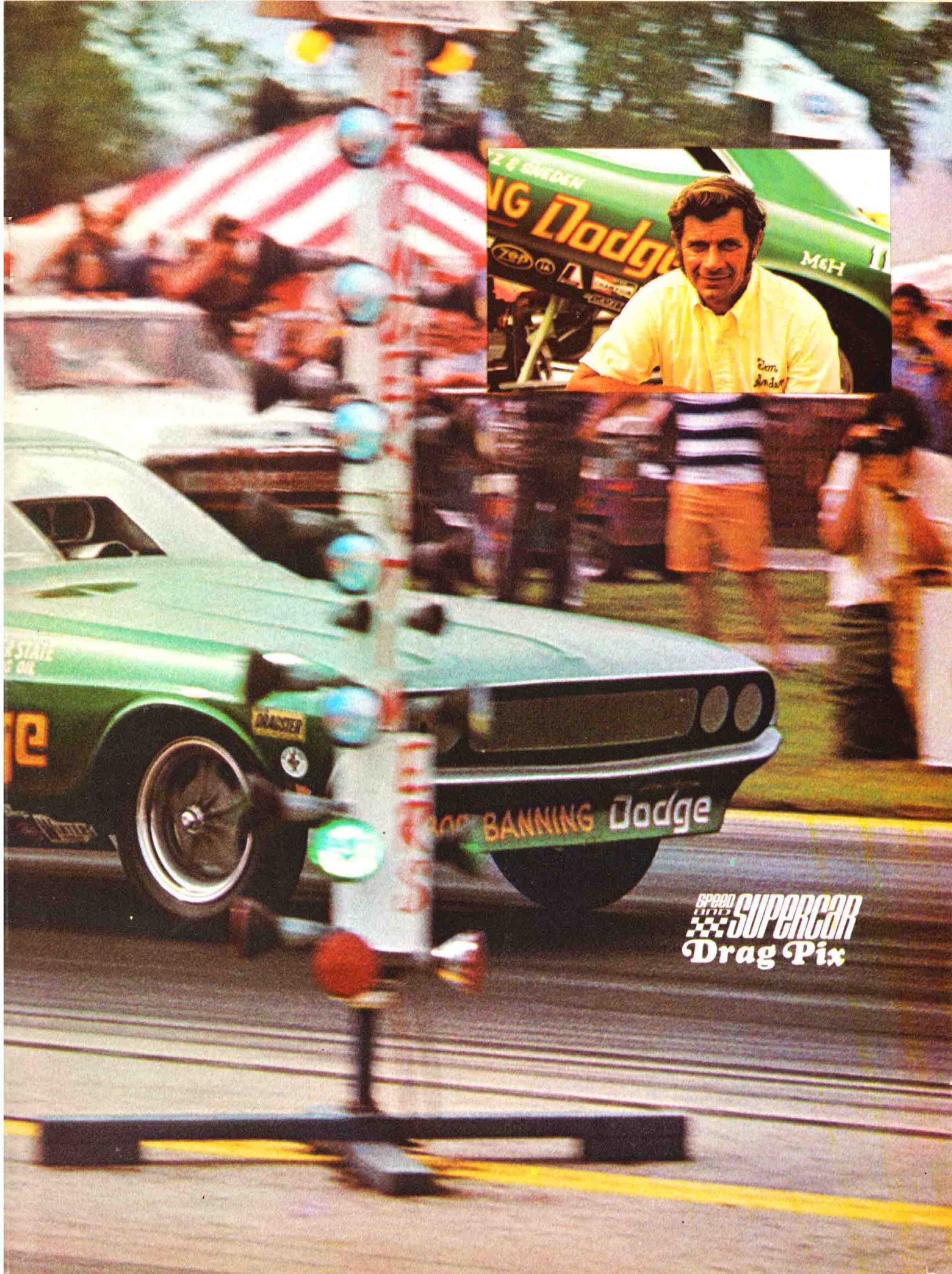
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REITZ & SWEDEN

BOB BANNING Dodge

QUAKER RACING

Various sponsor logos including Mobil 1, Goodyear, and others.



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Ace chassis builder, Don Hardy fabricated the entire 118-inch chassis and the tubular front axle. Tom Sneden pilots "Banning's Boiler."

