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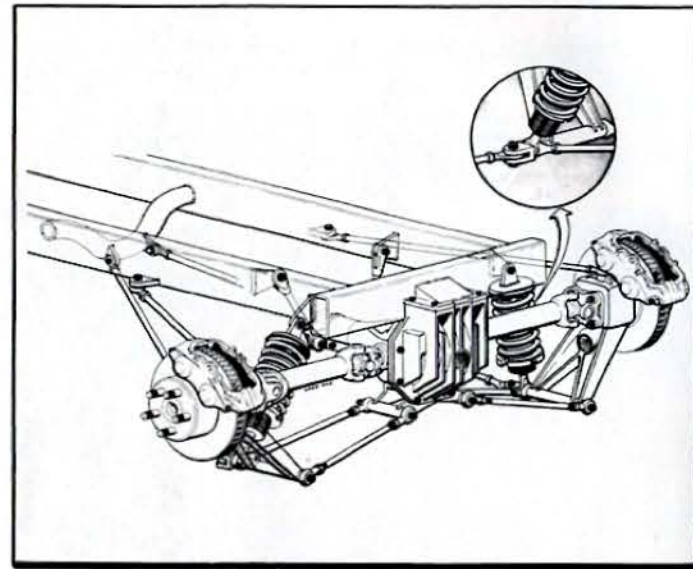
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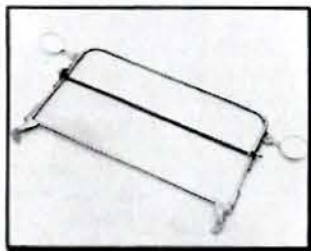
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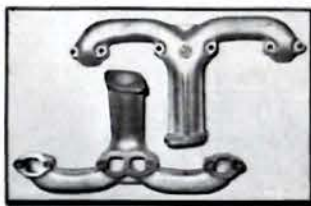
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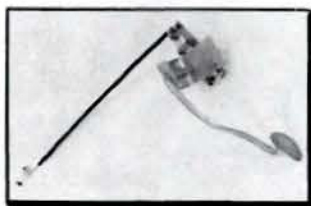
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# Rod ACTION

THE MAGAZINE  
OF STREET RODDING

VOLUME 6, NUMBER 1  
JANUARY 1977

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BRIAN BRENNAN/Editorial Director  
JOE MAYALL/Editor  
J. NEAL EAST/Technical Editor  
BRIAN MURPHY/Feature Editor

Contributing Editors:  
Jack Stewart, Dick Mendonca, Rick Eccli,  
Bill Brutsman, Robert Hegge, James  
Handy, Andy Southard, Jr., Andy Herbert,  
Jim Smith, Bill Temesy, Ed Welch, Bud  
Lowery, Al Cooper, Junji Nakamura, Dean  
Batchelor, Roger Kilborn, Herb Gehlken,  
Dale Krutz, Dale Moreau, Henry Borger.

Correspondents:  
Pat Williams, Pat Haley, Cliff Clark, Richard Law,  
Jerry Moon, Jim Grinlinton, Richard Royer,  
Skot Ingram, Curt Rymkus, Bob Boward,  
Sherm Porter, Pat Chappell.

ALAN P. KUDA/Western  
Advertising Director  
7950 Deering Avenue  
Canoga Park, California 91304  
(213) 887-0550

LEE SALBERG/Eastern  
Advertising Director  
333 N. Michigan Avenue  
Chicago, Illinois 60611  
(312) 263-4569

KAREN R. LAMONTIA/Advertising  
Coordinator

BOB RATNER/Production Director  
JOHN ERNSDORF/Executive Art Director  
WAYNE ROGERS/Art Director  
RICHARD GEHRUNG/Graphics Director  
FRED ALIRES/Composition  
SVEN CARLSON/Circulation Director  
JIM BUCHANAN/Circulation Services  
DAN WHEDON/Promotion Director  
JANET GRAHAM/Reader Service

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COVER: For many of our readers it is building time again. When that white stuff hits the streets, the trusty rod starts to spend a lot more time in the garage. Just to show everyone that we in southern California have snow too, Tex rolled his famous '34 Ford Roadster out one day in the snow for this photo. The shot was inspired by an early Hot Rod Magazine cover, and Mrs. Smith (Peggy) and son Scott helped out to make it look right.

## Two Way Traffic



■ Just a note to accompany my subscription. You have the finest street rod magazine on the racks. I buy them all, and have for years. Your great articles have helped me very much in getting my truck on the street. This is my very first attempt at any project such as this, and I'm very happy and proud to say I did it myself. The truck was in pretty bad shape when I brought it home. So, keep those great articles and stories coming so that others can get as much out of driving, enjoying, building and learning as I did, and I hope to do more of it in the future. Like so many others, I'm not done yet.

Terry Hayden  
Wallington, CT.

Thank you for the kind words and we'll do our best to keep the good information coming your way.

■ I just recently purchased a 1935 Plymouth 5 window coupe that is in very good condition. This will be my first rod, so I would like some helpful advice on what to use in it, like to lower the front end, what engine you would recommend, a drive line, what rear end, brakes and steering box. Any advice would be gratefully accepted.

Dave Diel  
Topeka, Kansas

Your best bet, in our opinion, would be to go with a Mopar engine, transmission and rear end. A slick way to come up with all you need is to buy a wrecked car and then strip out what you need and sell the rest. One guy we know did this and after he parted out what he didn't need he ended up with a profit plus all of the drive train components. The Mopar is a natural for your car and these engines (or complete cars) are available everywhere for much less than you would pay for a Chevrolet or Ford of similar condition. Another advantage of the Mopar is the availability of the Direct Connection program with Chrysler.



■ I am enclosing a picture of my car. Would you be interested in photos of it? If so what size, color, slides or photos, etc.?

Bob Rollins  
Edgerton, WI

Yes, we would be very interested in getting and using photos of your car. We will need black and white glossy 8 x 10's and either 35mm or 2 1/4 x 2 1/4 color transparencies (slides). It is important that the backgrounds be uncluttered and that the car be photographed from all sides and angles. We will need BOTH black and white prints and color of the entire car so that we can pick what we need.



■ I am writing this letter to let you know how very much I enjoy your magazine, it has helped me very much in building my 23 T. It has a homemade frame with a Model A front axle, and Hallcraft wheels up front. A Chevy 292 C.I. engine that has been slightly modified inside and a 671 blower on top. It has a 400 Turbo trans which is controlled with a B&M click shifter, a home made driveshaft connected to a '56 Chevy rear end with 3.40 gears. It is painted metal flake red with a gold and tan interior and top. We named the car "Odditee" on the cowl. All of the work was done by me, including welding, painting, interior and top.

Dave and Patty Laird  
Youngstown, Ohio



■ I don't know if you get many letters like this one from the rodder's wives, but I hope this is one that you will listen to. I'm writing this on behalf of my husband, who celebrated his 33rd birthday last month which is the main reason for this letter. I'm hoping that you will agree to do an article or at least print a picture of his 1948 Anglia in your magazine as a birthday present from me. I wanted to write to you earlier, but I just had a baby in July and I didn't have the time to get it together.

Enclosed is a picture and an article that was printed in our newsletter at work. We spent nearly four years building the "Renegade" and we're very proud of it. I did my share of sanding and hunting for parts, but he was the one that made a great looking rod starting with just a body and frame. He built the engine and did all the modifying and body work himself. Although it isn't perfect he did a great job. I know many of the cars shown in rod magazines are done by professionals and that's okay if you have the money, but most rodders are married with families and I think they would appreciate reading about guys like themselves with the hope that maybe someday their car would appear in a rod magazine even though it was home built and not letter perfect. After all isn't getting the rods on the road what street rodding is all about?

I may be going about this all in the wrong way or writing to the wrong person, but I didn't think it would do any harm to try. I can't tell you how much this would mean to my husband, it would be the best birthday present I could give him. So any help you can give me would be greatly appreciated. I would like to hear from you even if you do turn my request down.

Well, I hope I haven't taken up too much of your time. My husband doesn't know I've written to you because I wanted it to be a surprise so if you are interested please notify me for any information you need.

Thanks again for your time.

Mrs. Dale Rady  
Fairfield, OH

(Continued on page 6)

# GRIND YOUR WAY TO LOWER ET's

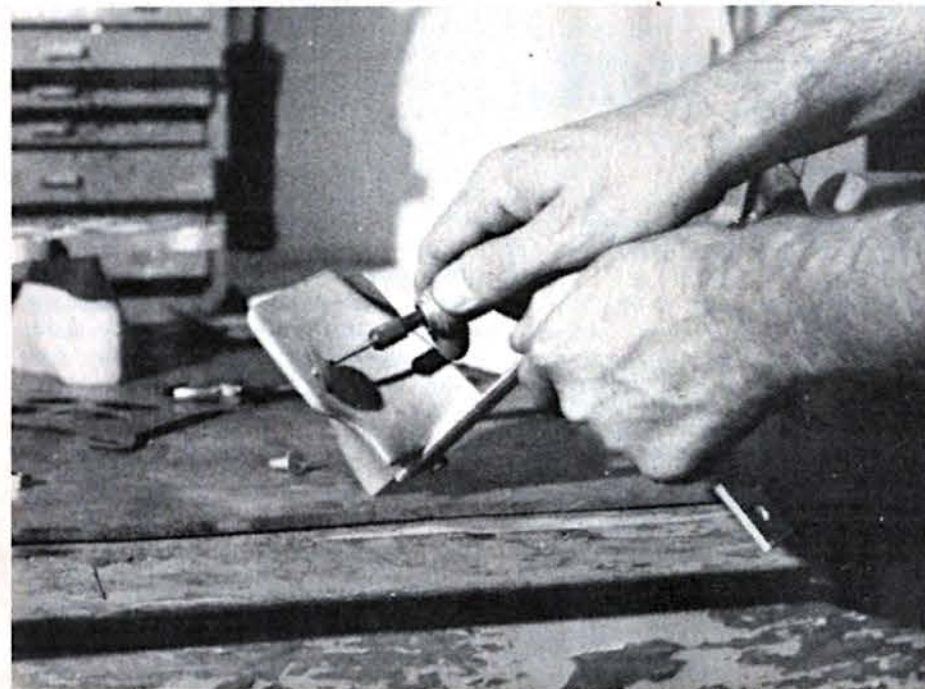
No matter how many pro racers win with a particular product or what the advertising claims might be for that item, the average hot rodder can't leave well enough alone! Let's face it, that's what hot rodding is really all about.

With this in mind, Offenhauser engineers set out to design and manufacture a manifold that could be "dialed-in" for high RPM's and/or torque, depending on track conditions as well as humidity, etc. The result was a completely new

found that three basic shapes of FCI's covered a multitude of applications.

In designing the three basic FCI shapes, they found that a little grinding here and there could improve performance even more. In other words, there was no end to the potential of FCI shape designs. But, somewhere along the line you've got to lock in on a design for production.

So, the engineers came up with the Stage I, II and III FCI's. But, more im-



concept in manifold design. Called the DIAL-A-FLOW, this new Offy manifold has been patented.

There are so many options in the area of cam design, exhaust header design, carburetor sizes, ignition timing, etc., available to the racer, it becomes an impossible task to design an after-market performance manifold that will make all of the components work to their maximum output.

Enter the DIAL-A-FLOW. Basically, the Dial-A-Flow is a BIG plenum chamber with well thought out runner design. In order to make the plenum and runners work right, Offy engineers came up with a little trick item called the Flow Control Insert (FCI). It's held in place with an adaptor that sits on the carb pad.

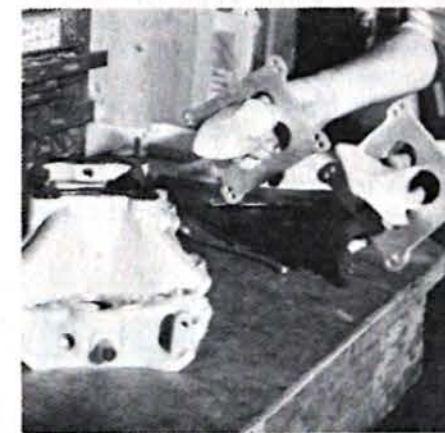
The shape of the FCI determines the fuel distribution as well as the gas/air velocity. After running extensive tests on a big block and small block Chevy (as well as a small block Ford), the engineers

portant, they took all of their test data and translated it into one of the most comprehensive tech sheets ever put out by a manifold maker. It has a step by step series of drawings showing you how to modify the FCI for fuel distribution, torque, RPM and flow.

The final production design FCI's run great as is, but they are made a little on the "fat side" so that they can be further modified for specific applications.

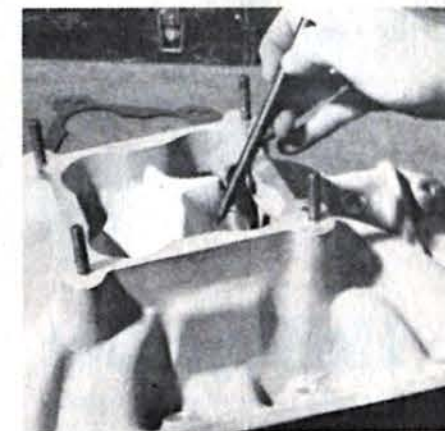
Now, you'd think that a sophisticated piece of equipment like this would cost an arm and a leg, but it ain't so! The Dial-A-Flow, complete with the FCI of your choice and an FCI adaptor plate, lists for about 10 to 15 percent more than the average performance manifold.

But the best part is the fact that additional FCI's are available for less than 10 bucks. That means that you can have two or three "manifolds" for the price of one. Up-dating or improving your equipment



in the area of carburetors or cams can be done without buying a new manifold to meet the needs of the new equipment. You only need a new FCI!

The Dial-A-Flow is available for all popular Ford, Chevrolet and Mopar engines. A complete run-down on the manifold, as well as a copy of the tech sheet, is free; just send a stamped, self-addressed envelope to Offenhauser. Or, for \$1.50, you can get the 1976 1/2 catalog, listing everything Offenhauser's ever made in the last 30 years, from flat-head stuff to the Dial-A-Flow!



**The Greatest Name In Racing**

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(Continued from page 4)

I have read your magazine for quite some time now. You have succeeded in developing in me a deep craving for a 1930-'31 coupe. Particularly 1932-34 Chevy. Unfortunately (or unfortunately) I'm a senior in law school and do not have the time, equipment or ability to build my own street machine. Good rods are hard to come by in Canada due to our rather small population. You seem to be experts in the field, with respect to price, quality, etc., of rods. I am

willing to fly anywhere to pick one up and drive it home. I am also willing to pay the price (cash) for a good machine, of course within reason. I'm looking for a good all-around machine, something that could but won't be driven in winter, summer, rain, hail—you name it. I want it quick but don't need it to do a 10 second quarter. Gas economy is desired as well. Air conditioning, a pretty interior and good rubber are also desired. From a service standpoint, maybe a small block would be preferred. If you could help me out, well you'd make a reader very happy, to say the least.

Jeffrey Chapnick  
25 Lois Avenue  
Toronto, Ontario, Canada M6B 3K4

*I was going to suggest that maybe the way to get what you want would be to advertise, but I think you just did. We get many letters such as yours each month, asking for assistance in locating a good street rod or the parts for same. We would be happy to comply but we have no way of knowing everything that is offered in a given month. Our suggestion is to advertise in our Stop & Shop column and get the full benefit of our circulation.*

This is the first time I have written to a magazine. I really like yours, I've been getting it for about a year and a half. I've never had many questions before, but in the September issue you had a chopped '32 Chevy and in the October issue you had a '32 Plymouth that looked chopped but you didn't say it was so I am not sure. Now here's the problem, windshield height. I asked a cop I know if he could find out what was legal and five days later he told me it was 12 inches, measuring vertically. By looking at the two cars I mentioned, it didn't appear that either of them had a 12 inch windshield, how did they get the cars inspected?

Albert Poe  
Allentown, PA

*First things first, we did not say anything about the Plymouth being chopped because it wasn't. The Mopars of that era looked for all the world like they were chopped when compared to a Ford or Chevrolet of similar vintage. As far as the cars passing the inspection, we don't know the laws that are involved. We doubt however, that 12 inches vertical height is true as very few stock windshields of the thirties would qualify, and the Plymouth is stock height. It would be wise to check with the Department of Motor Vehicles. The law the officer found could be valid for all cars produced after a certain date, but requirements of this time can not be retroactive and therefore may not apply to the early cars. It's kind of like the turn signals after 1955, cars produced prior to that time are not required to have them. However, the law could be interpreted that all cars must have turn signals after 1955—that is not the case. Get the idea? It would be best to look at the law and see if it isn't more lenient for the early cars.*

# SEMA

By Donna Imrie



## A CALL FOR ACTION

SEMA member, Champion Spark Plug Co., which I am sure you've all heard of, is now running an all-out campaign urging small businessmen and consumers alike to take an active role in government. The central topic of concern is free enterprise, and the effects of government legislation on the free enterprise system, the small businessman, and you, the consumer. SEMA fully supports Champion's program, and commends them for launching an effort that we urge you to become involved in.

There is one simple fact which must be recognized by EVERYBODY: consumers and business view each other as antagonists in spite of the fact that neither can thrive without the other. It is a mistake for business to deal with consumer groups as enemies, and vice-versa. It is a two-way street!

Everyday, our free enterprise system dies a little. Property rights, contractual rights, and basically, the right to do business and realize a profit is being eroded by government in the guise of protecting the consumer, the "public." The process has been going on for a long time. The regulatory era in this country began in the reform mood of the 1880s and resulted first in the Interstate Commerce Act which created the Interstate Commerce Commission. Then came the big trust-busting fever which brought the Sherman Antitrust Act of 1890 into being, followed in 1914 by the Clayton Act, to be enforced by the new Federal Trade Commission. The Roosevelt New Deal in the 1930s produced another surge of regulatory intervention, creating the Securities and Exchange Commission, the National Labor Relations Board, the Federal Communications Commission, and others. Today, there are more than 75 Federal regulatory agencies. Further, for example, the state of Iowa has 26 additional regulatory agencies, the county of Westchester, New York has 11, and the city of Atlanta, Georgia has 14.

Every day, we are affected by regulations—when we buy a ticket to travel somewhere, when we tune a radio or television set, take out a loan, put money into a savings account, even when we buy aspirin at the drug store! Washington can order a company to hire more women or minority workers, can review advertising claims, can prohibit two firms

from joining forces, and, in effect, has the power to put the entire economy under regulation, including wages and prices in every sector. Full wage-price control was imposed during World War II, the Korean War, and from 1971 to 1974; it could happen again. Regulatory agencies are the instruments of this economic clout!

When it comes right down to it, consumer groups sought out and achieved much of the regulation of industry that we are living with today. The ironic part is, however, that with the American economy as over regulated as it is, the greatest detriment is to the consumer. What has taken place is a threat to competition, efficiency and innovation, and an overall increase in prices. The consumer ends up paying plenty in the form of government-sanctioned programs. When business is affected "regulatorily," the ultimate cost must be passed on to the consumer, or the business makes no profit, in which case, it would cease to exist.

At the same time that business has been dealing with regulatory pressures, the overall image of business has dropped to an all-time low. This has happened for various reasons: businessmen are too busy conducting business to become involved in an "image improvement" program; students nowadays come out of high school or college with little appreciation for economics, or even an understanding of what the free enterprise system is; and lastly, the Watergate-prompted morality trend brought to light various corporate bribing scandals and other less-than-praiseworthy business practices. Last year, a Gallup Poll taken at 57 colleges found that nearly nine out of ten students interviewed felt that business was too concerned with profits and not concerned enough with social responsibility. It seems that the public is just not aware of the fact that business' prime social responsibility is staying in business and providing jobs and opportunity for people to grow. More than 60 percent of the students believed that stricter government controls were necessary! What can be done about this? Education of the public is a first, and then an all-out effort on the part of business and the consumer to pass our opinions along to our representatives in Congress is imperative. Your understanding of the situation, and

your taking the time to discuss it with your friends and business associates, and then communicating with your local, state and/or federal representatives is the place to begin.

It must be understood that free enterprise is the process that permits companies to operate in a competitive, free market system. Government intervention should be called for only for protection of the public interest. This is where it should end! Our Democratic form of government was created to protect—not to control or suppress. Think about it: freedom and free enterprise allow an individual with a "good idea" and willingness to work hard to succeed or fail solely on the merit of his product or service! This, in turn, makes the consumer "king" because he has the ultimate choice through his purchase to decide what will be manufactured and how much it will cost. Through competition, prices are held down naturally, and a constant new stream of products and services are made available to the public. "Profit" is not a dirty word; profits generated by business really pay for everything, including raw materials, machinery, plants, wages, interest, pensions, dividends, and all other industrial operating costs. A free enterprise system makes it virtually impossible for corporations to get together to maliciously try to set prices as high as possible, which, unfortunately, is believed by many.

You can see that the free enterprise system works in a cycle. Profits bring about better wages, provide the capital investment to employ more people, and maintain our high standard of living. If everyone understood this, and there was a unity between business and the consumer in approaching government, elected government officials would be forced to respond to its constituency, and the system would then go on and thrive in the manner in which it was originally intended, with a minimum of necessary regulation.

What can you do? Right now, the nation's economy is one of the most sensitive subjects in the federal government. The decisions made at the White House affect the livelihood of 213 million Americans, and they strongly determine the political fortunes of the President and others. Therefore, they ARE sensitive to your communications.

If any piece of legislation ever had the entire business world and the free enterprise system in a threatened state, it is the proposed "Humphrey-Hawkins" bill. This bill would establish the objective of reducing unemployment to 3% within four years after enactment; an admirable goal,

(Continued on page 76)

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## HUMOR ON WHEELS

By Harrison Miles

I suppose that mischievous men have been playing automobile related pranks on one another ever since the first piece of Limburger cheese was tied around the first tail pipe. Some have been amusing, some hilarious, and some downright dangerous. But all reflect the inborn, fun loving nature of man, combined with his ever present fascination with the automobile.

Now, I have never been one to wish anyone any harm, but neither have I been one to hold back when a humorous situation presented itself. But all in all I suppose I have been the victim at least as often as I've been the perpetrator.

Among my many mischievous motoring memories, a few stand out most vividly. For example, I remember one particular incident which occurred about twenty years ago. Back then of course, many of the young gentlemen were still driving Model "A"s. Well, one particular evening, after school, a bunch of the local well wishers bet this kid that his '28 "A" two-door wouldn't spin the tires. Naturally he proceeded to promptly prove them wrong. The funny part was that they had removed the bolts from the front of his seat! So there he went, chugging aimlessly down the drive with only his feet showing, as he and the seat lay flat on their backs. Very difficult to get up!

Speaking of Model "A"s. I remember a harmless old bachelor who use to chug into our little town about once a month in his old "A" model. He'd go on a binge for a few days and then limp back to his farm with an oversized head. Only this time some demented soul had run a wire from one of the spark plugs inside and then woven it through the seat covers. Imagine his feeling when he fired the old four and had not only a headache, but an intense pain in the other end also! This situation was further complicated by the fact that he couldn't sit still long enough to turn off the switch!

Another shocking experience involved a Model "T" coil. Seems this smart kid had one hooked up on his "A" coupe. One eventful day he touched bumpers with the car ahead of him, turned on the juice, and waited patiently. Before long some poor lady came out with two big bags of groceries, stuck the key in the lock, and I think you can imagine the rest! Groceries went flying and it took her about ten minutes to get up enough nerve to touch the car again. By then he had turned off the juice, which must have perplexed her even more.

When we were kids we were always trying to build hot rods. Of course money was scarce, so they weren't always of the very best quality, but competition was keen even so. One of the would be hot dogs ran an old V/8 flat head with a couple of leaky 97S and a pair of milled heads. The other herded a stovebolt six with three carbs (no two alike), combined with a milled head and a set of ear-piercing pipes. Now neither of them was fast, but they were about equally slow, so naturally the feud was on. Well, one dirty trick led to another until one night after school I chanced to pass by the Chevrolet and owner, and observed him holding a handfull of loose plug wires and muttering something about 1-5-3-6-2-4. Less than a week later someone stole the drive shaft out of the Ford!

Remember the old "Porta Walls?" Yeah those old floppy fake white-walls that nearly everybody ran back in the early 'fifties. Any time you took off and heard strange noises under your fenders you knew some clod had put rocks under your "Porta Walls" again.

A friend of mine traded some amateur mechanic out of a '36 Chevy sedan a few (?) years back. Naturally it didn't run. We could never afford anything that ran back then. Anyway, he conned some kid with an Olds 88 into towing him home. At one of the main streets the traffic

was really heavy and they waited impatiently for quite a while. When it finally cleared the kid really got on the 88 and away they went. What no one knew up until this point was that the seat was not bolted down! Over it went, friend and all. Of course it's difficult to steer when you're lying on your back with your feet in the air, so the Chevy veered off course and broke the chain. There he lay, stranded in the middle of Main Street, on his back and horns honking from every direction.

I suppose the most stupid prank I ever played on anyone involved a '55 Olds 88 and a carload of girls. You see, this female-type and her clan regularly pulled into the station where I worked about three a.m. (after the parties) to use the facilities. I thought it would be fun to put a couple of four-by-four blocks behind the rear wheels before they backed out. Well, I guess she wasn't thinking too keen anyway, and she neglected to release the emergency brake. With the engine doing about four grand in reverse, she finally noticed the brake and released it without letting up on the gas. Of course the rear wheels climbed the blocks and came down burning rubber. This threw her over the steering wheel and her throttle foot went to the floor. Forty feet of black rubber marks down the station driveway and across the street and she finally got it stopped! She was so shook up that she didn't even realize we had put the blocks there and I sure didn't volunteer to tell her. If anyone had been walking down that sidewalk she would have mowed 'em off at their socks tops.

I suppose that in all fairness I should tell you about at least one of the dirty tricks that have been pulled on me. Back in '63 I owned a really decent '37 Chev. 2-door. Well, anyway it sounded like a good idea to buy this other ragged old relic for a parts car. You know, just in case. I planned to drag it home discretely down the back streets and hide it in the back yard. The upholstery was literally hanging in rags and the glass was all either broken or missing, and the body had more lumps than a sack of onions. I should have been a little suspicious when this friend (?) volunteered to tow me home. Well, we made it O.K., but that nut towed me right down Main Street at the busiest time of the day! I'm sure my face was as red as his brakelights, which was all I was looking at!

Well, gotta go now. Got some work to do. Some smart alec kid let the air out of my tires last night. Have you noticed how kids today ain't got no respect any more? ■

Got A Question About  
Body Work or Paint?

# ASK CARL!

Editor's Note: This column is for you. If you have any questions on how to do body work, what materials to use or what might look good—this is the place to get the answers.



Dear Carl:

I just repainted my '31 Plymouth three window. It was my first lacquer job, and I think it turned out pretty good. I'm letting it shrink out before I color, sand and rub it. My neighbor, a man in his 60's, dropped in to check on my progress. While discussing the rubbing out process, my neighbor mentioned that in his day, cars were finish rubbed with corn starch. Was he putting me on?

Jerry Knight  
Waverly, Ohio

Dear Jerry:

Your neighbor was not putting you on. In the old lacquer days, paint jobs were finish rubbed with corn starch. Even today, some of the old-timers still insist that corn starch is the way to go for that super gloss. Although it has been replaced with several new products such as EB-ONY or 3-M Fill and GLAZE. These products are used after buffing and hand rubbing procedures are completed.

(Continued on page 77)

Big Daddy Garlits says  
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## STAGE SET FOR 1977 "NATIONALS" SEASON

By Cec Draney

Publisher, Street Scene Magazine

Believe it or not, it's already time to begin planning for the 1977 rodding season. Dates for the National Street Rod Association's four major events, the "Nats," as they are affectionately referred to by those rodders who've been there.

The season kickoff will again be held at the Mid-South Fairgrounds in Winston-Salem, North Carolina, when that city hosts the annual NSRA Street Rod Nationals South. This is the third time around for the south event and, as all who've attended will agree, "It's gettin' better every year!" The dates: April 29th through May 1st.

The Nats South, directed by Arvil "Shep" Shepherd, is really an easy-going, fun-without-hurrying, southern-style rod run, with enough added features to give it its national flavor.

More than 1,000 cars are expected to show for the 1977 bash, to assemble on one of the prettiest stretches of grassy Fairgrounds in the country.

The exhibition building on the grounds will again house exhibitors, both automotive and non-automotive; for, at the Nats South, you can buy everything from clothing to necklaces to beauty products to bras, not to mention the mouth-watering candies put forth by the now famous "Fudge Lady," who travels with her gigantic pots and pans to Winston-Salem each year for the Nats South. Is the fudge good? Just ask Brian "Fat and Brave" Brennan, who nearly exhausted the poor lady's supply during each of the past two years.

It's the first "biggie" event of the year and one not to miss. Winston-Salem is nicknamed, "The Rose

City," and it's a neat place to visit. For complete entry information, write direct to: Arvil Shepherd, 2646 Waughtown Street, Winston-Salem, NC 27107, or phone (919) 788-9570 days or (919) 725-5727 evenings.

The 1977 Street Rod Nationals East, now well established as the place to go to see all the wild and new eastern rods, will again be held at the Timonium, Maryland, Fairgrounds, May 6th through 8th.

Under the leadership of event director Bill Kauffman, the Nats East is a doin'-it type of event, with a lot of participation in both driving and non-driving contests. Last year saw the introduction of a new type of driving event, the "Irish Wheel," which is similar to a Streetkhana but with several new twists. It's as much fun to watch as it is to drive.

Kauffman delights in bringing out new surprises for Nats East entries each year and he reports that this year will be no exception. The Fairgrounds are spacious, enabling participants to have something going on at all times, throughout the grounds.

Most people who attend the Nats East return the following year, bringing new friends with them; thus, the steady growth of the event since its inception. And the iron is continually improving as new innovations are discovered from season to season.

The Nats East is another "must" run on your schedule. Complete entry information is available from Bill Kauffman at 5013 Iroquois Street, College Park, MD 20740, or phone (301) 474-3003.

Of course, the event of the year to make is the really big one, the NSRA Street Rod Nationals. In 1976 it was held in Tulsa, Oklahoma, where nearly 3,500 street rods assembled for the largest-ever automotive participants event.

In 1977, it will be held at the Minnesota State Fairgrounds in Minneapolis-St. Paul, Minnesota, July 21st through 24th. Some 4,000 cars are expected to make it to the Fairgrounds which are among the finest in the United States.

If you've never been to the Street Rod Nationals, try to make it this coming year. It's a mind-blower, seeing all that iron of nearly every make, model and year. And the trick new ideas that are floating around give every rodder thoughts for improving his or her own car.

The Nationals is a jam-packed four days of pure fun, complete with all the driving and non-driving contests anyone would ever want to enter. Or, for those who just prefer to walk around, looking at all the cars and renewing old friendships—there's no better place in the rodding world to do it.

There's something for everyone, like this year's Hot Rod Lympics, and Tot Rod Lympics (for the kids) which are always loaded with contestants and the trophies for which are always magnificent.

Then there's a bonafide Dunk Tank, affectionately called the "briney deep" by automotive journalists, including Joe Mayall and Brian Brennan, who are joined on the "hot seat" by a multitude of celebrities in the rodding world. For half a buck you get three balls and, even if you aren't able to successfully dunk your adversary, you can sure get him worried. There's entertainment galore at the Nationals, including a nightly stage show designed to please all tastes.

Finally, for those of you who might own both a pre-'49 street rod and a post '48 street machine, there's the annual Street Machine Nationals which will also be held in 1977 at the Minnesota State Fairgrounds during the weekend following the Street Rod Nationals, July 29th through 31st.

This is the biggy event for street machiners and vanners and while it draws fewer cars (slightly over a thousand in 1976) than its big brother Rod Nationals, it is an event which equals all of them in enthusiasm.

It is the premier event of the year for all machiners and vanners, the ultimate happening. And, like all NSRA Nationals, the prizes up for contest winners are impressive to say the least, like the Chrysler engine/transmission combinations which go to all events' Grand National Champions, who earn their titles by earning points in various contests held throughout the meet.

Complete information on both the Street Rod Nationals and the Street Machine Nationals is available upon request from National Street Rod Association headquarters at 3041 Getwell Street, Memphis, TN 38118.

Don't miss out on this year's rodding fun. Get in on the greatest car happenings ever made available: the NSRA Street Rod Nationals South, Nationals East and The Nationals.

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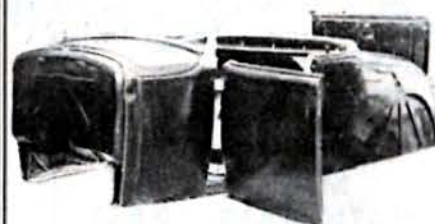
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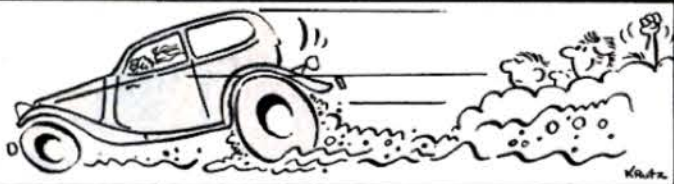
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## One Way

By Joe Mayall



I wish NSRA would not specify a Headquarters Motel at the 1977 Nationals in St. Paul. It seems like all of the undesirable things associated with the Nats Week happenings end up at "Headquarters." It's neat to have a place to use for meetings and that sort of thing, but now that the registration is handled right at the fairgrounds the need for a headquarters is not all that necessary.

For the most part the crowd at the headquarters is like the crowds at all of the other motels. They like to stay up late and talk cars with old friends and new ones. But the headquarters motel always seems to attract a few weird ones that didn't come to the Nationals for the cars, and in many cases probably are not even part of the street rodding populace. Maybe if these people didn't know where to go to act like a bunch of fools it wouldn't happen. On the other hand, maybe they should specify the headquarters motel so we'll know where to avoid. There's a thought.

Communication is the key to things working smoothly. Whatever the organization may be, without communication with workers, members and staff, nothing gets done as it should. In business everyone that is working toward producing a product or a service must know what the goals of management are, where does what they are doing fit into the overall scheme. In an organization such as a club the members have to be informed as well if they are to be active and enjoy the association with their fellow members.

From time to time we have mentioned the club newsletters we get from organizations throughout the country and what they do for us in keeping track of trends as well as many of the people that we have met in our far reaching travels. Some of these newsletters are good and some are so-so, but all are providing a service to the members that get them. The members of the clubs that have a regular newsletter are keeping informed of what's happening and who's doing what. In many cases it is the newsletter that keeps things going for a guy that can't make it to meetings regularly, in other cases it will hold the club together during the bad weather months by keeping everyone in tune with what to expect

when the weather is once again conducive to street rodding.

During the past year I have probably read between 300 and 400 club newsletters. Their content varies, but they all have their merits. Some of them seem to be very consistent in form and content while others vary from month to month. A lot of good writers are hiding out there, and some of the material we get is really top notch in every way.

While going over these newsletters each month, it is impossible not to judge them, their content, form and overall interest to the reader. Because of this, I have decided, through the suggestion of a good friend (Will O'Neil), to hand out some plaudits for the work being done. I have taken a random sampling of the newsletters as they arrived over the past few months and using a scale I alone developed I have made my selection for a **Rod Action** magazine "Pen And Quill Award" for 1976.