BANNING'S HIDE BOILER

the ForgedTrues to the stock 426-Hemi crankshaft. Chief wrench, Dave Reitz chose TRW main and rod bearing inserts and Champion plugs. An Enderle fuel pump complements the Enderle fuel injection system.

The zoomie exhaust system—the weed-scraper variety—was fabricated from Cyclone components. Bob Banning's Challenger and his racing team are always using the latest, "boss" equipment. They are using the famed Lenco two-speed box in conjunction with a Crower-Glide clutch set-up. The rear is solid "beef"—the Chrysler

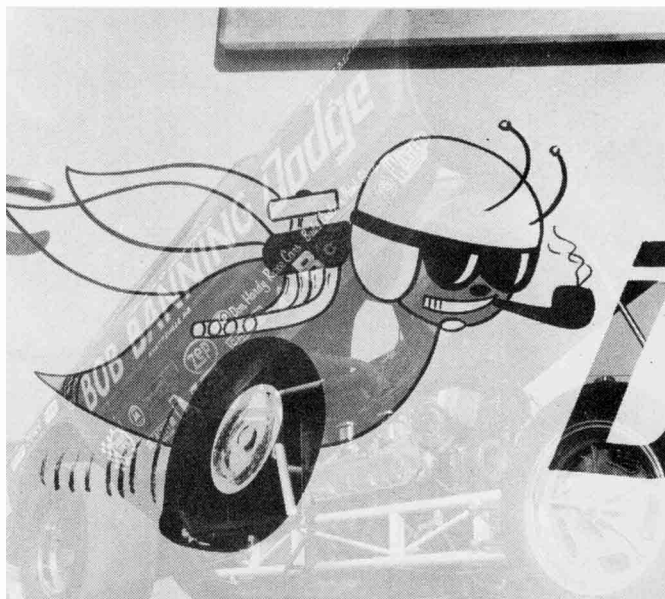
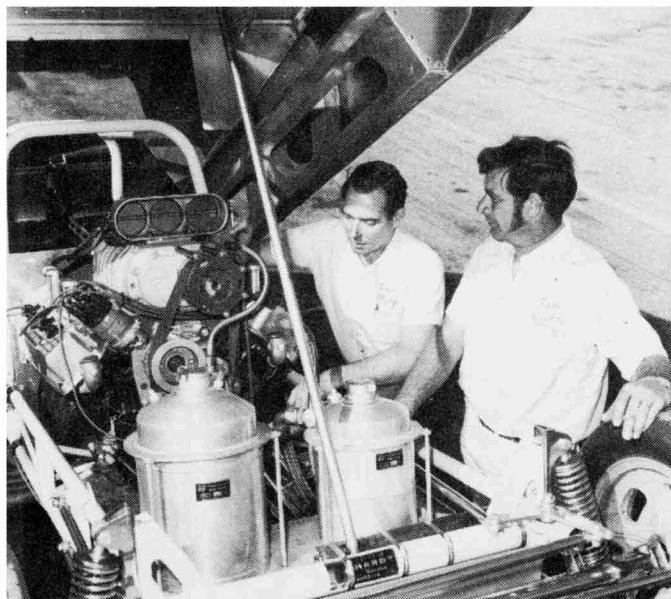
5.12 Dana variety. Ace chassis builder, Don Hardy fabricated the all-important front axle and a P&S steering gear guides the Challenger down the strip. Hardy also fabricated the fail-safe rollbar cage and the 118-inch wheelbase chassis. Hurst-Airheart discs supply the whoa power and Precision Engineering achieved that illusive *special* machining that every hot-rodder wants, but often cannot afford.

The Banning team won the NASCAR championship in 1966 and the Presidential Cup Maryland State Championship and they've been rac-

ing Dodges for eight years. The top speed to date for the super-Challenger is 210 mph achieved in 7.10 seconds with a 2000-pound "plastic" machine.

Bud's Custom Emporium handled the painting chores and Grassello lettered the Elephant-powered, modern-bodied car.

Dave Reitz drives the Bower's huffer 27 percent over the engine's crankshaft speed, and he then dumps in RFI's nitro/alcohol combo and some STP and Mopar EOM supplement—then he *dumps* the competition!!



Tom Sneden (right), chief shoe, and Dave Reitz, super-wrench, discuss the potent Hemi which features an Engle bumpstick, ForgedTrues, Donovan exhaust valves, M/T aluminum rods and Enderle injection. Right, this Challenger has made many a losing competitor fume!