There are a lot of things to consider when one tries to make a selection of this type. Some of the things are: Overall appearance, the general look of the publication, the way it is laid out, the quality of the reproduction; the readability, is it written well, is it interesting; is it informative; is there useful information in it or is it just a gossip rag, is there something there for the member and non-member alike; and is it on a schedule, does it come out at about the same interval throughout the year. There are some of the points that were considered while thinking about this award.

At one time I thought of making more than one award, using the size of the club as a yardstick. The idea here was that a lot of the overall look of the publication had to do with the budget the editor had to work with. Then, I realized that one of the smaller clubs in the country is producing a fine newsletter and offsetting the cost of the better than average product by selling advertisement to local businesses. If this club has enough pride and ambition to hustle the ads so that their paper will look its best, then any club should be able to do the same if they want to.


So, without further ado our hats off to Shirley Miller, Editor of the "Street Rod Rundown," official newsletter of the Michigan Street Rod As-

sociation. The Street Rod Rundown is a newsletter that offers a good balance of news worthy items, information for its readers on local as well as national items. There is a sell and swap section which is free to the members, and a calendar of events which is maintained for timeliness. The graphics on the letter are always good, not extravagant but very nice. The quality of the printing makes the "Rundown" easy to read, and photographs are clear and interesting. We get a lot of information from newsletters of this type, and the story about the MSRA insurance for street rods in the September issue really made us do some pondering about our own situation. Anyway, the Michigan Street Rod Association's Street Rod Rundown gets our first ever "Pen And Quill Award."

It wouldn't be fair to the others that were being considered for this honor if we didn't mention them. This was not an easy selection, and we'd like to let everyone know those that were in there till the bitter end. The Voice of the Cheyenne Rods & Customs, "From The Rumble Seat," edited by Rick Eccli and Vic Thompson was so close that we wish we had decided to give out two awards. The "Rumble Seat" offers club news, area news and national news along with a car feature now and then. The editors each write an editorial in every issue and there is a super big advertising section for cars and parts in addition to a very up-to-date calendar which covers local events as well as national happenings. It has a good look about it and reads very well. Close behind these two came the Minnesota Street Rod Association's "Line Chaser." This newsletter is edited by Jerry Johnson and is as good as the others in most areas, but does not normally include photographs. Photographs are by no means a requirement for a good newsletter, but since they do require extra preparation, they have to be a plus factor in our consideration.

We do not plan to make a contest out of this and nothing more than the recognition we have given here will be done. We tip our hats to the editors for the jobs they are doing, and we want to let them know we are aware of their efforts. However, many of the other newsletters we get are just as informative as these. After all, the newsletter is for information to the members, and the way it is presented is up to the club itself.

We will probably give a Pen And Quill award next year at this time, but we sure don't want it to become a contest. But let's face it, with prizes like we offer, who is going to get excited, anyway? ■




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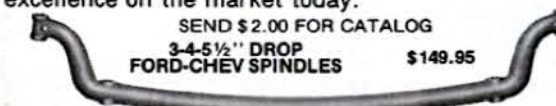
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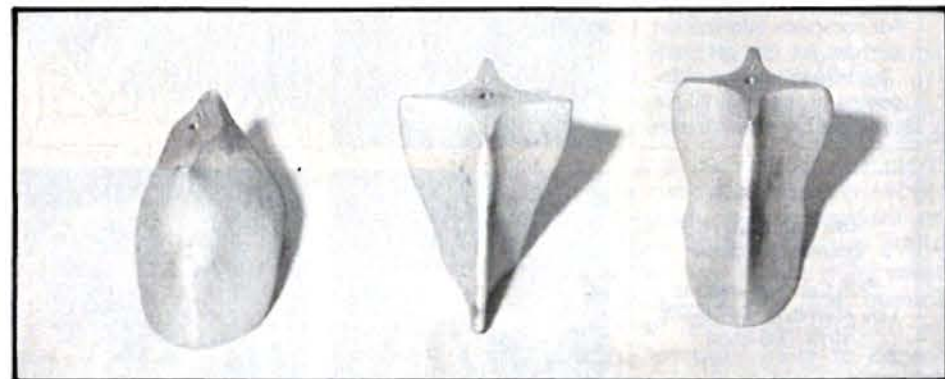
# THE BEST OF BOTH WORLDS

Offenhauser now has something that will give you the best street and strip performance, the Dial-A-Flow Intake.

By Brian Murphy

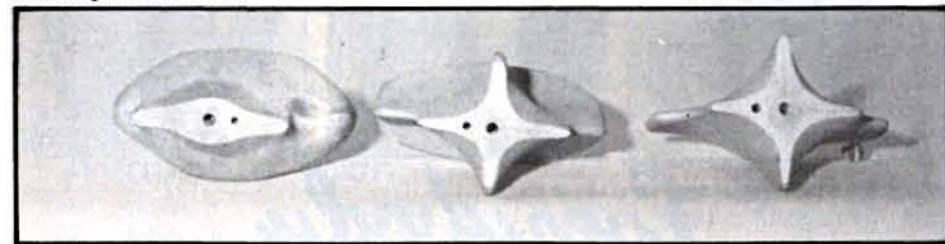


This is the new Dial-A-Flow manifold. You can get several flow control inserts but the manifold comes with the street insert unless you order either the race or street-strip insert. The unit pictured here is for a small block Chevy.



Here is a front comparison of all the flow control inserts. You will notice that all of the inserts seem to divide the plenum chamber into quarters.

Here is a top view comparison of the flow control inserts. Any one of these inserts can be modified to your own engine demands.



When it comes to manifold development, the folks at Offenhauser Equipment are always looking ahead. They are on top of things and the demands for new street and race intake manifolds seems to never end. Offenhauser has done it again with the introduction of their new Dial-A-Flow manifold. It incorporates both race and street characteristics into one that can be at home on the street as well as the track.

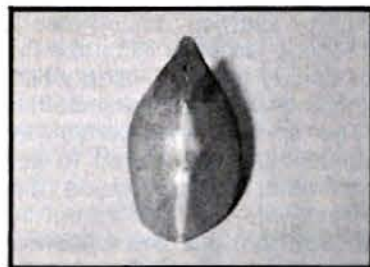
It is an accepted fact the induction system of an engine controls potential horsepower and torque curves. The camshaft also is a big factor, but when it comes to calming down a radical street cam, the induction system plays a most important role. An example of this would be to put a real rump-rump horsepower cam in your street machine and then bolt on a dual quad tunnel ram. Sure, it looks neat, but your streetability is definitely going to be marginal. The cure for this situation would be to switch the intake manifold to a single 4-barrel set-up. This would definitely bring it to a little more streetable situation.

The people at Offenhauser Equipment may just have the answer we are all looking for. The introduction of the new Offenhauser Dial-A-Flow Manifold is a major breakthrough in the manifold field. This manifold is an entirely new design and concept in manifold design.

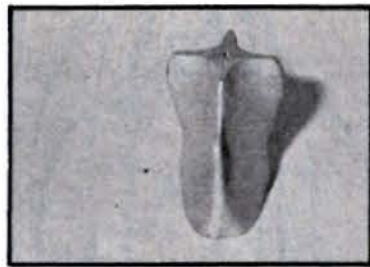
This manifold opens up a new way of thinking when it comes to choosing an intake manifold. The key to the new design is the flow control insert for which a special plenum chamber has been designed. The flow control insert controls the velocity, volume and flow of the air/gas mixture from the plenum chamber through the runners to the intake ports. There are three basic inserts which are race, street and strip, and street. With this type of set-up, it is now possible to run a small carburetor and a street insert to give you a reasonable level of fuel economy and low speed tractability.

So now the weekend rolls around and you want to be a little more competitive. Assume you are at the drag strip. All you need do is unbolt the carburetor and install a street-strip flow control insert, button it back up and you are ready to go racing. In fact, with the addition of a bigger carburetor, you may find even greater results, depending on how radical your motor is. It takes only a matter of minutes to change flow control inserts. You can even buy the quick-change fittings at your local speed shop to really speed matters up.

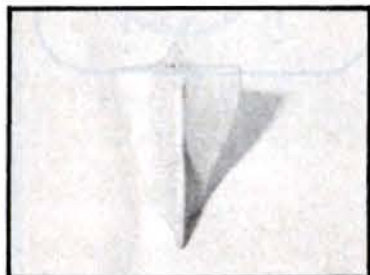
The really trick part of this manifold is the flow control inserts can be tailored to your own individual re-



This unit is the street insert. It keeps the characteristics of a good street manifold by bringing the horsepower and torque curves down to where they are effective on the street.



This is the street-strip flow control insert. It is designed to be a dual purpose insert that is at home either on the street or the strip.



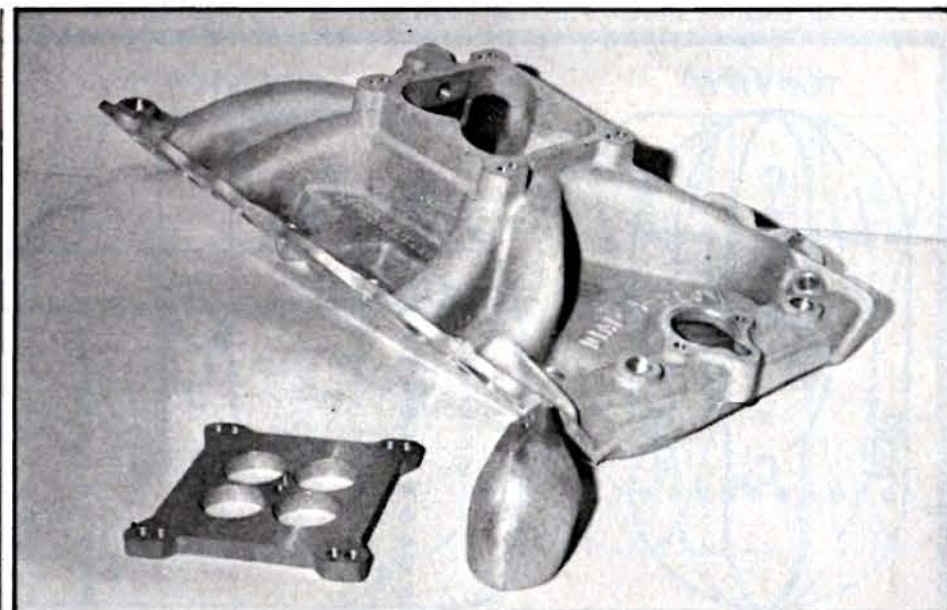
Race control insert is intended for the dragstrip only. Offenhauser does not recommend that you run this insert on the street. You would definitely have a low end response problem with this flow control insert.



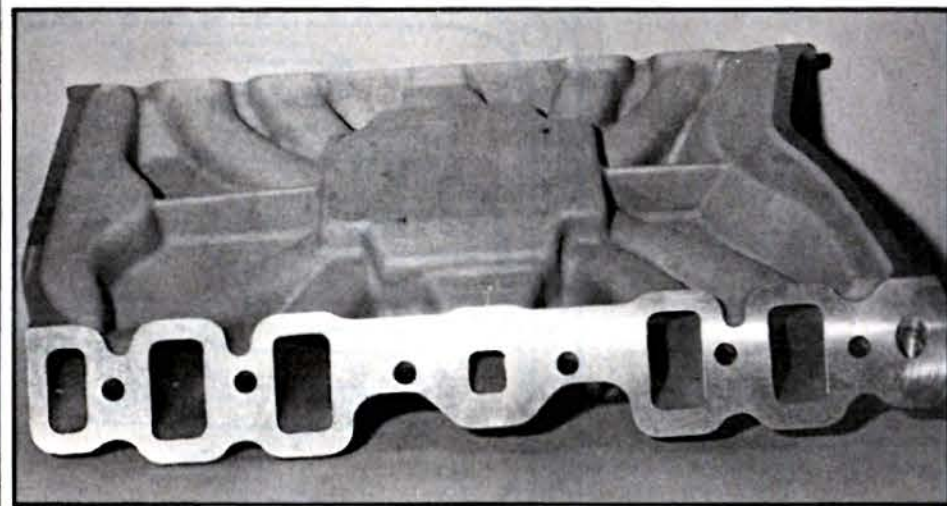
Offenhauser Equipment does all of its own testing and development.

quirements. The flow control inserts are made of 316 alloy, which can be easily shaped with rotary files. The inserts are still strong enough to take the high temperatures found in the plenum chamber. From the economical standpoint, if you slip with the grinder, it will cost you only \$10.00 (that is the price for new flow control inserts) instead of \$100 or more for a new manifold. (Read on for more on this point.)

The flow control inserts are available in three different forms right now.



This intake manifold is for a big block Olds. This is the way you get it from Offy. Instructions are also included in all of their manifolds.



Here is the port configuration of the big block Olds manifold. Offenhauser also makes a complete line of Dial-A-Flows for just about every engine application.

They are street (part number 6132); street-strip (part number 6133); and race (part number 6134). The flow control inserts are attached to a universal flow control adapter plate which attaches the flow control insert to one stable position. You can order extra adapter plates (part number 6135) which will make changing inserts a snap.

Air control patterns can be altered in several ways with a flow control insert. The flow control insert regulates the volume of air flow by means

of its size relative to the manifold receiver area size. The shape and size also controls the velocity of air flow through the manifold. The insert controls the direction of air flow by its shape location in the plenum chamber. It controls fuel distribution and air flow so that by modifications you may cure a cylinder from running rich or lean, as the case may be. The flow control insert allows you to better balance all of these factors at different rpm ranges, depending on your needs, by being able to change the



shape, size and location of the insert in the manifold.

Different engines will react differently to the same insert. The street insert is recommended for stock engines. The street-strip insert is intended for modified engines. The race insert should go hand-in-hand with a race motor. You can alter the inserts to suit your engine's needs. For race

use, the manifold can be used without an insert for higher rpm ranges.

Different cam designs, compression, bore, stroke, piston design and carburetor size all have a major effect on how a manifold responds to the demands of anyone's engine. The Dial-A-Flow allows you to alter fuel and air flow so that you can suit it to your own personal requirements.

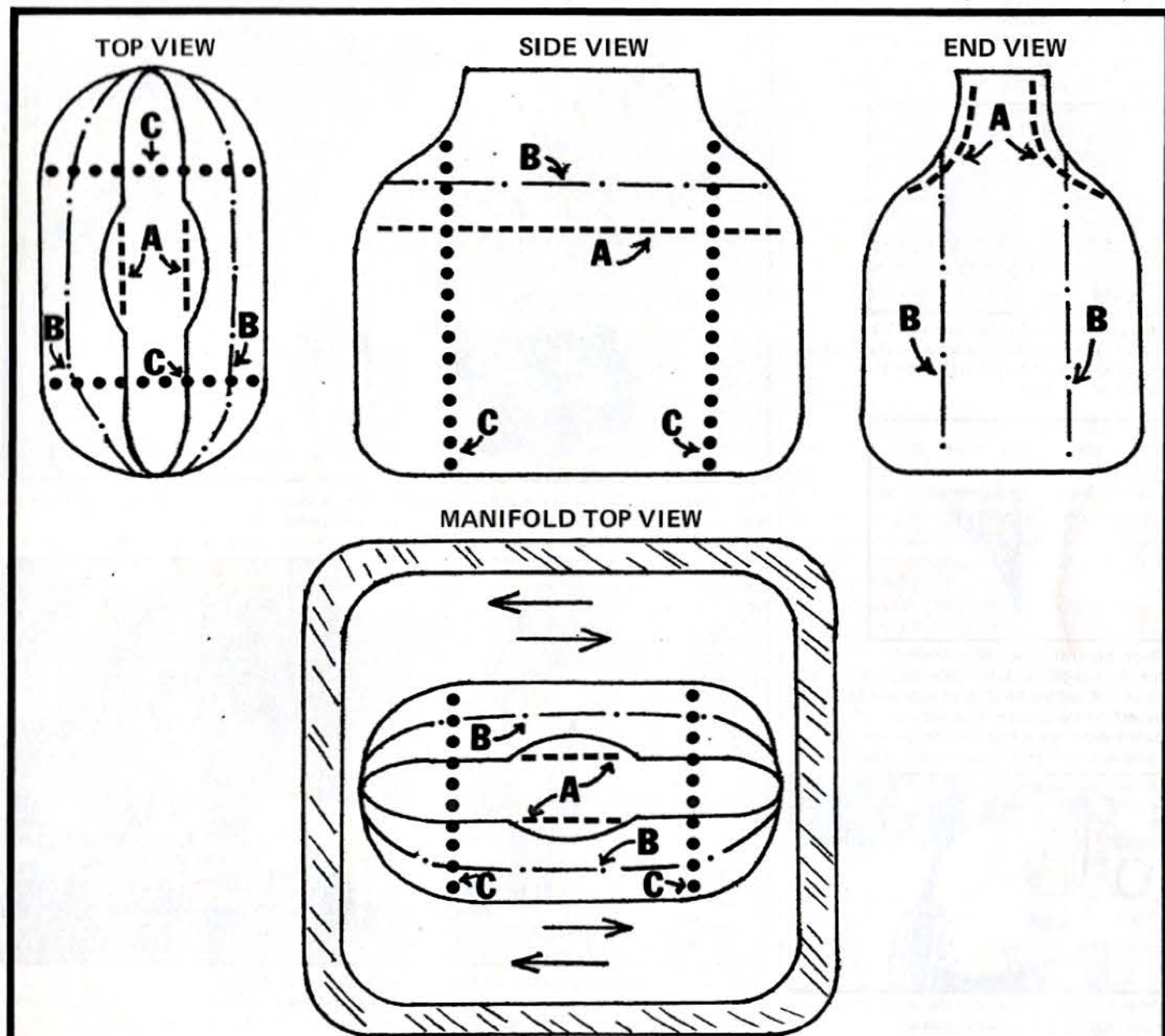
The Dial-A-Flow flow control inserts are cast slightly larger to allow the hot rodder to modify his own insert which may get him that extra fine manifold tuning. The special flow control inserts can definitely be altered to suit your own motor and gain you that extra horsepower. The flow control inserts are cast from that 316 aluminum alloy which is very heat resistant (1500

degrees worth) and can be easily worked with rotary files, porting tools and anything else you can find. Offenhauser has done a great deal of reshaping of these flow control inserts. The people at Offy have several tips for those of you that are going to modify their flow control inserts. You should avoid a mirror-like finish. Sure, it looks trick, but what you need is

minute imperfections that will increase velocity. Velocity is helped when you cause turbulence which is effected by small imperfections on the flow control insert. You should not add any materials to your flow control insert such as epoxies and fillers. While these materials may appear to bond firmly to the flow control insert, the heat and gas may dislodge them and cause ex-

pensive damage to, your motor. These are just a few things to look for when you are modifying your flow control insert.

This new manifold is definitely a breakthrough in the manifold development field. The new Offenhauser Dial-A-Flow represents performance, economy and versatility.



**FIGURE I  
STREET INSERT MODIFIED**

Shows how the street flow control insert can be altered for use in racing or off-road applications.

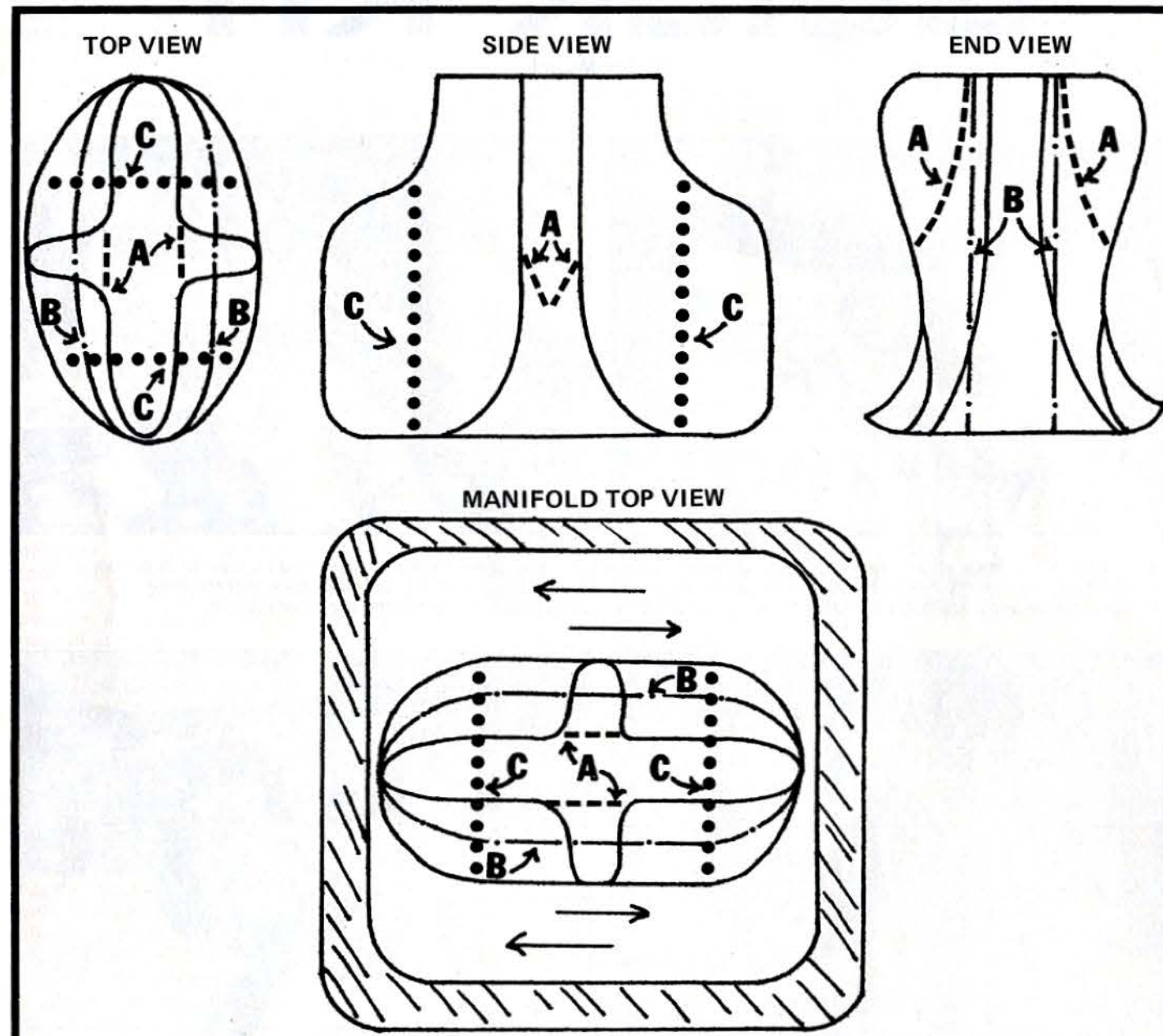
Views show that trimming away along "A" — — — lined area will increase the front to rear air flow without affecting the left to right air flow. Indicated by the arrows in Fig. I Manifold Top View. The more material cut from area A, the greater the volume of flow front to rear there will be in the upper area of the manifold.

Views show that trimming away along "B" — • — lined area will increase the total volume of air flow in the higher rpm ranges. The more material cut from these areas, the greater the volume flow will be.

Views show that trimming away along line •••• "C" area will increase the total volume flow from the left side of the manifold to the right side and vice-versa. The more that is cut from this area, the greater the cross flow will be.

By trimming material from the right front, right rear, left front, or left rear lower section of the low control insert, you can increase the fuel air flow to these groups of cylinders without adversely affecting the other cylinders.

By trimming material from any one of the areas discussed or any combination of these areas, you can alter the fuel air flow accordingly. A small or large amount can be removed according to requirements.



**FIGURE II  
STREET-STRIP INSERT MODIFIED**

Shows how the street-strip flow control can be altered for use in racing or off-road applications.

Views show that trimming away along "A" — — — lined area will increase the front to rear air flow without affecting the left to right air flow. Indicated by the arrows in Fig. II Manifold Top View. The more material cut from area A, the greater the volume of flow front to rear there will be in the upper area of the manifold.

Views show that trimming away along "B" — • — lined area will increase the total volume of air flow in the higher rpm ranges. The more material cut from these areas, the greater the volume flow will be.

Views show that trimming away along line •••• "C" area will increase the total volume flow from the left side of the manifold to the right side and vice-versa. The more that is cut from this area, the greater the cross flow will be.

By trimming material from the right front, right rear, left front, or left rear lower section of the flow control insert, you can increase the fuel air flow volume to these groups of cylinders without adversely affecting the other cylinders.

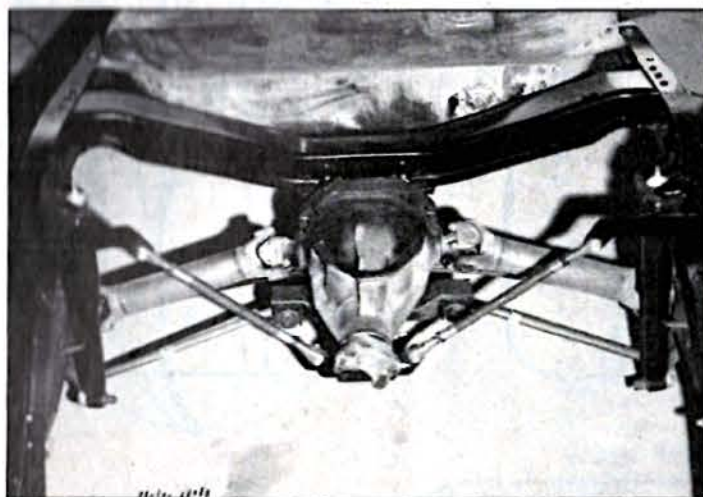
By trimming material from any one of the areas discussed or any combination of these areas, you can alter the fuel air flow accordingly. A small or large amount can be removed according to the requirements.

# CORVETTE

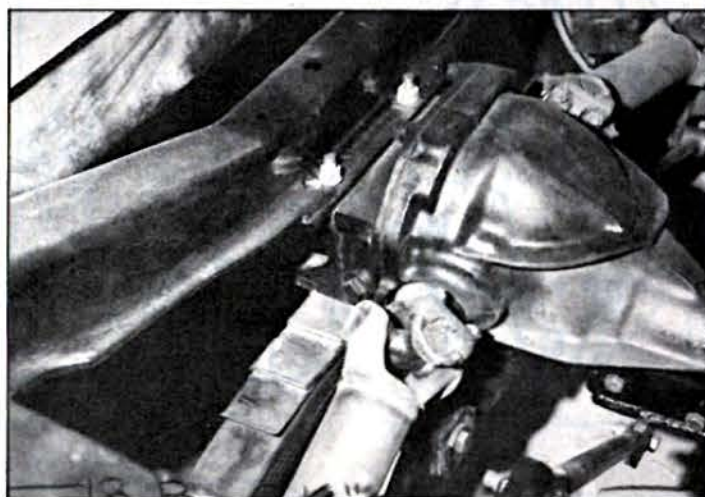
Now Bolting A Corvette Rear In An Early Ford Is Quick And Simple

# QUICK KIT

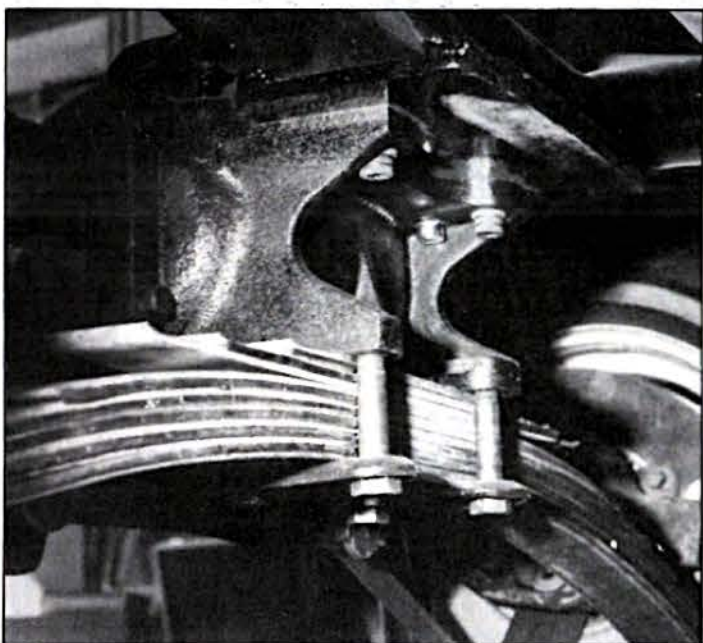
By Joe Mayall



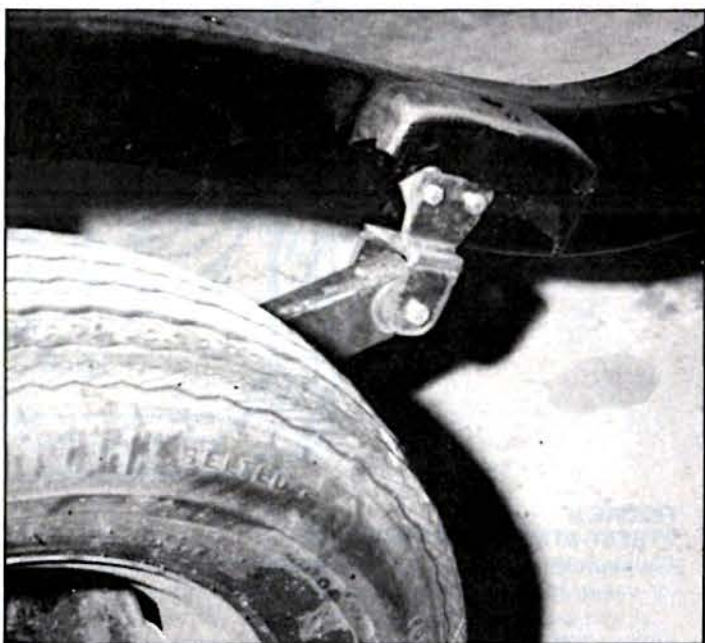
A simple kit that permits easy installation of the Corvette rear end assembly in early Fords. Kit comes complete with all hardware and installation instructions.



Mounting plate, in this case welded in, mounts to bottom of rear cross member. It is important that the third member be located in the center of the car.



Third member mounting plate, from the bottom side, shows how the Corvette center section is located in the frame.



Trailing link frame bracket is made to bolt to frame and give toe-in adjustment potential. Note the shims between the bracket and the frame to permit close settings.

This is the era of kits when it comes to building a street rod. There are kits for many of the various assembly operations so that now more than at any time in the past, we are able to do more and more of the "trick" stuff at home with hand tools. As certain suspension trends become more popular, there is more reason to make these kit approaches more available.

One of the newer kits to hit the market is the Corvette rear bolt-in setup for early Fords that is being offered by Street Rod Specialties of Las Vegas, Nevada. The kit, as it is supplied, comes complete with all of the hardware and a set of installation instruction, so this is an easy unit to put in without the use of a fully equipped shop.

The kit is designed to use all of the stock Corvette hardware and it is meant to go into a stock frame by using the rear cross member as the hanger for the third member. All of the hardware is made to bolt into place and new quality bolts are supplied for all of the attaching points.

The third member mounting plate is used to attach the third member to the stock rear cross member. The plate is tapped so that the third member will bolt in from the bottom. Because of this, the tapped holes in the existing Corvette center section must be drilled out for the mounting bolts.

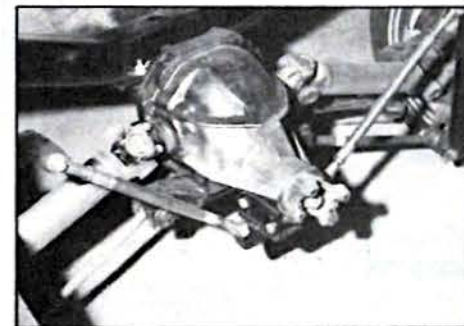
The trailing arms that come on the stock Corvette rear end are adjustable to make toe-in setting easy. With the SRS kit, the stock trailing arms are kept intact and the mounting brackets will permit the same type of adjustment as the stock bracket.

Included in the kit is a bracket for a pinion snubber system. The upper mounts for the snubber bars also provides a place for the upper shock mounts. The lower shock mounts are in the stock locations provided on the rear end.

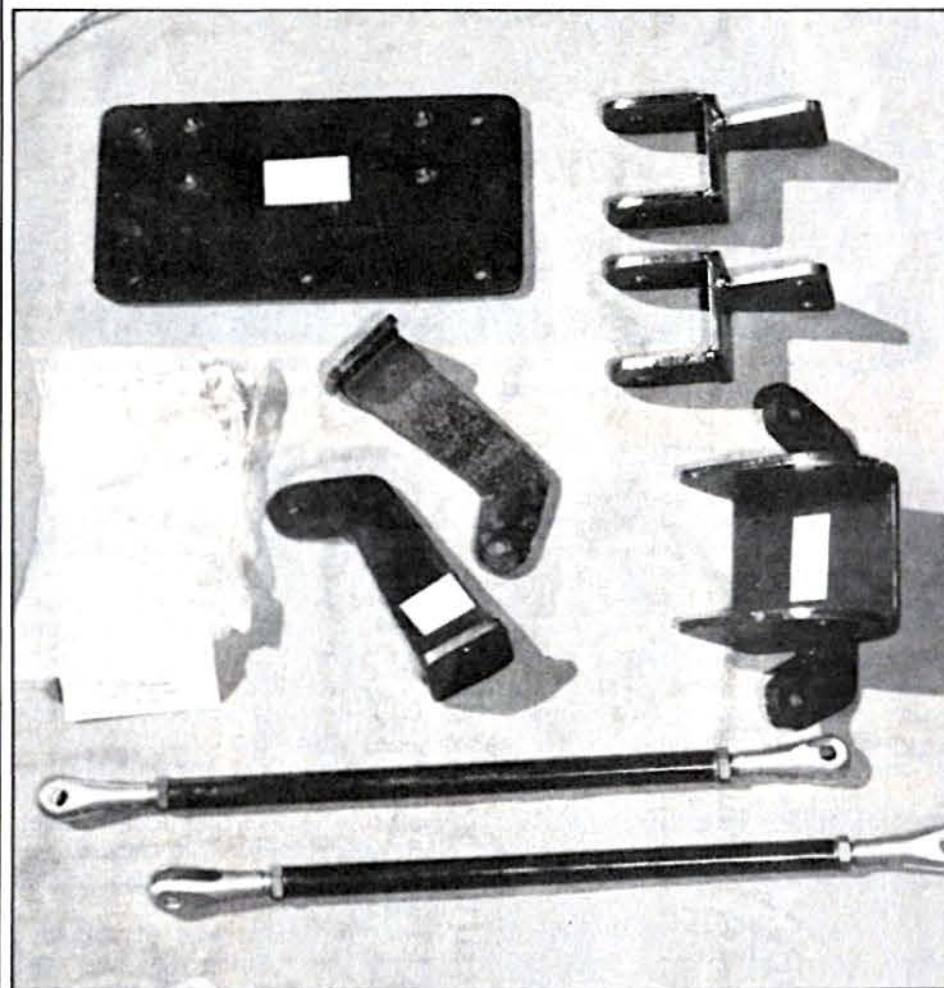
When installing the Corvette rear, it is important that the third member be located properly. The location of the bracket for the center section and the location of the trailing arm brackets will determine the location of the rear wheel. On a full fendered car it is important that the wheel is located in the fender opening properly and this is set up by the location of the brackets.

Installing a Corvette rear in early Fords is a definite advantage when it comes to ride and driving control of the car fitted with it. Now with this kit it is an easy task to get it installed, and to get it done right. ■

Pinion snubber consists of bolt on lower bracket, adjustable rods and upper mounts.



The upper snubber brackets, welded to boxing material in this case, can be bolted to the frame. These brackets can also double as upper shock mounts if a shock with two eye mounts is used (like the Monroe #J666).



The kit comes with all hardware, brackets and a complete set of illustrated installation instructions. Bolts are high grade and each piece is marked for identification.

Supplier:  
Street Rod Specialties  
1531 Western  
Las Vegas, Nevada 89100

# A NEW ANGLE ON SPEEDOMETERS

A coupe of twists that can make the task of hooking up a speed-o easier.

By James Handy



A new speedometer is only half of what is needed to get the numbers on your speed and miles traveled, a drive unit on the transmission is also needed.

Unfortunately, as many rodders are aware of, some very necessary components in a street rod take a backseat to the major items and later come back to haunt the builder. In this case it's the speedometer, an item often not taken seriously by many rod builders. If you are able to make use of the gauge panel out of the same model car you pirated the engine and transmission from, you are lucky. Determining the actual length and routing of a new speedometer cable will be your only problem.

The vehicle this article is centered around is a channeled, 1932 Ford roadster with a Chevrolet three-speed/overdrive transmission. A Hurst Indy three-speed shifter was used, and it was determined that without some major modifications, it would not work on the overdrive transmission. After lengthy consultation with the folks at Hurst performance, the modifications were made since they advised that no overdrive shifter was available or planned for

the future. As it was, the modifications were not too bad, and the shifter works great.

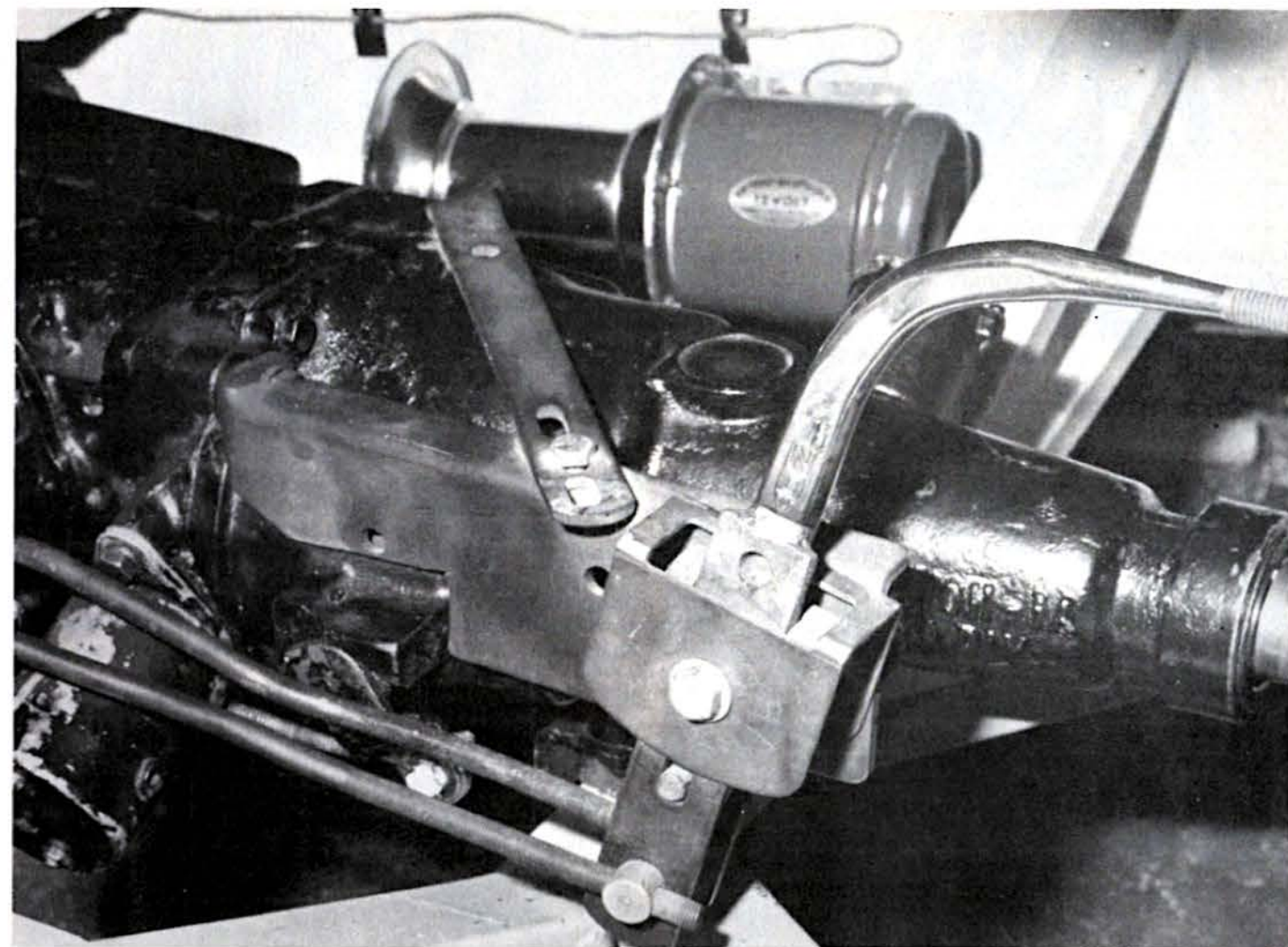
After beating my head against a wall for a week getting the shifter to work, I then realized that my modified shifter totally blocked straight-in access to the speedometer drive on the transmission. Since I had not yet purchased a speedometer for the car, I headed for Bill's Speedometer Service in San Jose for technical assistance. I discussed my problem with Manuel Carvso, and we set out to find a solution.

Our first chore was to choose a speedometer. Since all my other gauges were "old-style," plain-faced Stewart-Warner units, we decided upon a new speedometer just on the market from Sun Instruments. It matches the C-W gauges amazingly well with its simple black face and chrome bezel case. It's Sun model number SMS-1402.

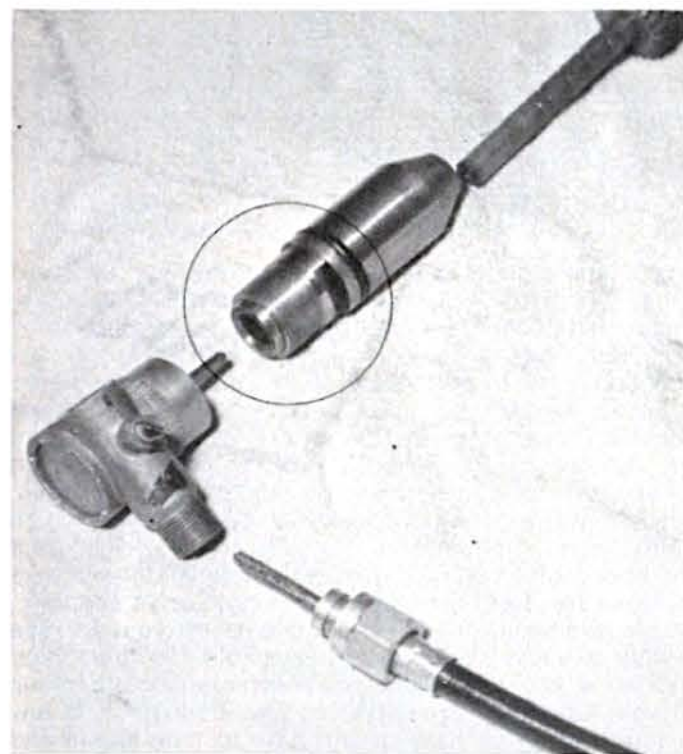
Then we went to the big problem, how to get from the new speedometer to the transmission. Measur-

ing showed we had about 2 inches of space to work with. I then discovered a slick little item made just for the installation where accessibility is a problem. The unit is an angle drive or drive adaptor, they are both the same thing. Essentially, the drive adaptor is a 90° gear box with a male coupling on one end and a female on the other.

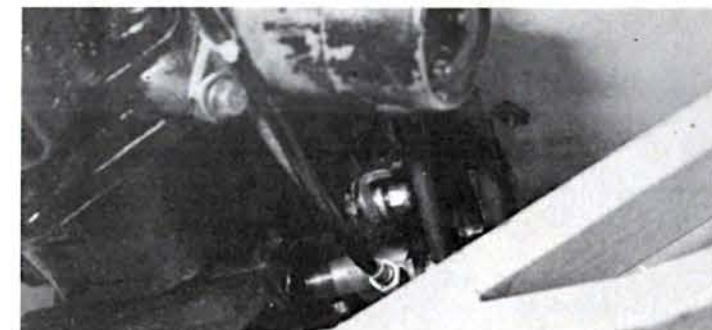
Both Stewart-Warner and AC Delco make drive adaptors which will fit most any American-made transmissions, except some Ford products. Ford uses a plug-in cable on some of their transmissions, and you need to split the line to use an angle drive. You also need a little more room for this. The drive adaptors vary in size so we had to find the smallest. We ended up using a Jaguar drive adaptor, but ran into more problems since all the threading was metric. I removed the transmission speedometer gear housing and took it to my local machine shop. The female threads on the Jag angle drive were found to be 3/4-26. The



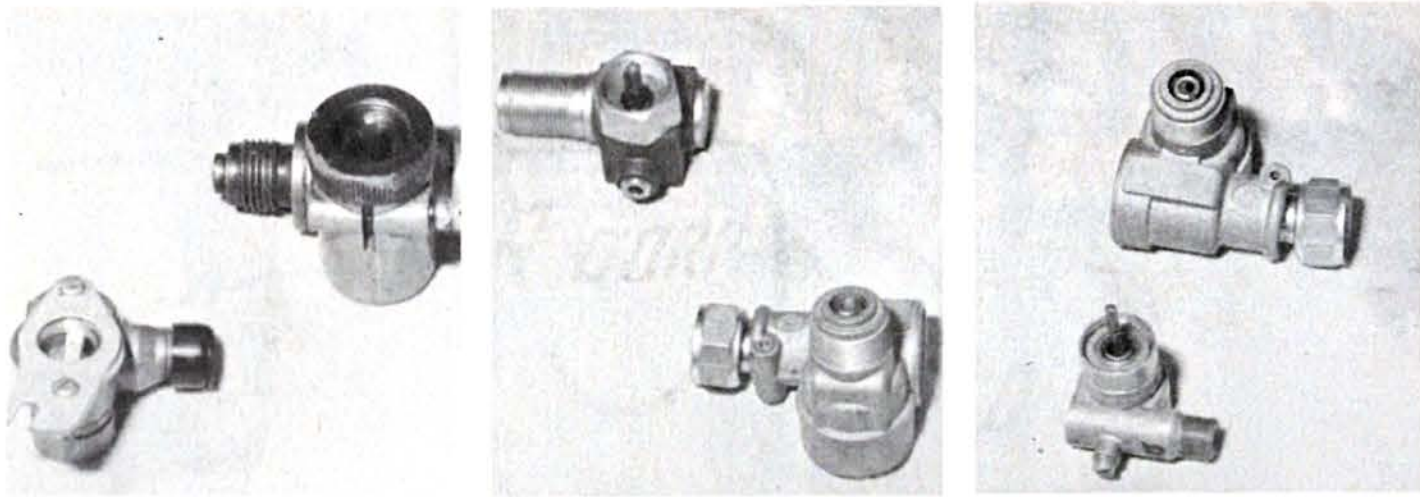
This is where all of the problems started. After modifying a Hurst Indy 3-speed shifter to work on the overdrive transmission, there was a problem of access to the standard speedometer drive.



These are the components on the tranny end of the cable. Shown is the Jag angle drive adapter and the re-machined trans speedometer gear holder (in circle).

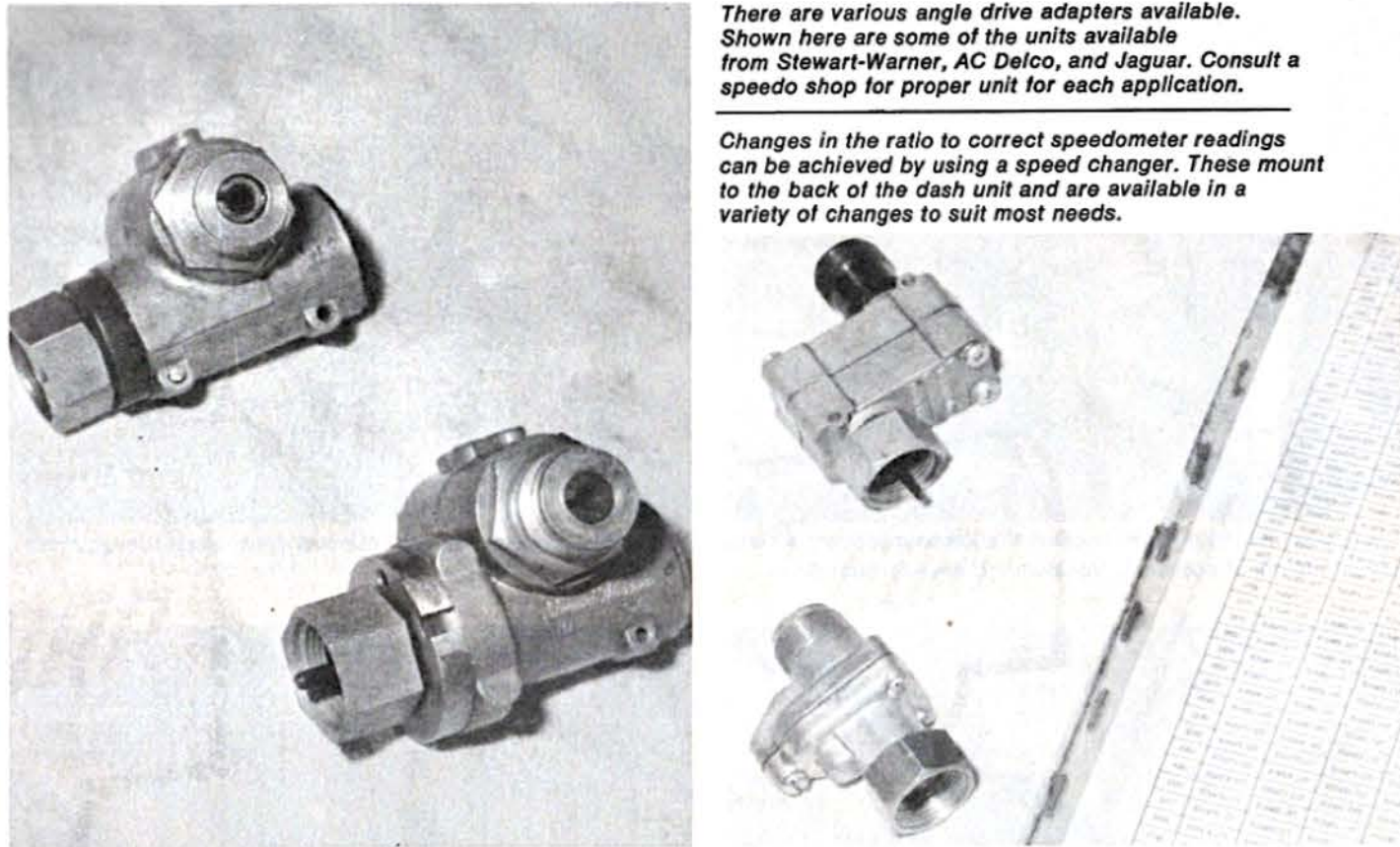


The angle drive and the gear holder assembly fit with an eighth inch to spare on shifter rods and overdrive actuating arm.



*There are various angle drive adapters available. Shown here are some of the units available from Stewart-Warner, AC Delco, and Jaguar. Consult a speedo shop for proper unit for each application.*

*Changes in the ratio to correct speedometer readings can be achieved by using a speed changer. These mount to the back of the dash unit and are available in a variety of changes to suit most needs.*



Chevrolet housing was turned down and threaded to match it.

After installing the gear housing back into the transmission the angle drive was fitted into place, with a 1/16" clearance to the shifter. A speedometer cable was then fabricated to hook to the Sun speedometer on one end and the Jag angle gear box on the other. All was hooked up and we put the car up on Manuel's rollers to check the accuracy of our unusual combination of components. We found that at an actual speed of 55 miles per hour the speedometer actually read 71 mph.

Some error can be corrected in these drive adaptors by changing the internal gears. You are limited

however to about 10% maximum error in either direction. Our error calculated out to approximately 30%, more than we expected. Since gear changing will not correct this much error, another device has to be put in the speedometer cable system. This device is a speed changer.

Let me pause here and reflect a cautious note. It is usually not advisable to install more than one regulating device in the speedometer cable since most cables are not strong enough to take the additional loads. If it is a necessity to install both an angle drive and a speed changer make sure you use the largest size possible cable and make your bends as smooth and as large as possible.

Getting back, speed changers are

made by Stewart-Warner and are used in the speedometer cable system to correct for excessive error. They can be made in ratios to correct error up to 100%, and can also be used to reverse direction. Best place for mounting is usually right on the back of the speedometer. In the case of foreign speedometers, Smiths makes a speed changer which mounts on the transmission, and could create problems if you also have to use an angle drive adaptor.

We hope this gives you an idea of what's available to help you solve any speedometer cable hook-up problems you may encounter. In any case, it still pays to look ahead and try to anticipate problems of this nature. It sure eliminates a lot of headaches in the end.

# TUBELESS WIRES

## How To Make Early Wire Wheels Tubeless

By Olson and Meadors

Tubeless tires have become a way of life. Not only are most tires that we can buy tubeless, but tubes are hard to find and expensive when located. As an added bonus, tires run cooler without tubes. All in all, tubes in tires are a pain. However, with the older wire wheels that are so popular with the street rodders, you can't use tubeless tires. Let's face it it gang, you can't always have everything.

But, like most problems street rodders face, there is a good, workable solution. All that is really involved is to make the area around the nipples in the rim air tight. It

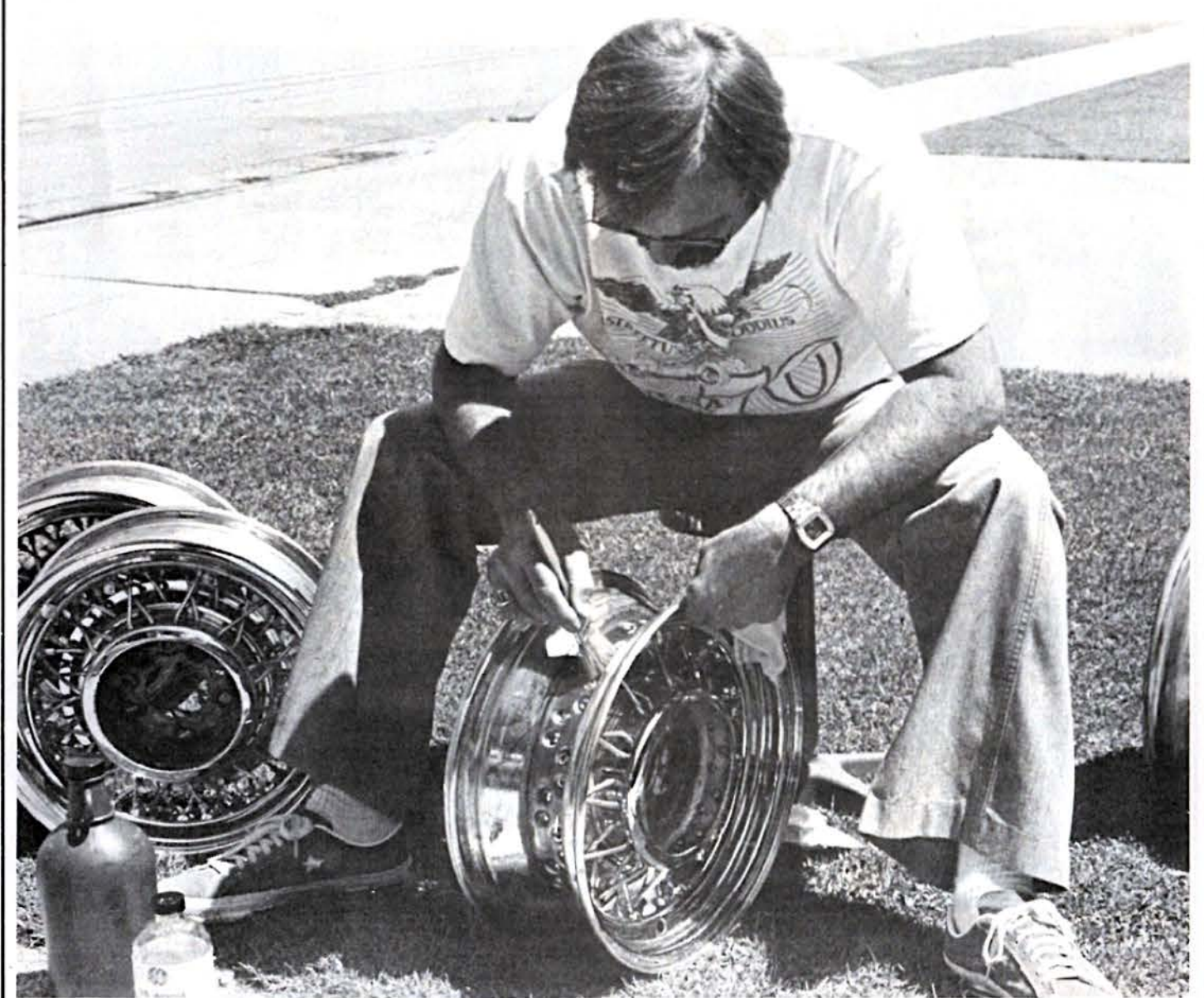
can be done, and it doesn't take much more than time to do it right.

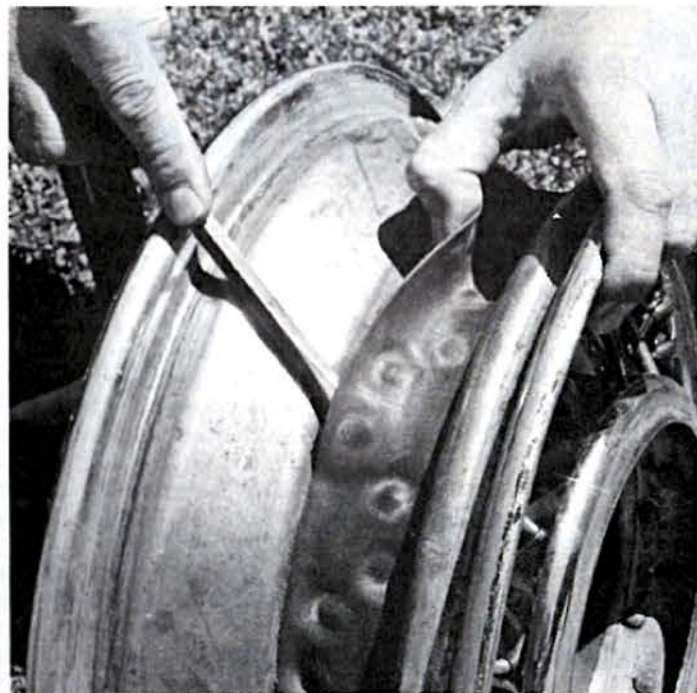
Here is a step by step guide to making a set of early Chrysler wires air tight and tubeless tire usable. Most other wire wheels, such as Buick, Cadillac, Packard, etc., will be handled in the same way. The major difference in the construction of the early wires was the number of spokes or the size of same. The materials used in this example can be substituted with others, but we know these work and can be purchased at most any industrial adhesive supply company.

The product that gets the job

done is called RTV Silicone Rubber. RTV stands for room temperature vulcanizing and it is used extensively in the electronics and space industry where it has a fantastic record. Steps 2, 3, and 4 could be eliminated by having the rusted nipple areas sandblasted, but we felt not all home shops have such a capability so we proceeded with the Naval Jelly method.

Should the wheels need to be trued, that should be done before the work is begun. The nipples have to be accessible for adjustments, and the RTV would have to be removed and reapplied.





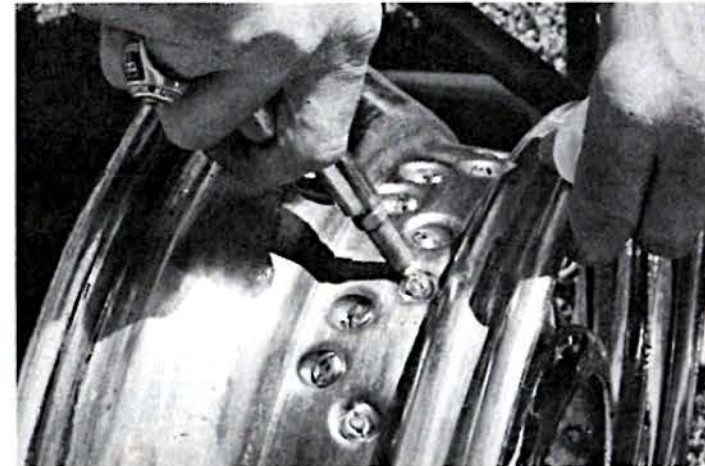
The tube protector band must be removed and a large screwdriver works well. Because of the protector, there is likely to be rust around the nipple area.



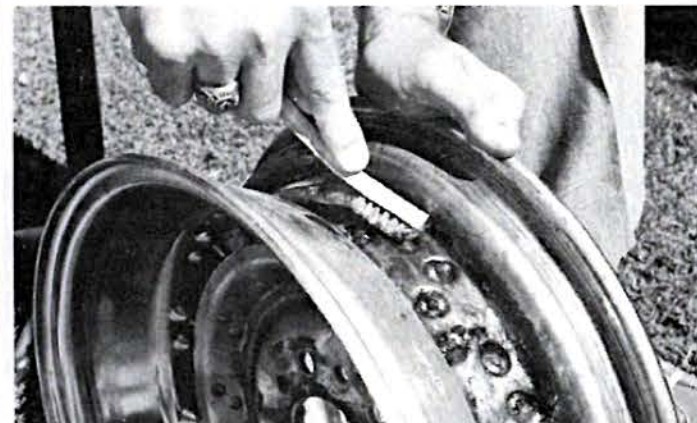
Plenty of water under high pressure is needed to remove the rust and Naval Jelly. Steps 2, 3, and 4 may have to be repeated if the rust is very bad.



There is usually a layer of rust around the nipples, due to the band holding moisture in. Here we used an acid brush to put on the Naval Jelly, this area must be cleaned completely.



High pressure air (approx. 75-100 lbs.) is used to help dry and remove any foreign material from the area around and under the nipples.



A small stainless steel brush is great to work the Naval Jelly into the badly rusted areas.



An industrial solvent should be used to clean and prepare the surfaces for the RTV primer. We used Toluene as it is recommended and it leaves very little residue. Alcohol, M.E.K., or Acetone could be used also.



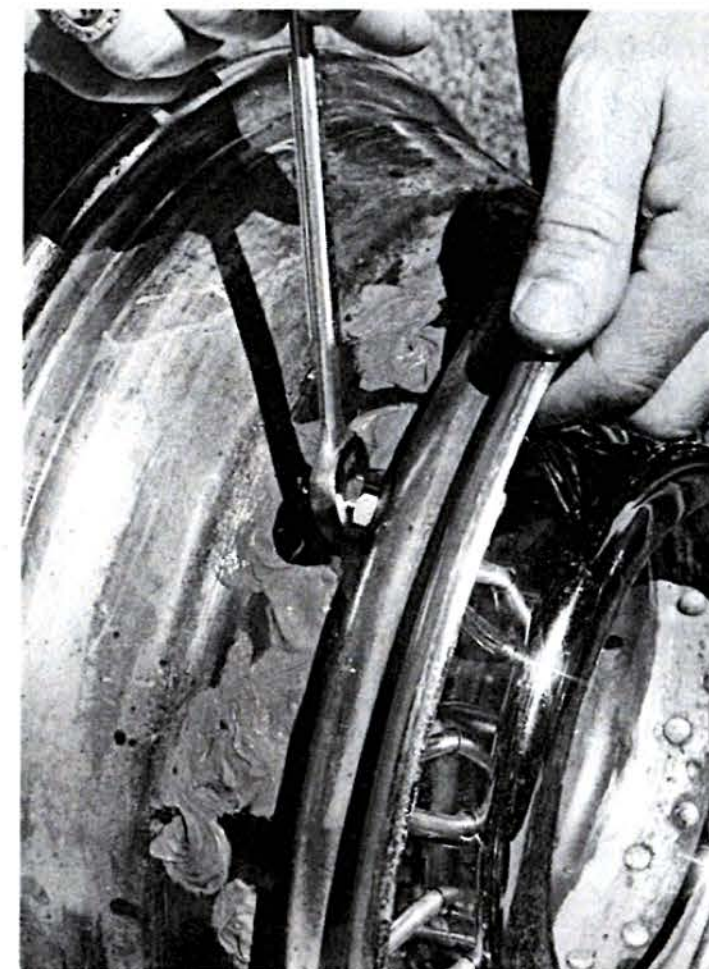
A regular 1 1/2 inch paint brush works well for applying the solvent. Keep in mind that the quality of the finished product depends on how clean the area around each nipple is.



After the wheel is perfectly dry, the GE SS 4004 silicone primer is applied using an acid brush. An even coat is required as this is what prepares the non-silicone rubber surfaces for the RTV to be applied.



After the primer has dried for a minimum of one hour at approximately 70°F., carefully work Silicone rubber (RTV) into the nipple area around each spoke. Make sure to eliminate any bubbles or air pockets.



After the rubber has cured the time indicated on the product instructions, the valve stem can be installed and the tire mounted—tubeless.



Here are the items used for the project. They should be adequate for one set (4) of wheels if used sparingly.

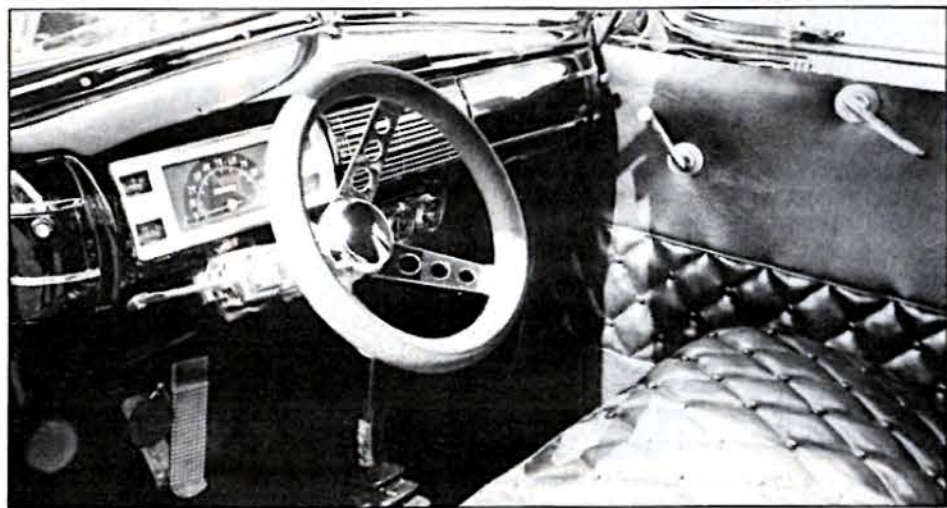
- 2 Tubes GE RTV Silicone Rubber
  - 1 Pt. GE 4004 Silicone Rubber Primer
  - 1 Qt. Toluene (Industrial solvent)
  - 1 8 oz. Naval Jelly
  - 2 acid brushes
  - 1 stainless steel brush
  - 1 1 1/2 inch paint brush & small dish
  - 4 Steel valve stems
- An air compressor is most helpful, but not absolutely necessary.

George Allison's Fat Fendered  
Friend Is One

# FLAMIN' FINE FORTY

Six years ago this deluxe coupe gained a new lease on life when George Allison laid down the initial \$600 purchase price. The plan was to install a Chevy small block, but wouldn't it be kinda trick to rebuild that tired old flat motor, back it up with a 4-speed and top it off with finned heads and a Holley four barrel? You bet it would, and George liked the idea so much he decided to have the engine professionally built. Included in the rebuild was blueprinting and balancing, a 3/4 cam, Jahns pistons and Johnson adjustable lifters. An engine like this deserves a special setting, so the entire engine compartment was chromed. The body remains stock except for the rear fenders which had to be radiused to clear the L-60 Positraction rubber. The straight body is topped off by the award winning black lacquer applied by Frank Hassey of Youngstown, Ohio who also laid on those beautifully symmetrical, flowing flames. George supplied the workmanship for his own interior and used Oxblood Naugahyde throughout.

Owner: George Allison  
New Brighton, Pennsylvania  
Photography: Richard Will

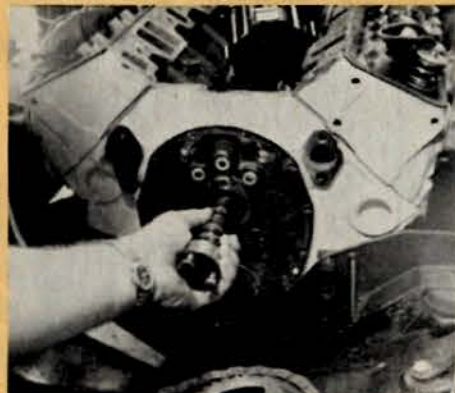


# INSTALLING A CAMSHAFT

By Joe Mayall

**Putting a bump stick in a small block Chevrolet is a fun week-end project, even for a novice.**

Changing the camshaft may not be the type of thing you do just because it strikes your fancy, but when it has to be done, it has to be done. Knowing what is required and being prepared to do the whole job is an important part of taking on any task, and if you are prepared for this one you can do it in a leisurely weekend. For the most part, a camshaft change is a simple operation that any of us can do. Tools required are those that most of us have already, except possibly for a wheel puller which can be rented.



Before the job is started it is best to gather up all that will be required. In addition to the camshaft and lifters, other items will include: intake manifold gasket set, oil pan gasket set, timing cover gasket and seal, fuel pump gasket, oil and filter, a vibration damper puller, torque wrench, and various hand tools.

The first step is to drain the engine coolant and remove the radiator. In most cases the grille will have to be removed as well, unless there is a lot of room between it and the front of the engine (like possibly a '40 Ford). Engine parts that have to come off include the distributor, intake manifold, valve covers, the water pump, and the fuel pump. The rocker arms will have to be loosened so that the push rods can be removed, the lifters can then be removed as well. The front pulley and crankshaft damper must be taken off, and this will require the use of a puller. After the damper is removed, the engine pan must be dropped enough to permit the removal of the timing chain cover. On Chevrolet en-

gines the front seal on the pan fits into a groove in the cover, so the seal must be loose to allow the cover to come off. Although the pan can be dropped enough to remove the cover by merely loosening the pan bolts, it is usually best to replace the pan gasket to achieve a good seal, so removing the pan at this point will normally give the best results.

At this stage the index marks on the cam and crankshaft timing chain sprockets must be aligned. If these two marks are not in alignment (they seldom are) the crankshaft will have to be rotated until they are. A straight edge should be laid over the marks, and the straight edge should pass through the center of the camshaft when the index points are in correct positions. Prior to removing the cam sprocket from the cam, it is best to check the timing chain for excessive wear. If the chain and/or the sprockets are worn, there will be slack in the system allowing the cam to turn slightly when the crank does not move. This

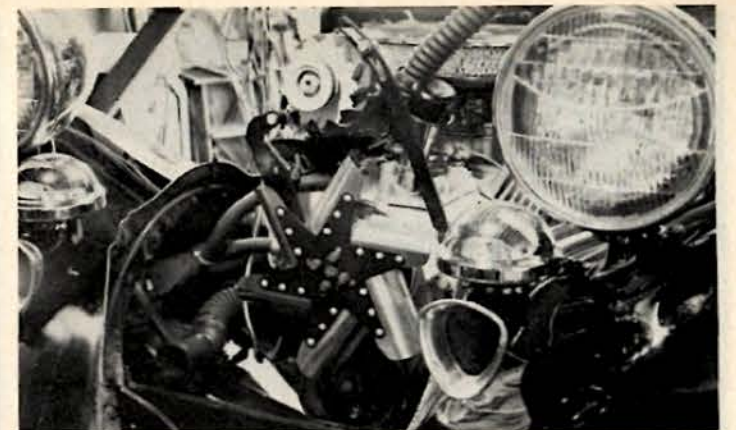
method is a quick way to check for wear, and the condition will make timing the engine next to impossible as the camshaft to crankshaft rotating relationship will be constantly varying. As a general rule, whenever the camshaft is being replaced, the timing chain and both sprockets should be changed as well. A puller is required to remove the crank sprocket from the crankshaft, however it is only a light press fit as a key is used to position and turn the sprocket.

For removal of the camshaft itself, the bolts must be removed from the cam. When the bolts have been removed, the sprocket will come off although it does fit very closely and will take some properly applied pressure on the camshaft itself. When the sprocket is free of the camshaft, both it and the chain can be taken off of the engine. Now, the camshaft can be removed. The camshaft is supported in round bearings and it slips back and forth very easily. However, during removal and installation it must be handled very delicately as when it is not supported in a bearing, the cam lobes can easily scratch the bearing surfaces. It takes a soft touch to maneuver a camshaft into or out of the engine block. Since only the front end of the cam can be handled, the first few inches of removal should be approached carefully. As more and more of the cam is exposed, it becomes easier to support it and there is less problem in protecting the bearings.

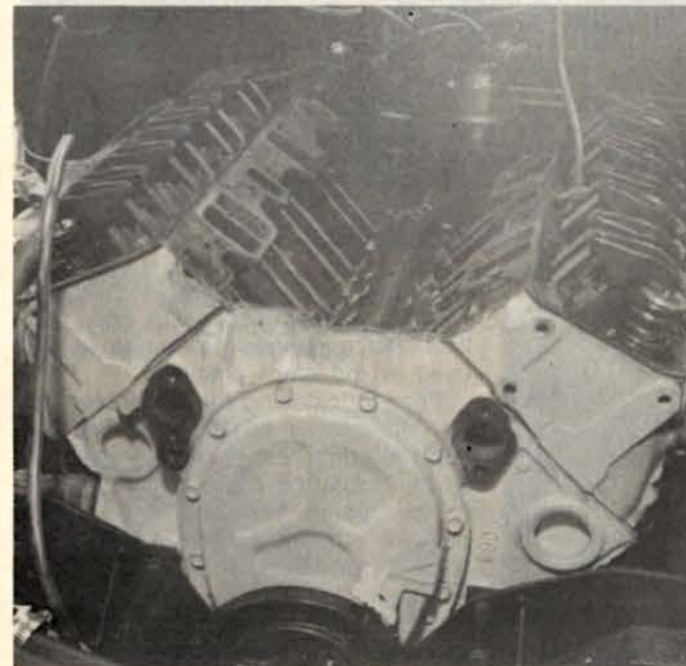
When the cam has been removed, it is best to check the cam bearings. In most cases these will be in good



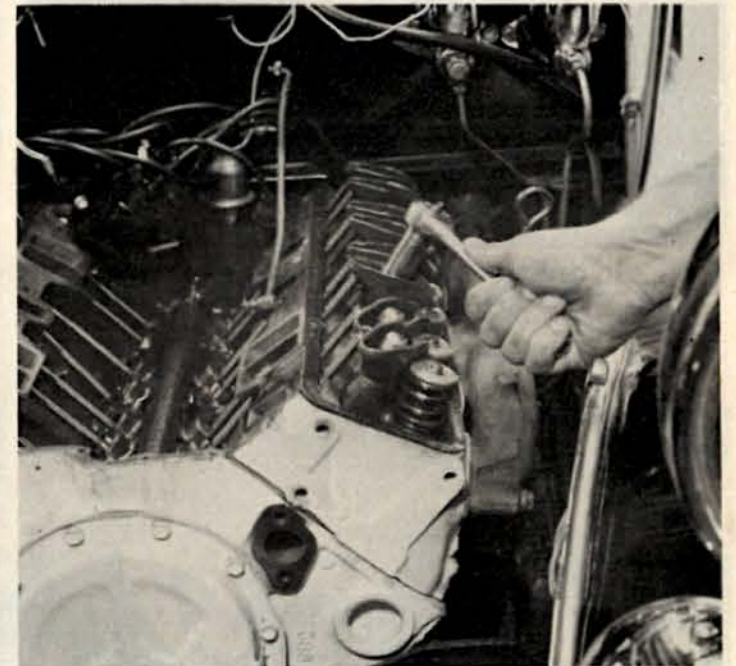
*A performance camshaft can be a nice addition to a street motor, but it should always be installed along with a set of the proper lifters. Never should a camshaft be installed using old lifters.*



*The radiator and grille will have to be removed to allow the length of the camshaft to clear the block. It's best to take everything off to insure access.*



*The intake manifold, distributor, water pump and valve covers must be removed to gain access to the inner workings of the engine.*



*The adjusting nuts on the rocker arms must be backed off to the point where the push rods are loose.*

shape. If they show any signs of being scored or scratched, however, it is best to replace them. As long as the engine has had regular maintenance, oil and filter changes, and the camshaft was handled properly during installation and removal, these bearing should be in good shape and not require replacement.

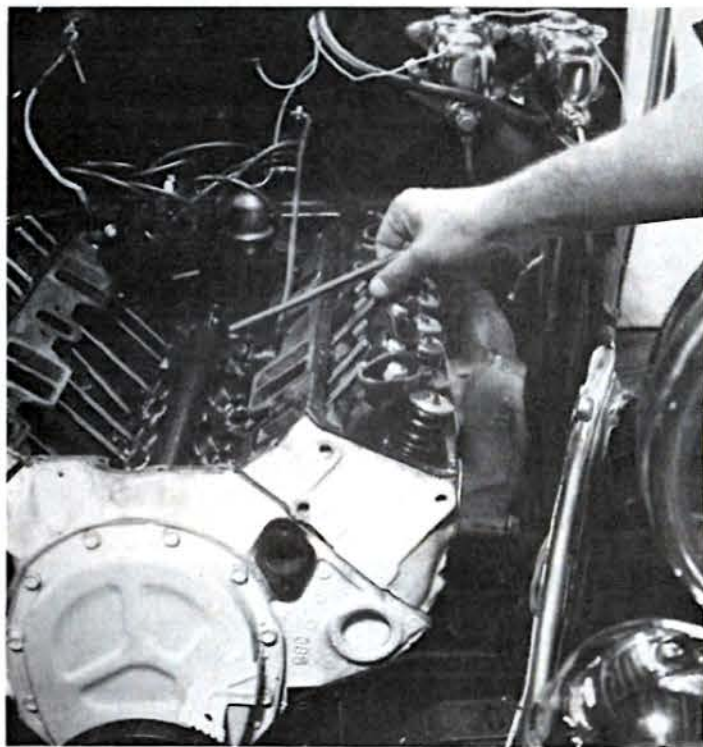
The reassembly process is the reversal of the removal. However, there is the matter of lubrication to consider. Each lobe on the new cam should be thoroughly coated with the assembly lube supplied with the cam and each of the bearing journals should be coated with S.A.E. 30 wt. oil. One slick way to do this part is to first coat the bearings in the block with oil using a squirt can, then install the cam into the first bearing only. Now the cam is supported on one end and can be rotated with one hand while the cam

lube is applied to each lobe. When the four lobes have been coated up to the next journal, slide the cam in up to that point, oil the journal and apply the cam lube to the next four lobes. Repeat this as you go and everything gets lubricated as needed and you don't have cam lube all over things that didn't need it, like your clothes.

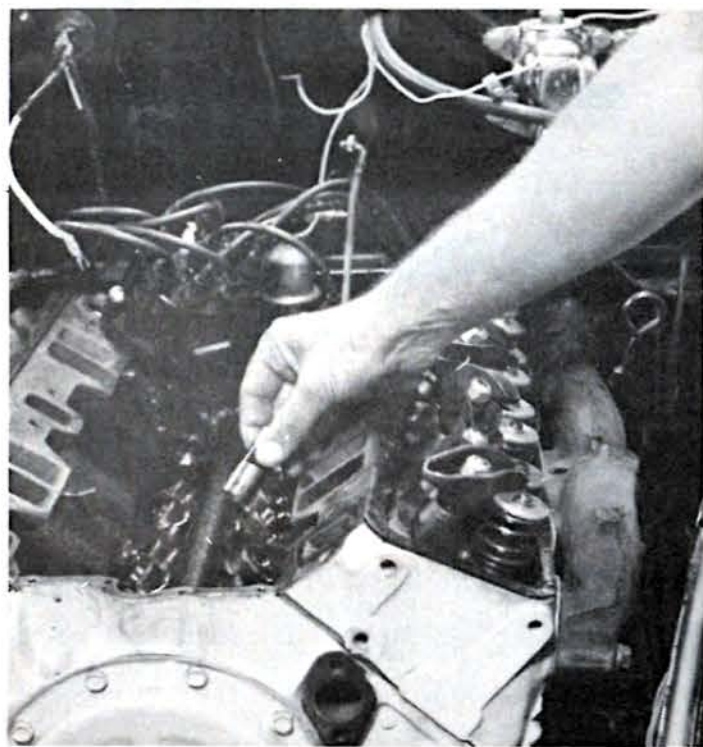
With the cam in place, the new timing chain and sprocket can be installed. The cam sprocket must be lined up with the dowel pin in the end of the cam and the timing marks on the two sprockets must be aligned as they were prior to the old cam being removed. When all is right, the cam sprocket bolts can be re-installed and tightened per recommended torque values. Many cam manufacturers recommend that the bolt heads be drilled and that safety wire be used to assure

that the cam bolts don't back out of the cam. This is a good idea and can save a lot of headaches later on, if something does go wrong.

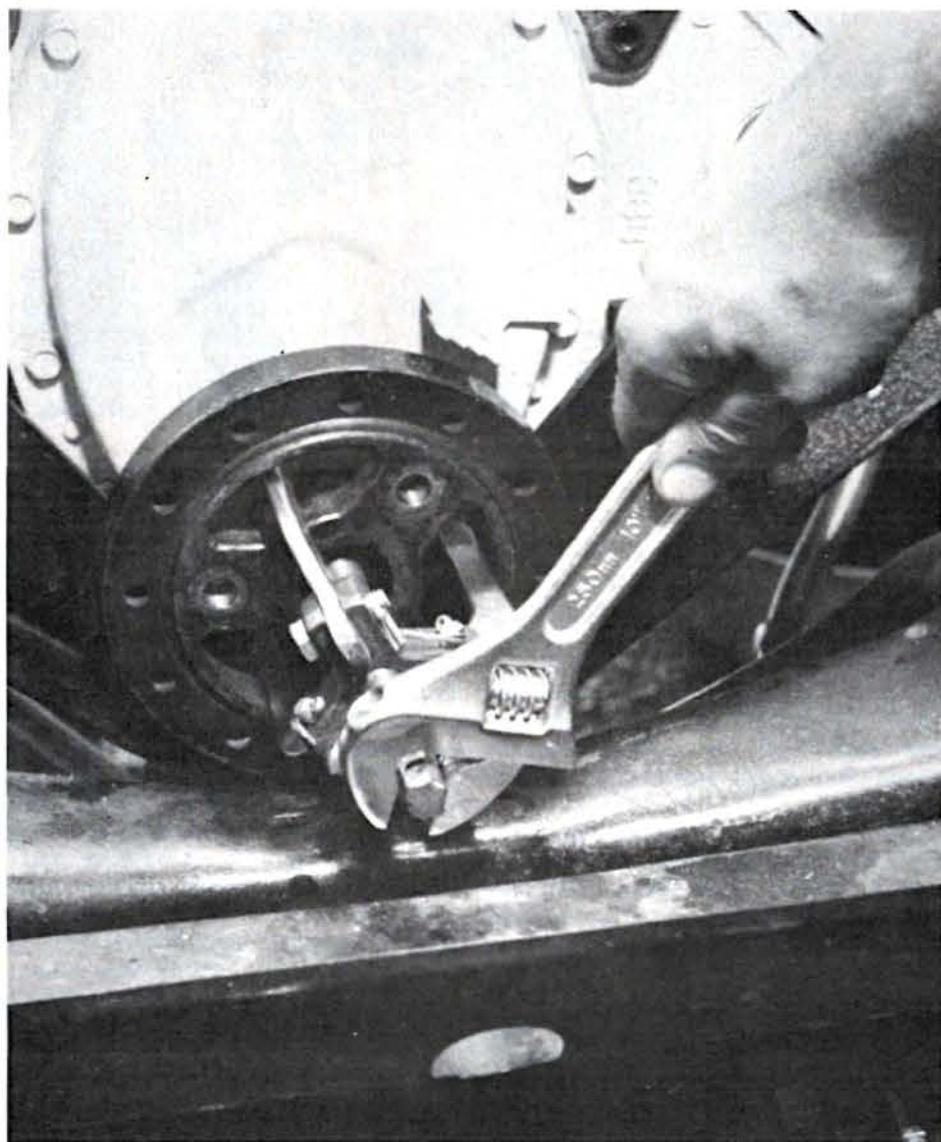
Next the new lifters can be installed. New lifters should always be installed with a new camshaft. It is best to use the lifters recommended by the cam manufacturer, but any lifters can be used as long as they are new. Most camshaft manufacturers will not warranty the cam if new lifters are not installed with the cam, and for good reason. As each lifter is installed the bottom surface, that which rides on the cam, should be thoroughly coated with the cam lube. There is plenty of lube in one of the tubes that comes with the cam to coat each cam lobe and lifter bottom generously. Having cam lube left over isn't going to do anyone any good, so you might as well use it all.



All of the push rods must be removed.



Next comes the valve lifters.



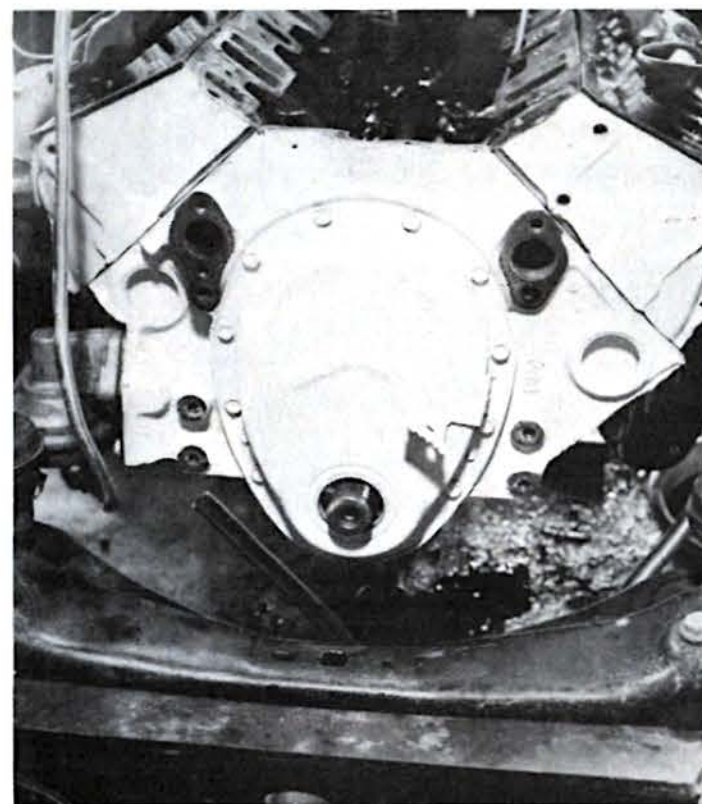
A puller is used to remove the damper.

When all of the lifters have been lubricated and installed, the engine can be reassembled using new gaskets and a reverse procedure of that used in the cam removal.

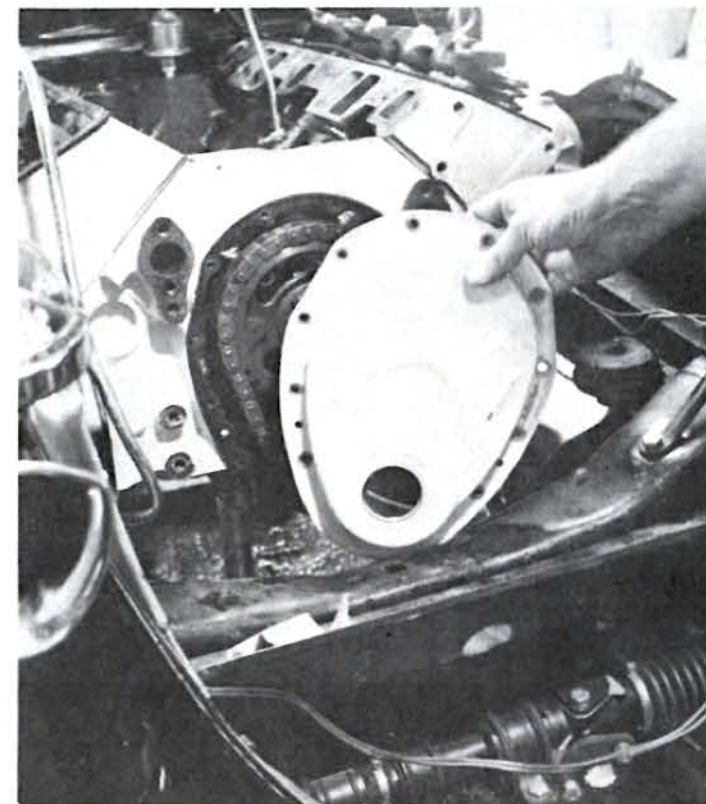
Prior to installing the distributor, rotate the engine one complete revolution (360 degrees) clockwise and then carefully rotate it counterclockwise until the timing mark on the damper pulley is aligned with the advance position (A or 10) on the tab located on the timing chain cover. The distributor can then be installed with the rotor pointing to the spark plug wire for the number one cylinder in the distributor cap.

With everything replaced on the engine, it is time to set the valve lash. This is a cold setting on the valve lash and should be set per either the camshaft manufacturer or the engine manufacturer specifications. If cam manufacturer specifications are available they are the ones that should be used as they will be right for the type of cam being installed. Setting the valve lash is a very important part of proper cam installation and it is wise to take your time and double check what you do. Since the engine must be run at a high rpm constantly during cam break-in (more on that in a minute), it is imperative that the valves be set correctly.

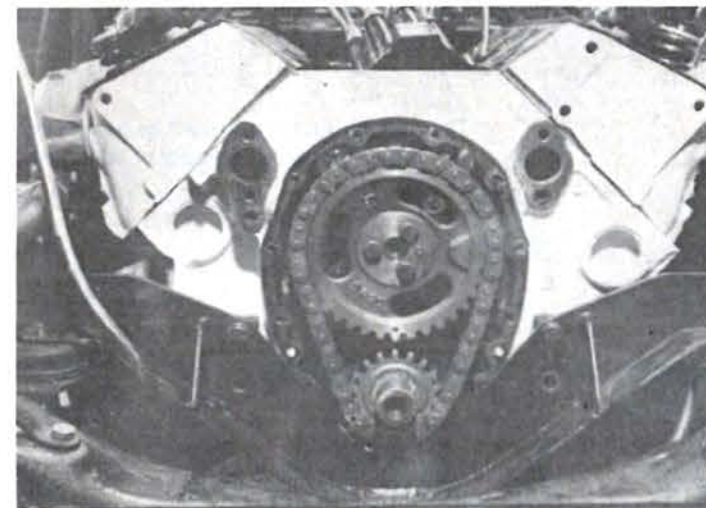
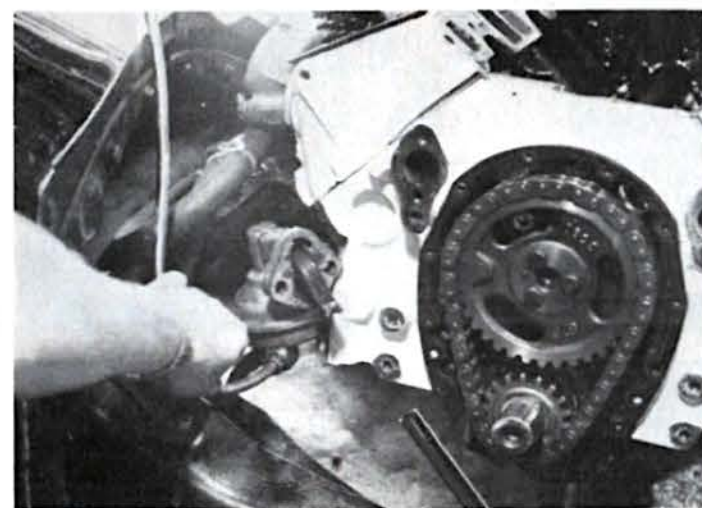
The easiest part of installing a cam may well be the most important step relative to the life of the camshaft and the lifters. We mentioned earlier that lubrication is a must for cam break-in, and new oil and a new oil filter must be used. Use a good grade of S.A.E. 30 or 40 weight racing oil



If the engine is mounted by a front saddle mount (Hurst type), the engine will have to be supported with a jack or blocks so that it can be removed to gain access to the timing chain cover.

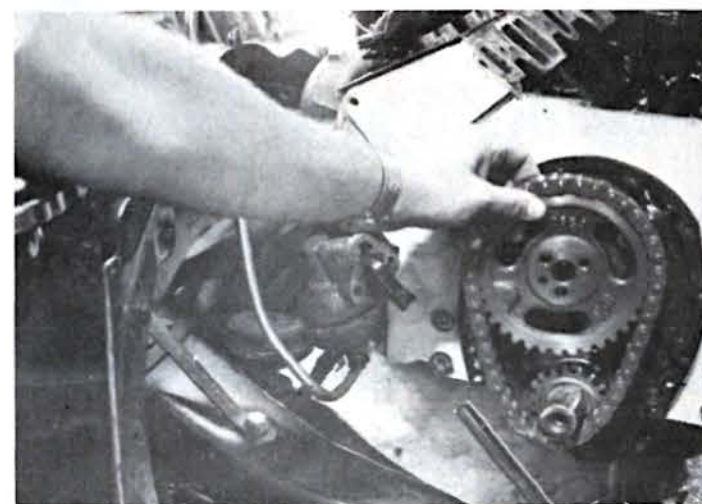


With the pan lowered enough to allow the front seal to be loose, the timing chain cover can be removed.



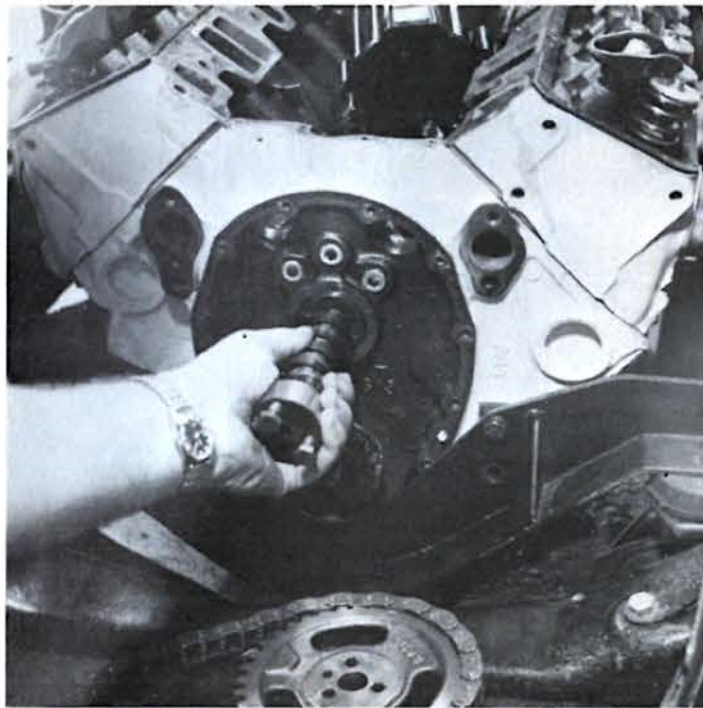
The fuel pump will have to be removed and its push rod lowered away from the camshaft, or removed.

The timing marks on the two sprockets must be aligned before going on. If these marks are not aligned, rotate the crankshaft until they are.



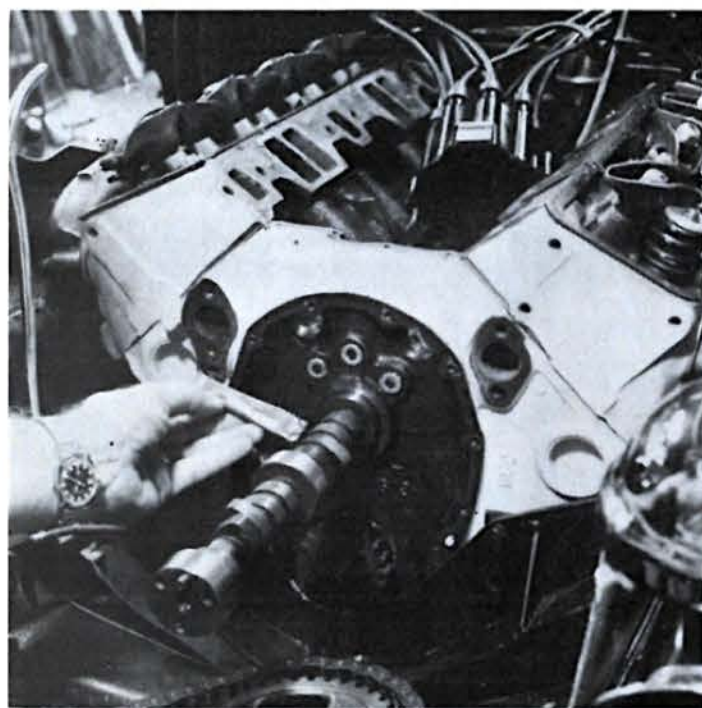
The bolts can now be removed from the cam sprocket and the sprocket and the timing chain removed.



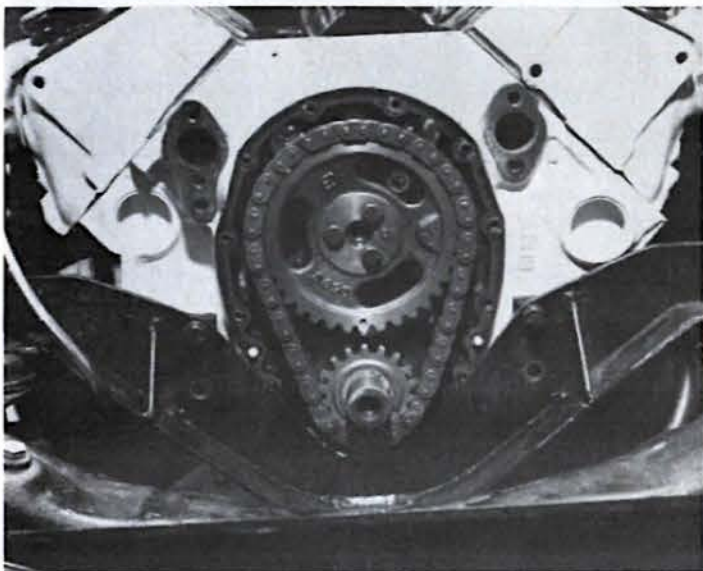
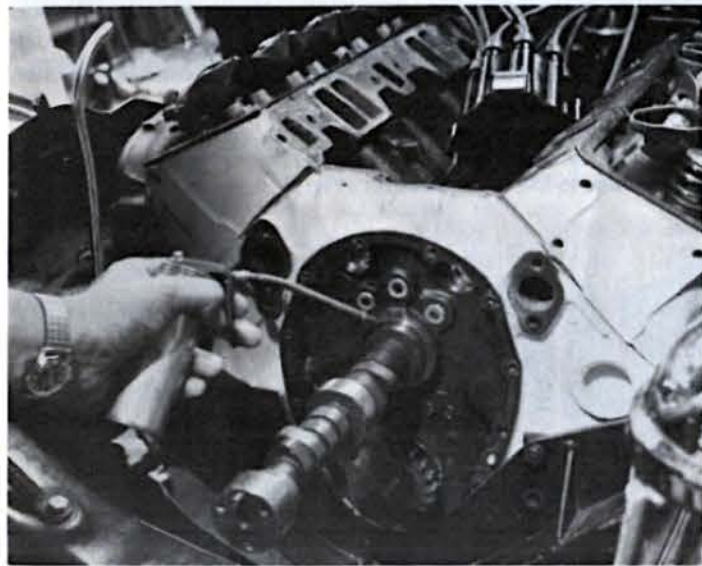


*The camshaft can now be removed, being careful not to drag the cam lobes over the bearing surfaces.*

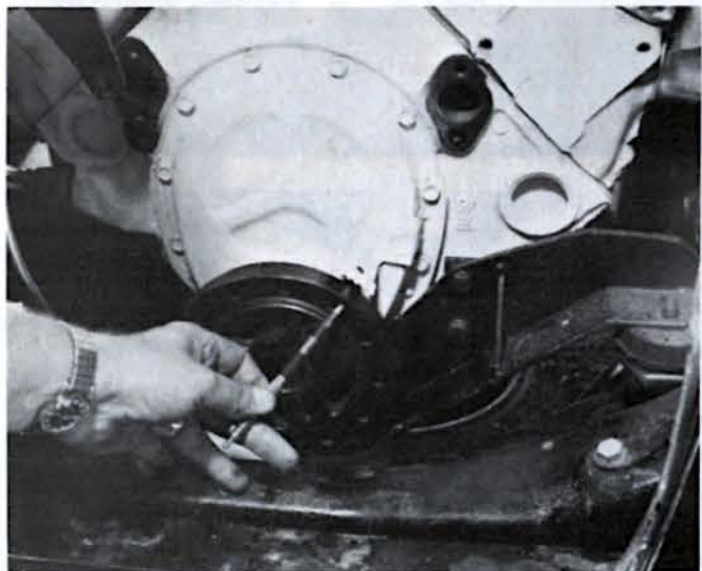
*The moly cam lube must be applied to each cam lobe, all the way around. One tube will handle the cam and the lifters, so don't be skimpy.*



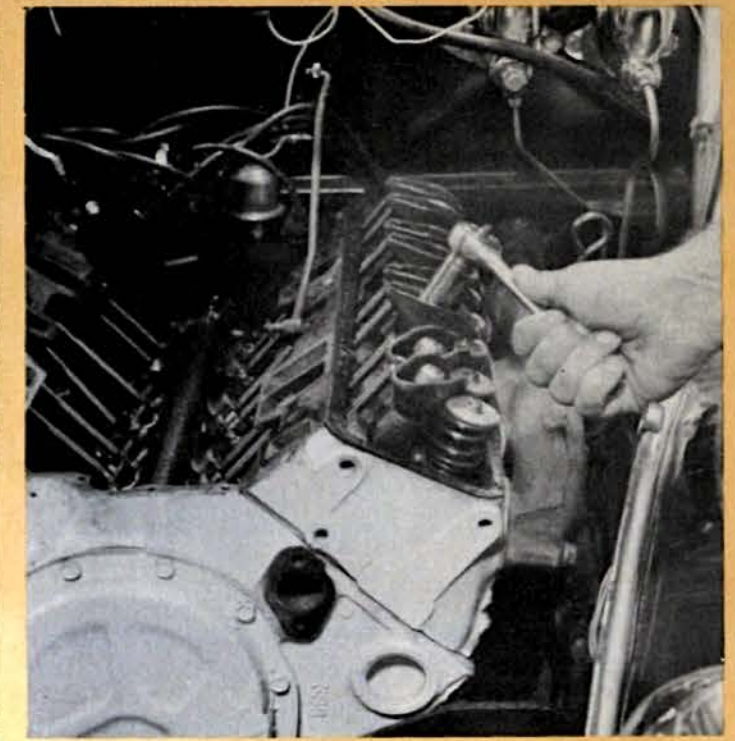
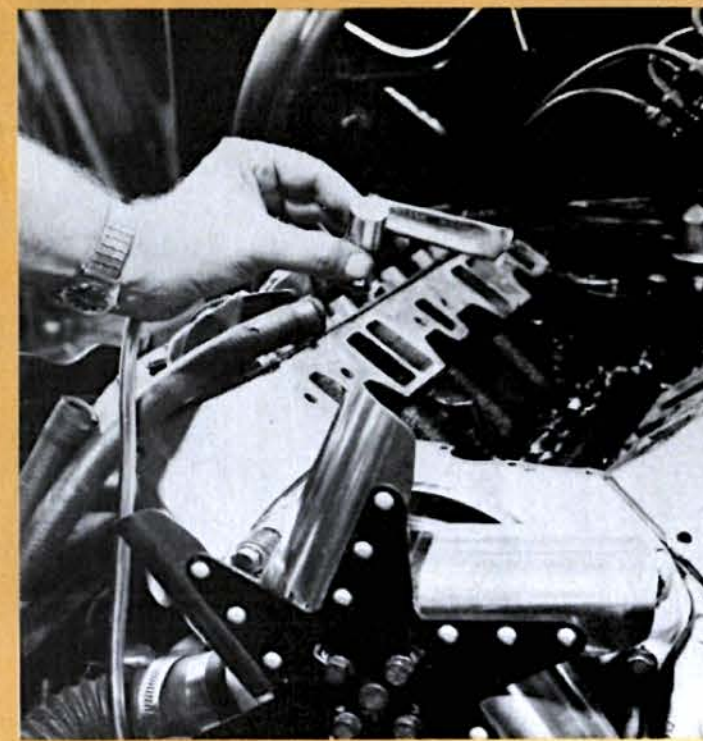
*The bearing journals should be lubricated with a generous amount of 30 wt. oil.*



*When the cam is installed and the sprockets and chains in place, the timing marks must be lined up as they were prior to removal.*



*After the timing cover has been reinstalled, the engine is to be rotated on full revolution (360°) clockwise till the scribed line on the dampener lines up on the A or 10 mark on the indicator.*



*As each lifter is installed it should be coated with cam lube. A generous coating is best, this is important.*

*The valve lash must be set cold per the cam manufacturers specs. Take your time here as some running time will be required before the final adjustments are made.*



*A very important part of cam installation is the lubrication during break-in. A good grade of oil, a new filter, moly type cam lube and an oil additive can mean the difference between a cam that is broken in and one that is worn out.*

and fill the filter with oil prior to installing it. Many cam manufacturers, such as Crane, also supply an oil additive to be used in the crankcase during the first 100 miles of cam break-in. If this type of additive is recommended, it most certainly should be used. Cam manufacturers know how important the break-in time on a cam is, and they want their customers to be satisfied—a flat cam in a few hundred miles will not result in a happy customer.

From time to time we have mentioned "cam break-in" time. Cam break-in is the real important part of the job. The life of a camshaft is actually decided during the first 20 min-

utes that the engine is run with the new cam. Because of this, nearly every cam manufacturer will include break-in instructions with their product. According to Crane Cams, during the break-in period, the engine speed should not fall below 1500 rpm for the first hour of engine operation. Other manufacturers may call for less, but it surely won't hurt to run it the extra time just to be on the safe side. After this break-in time is completed, the oil and filter should be changed, thus removing all of the special additives and cam lube that have served their purposes.

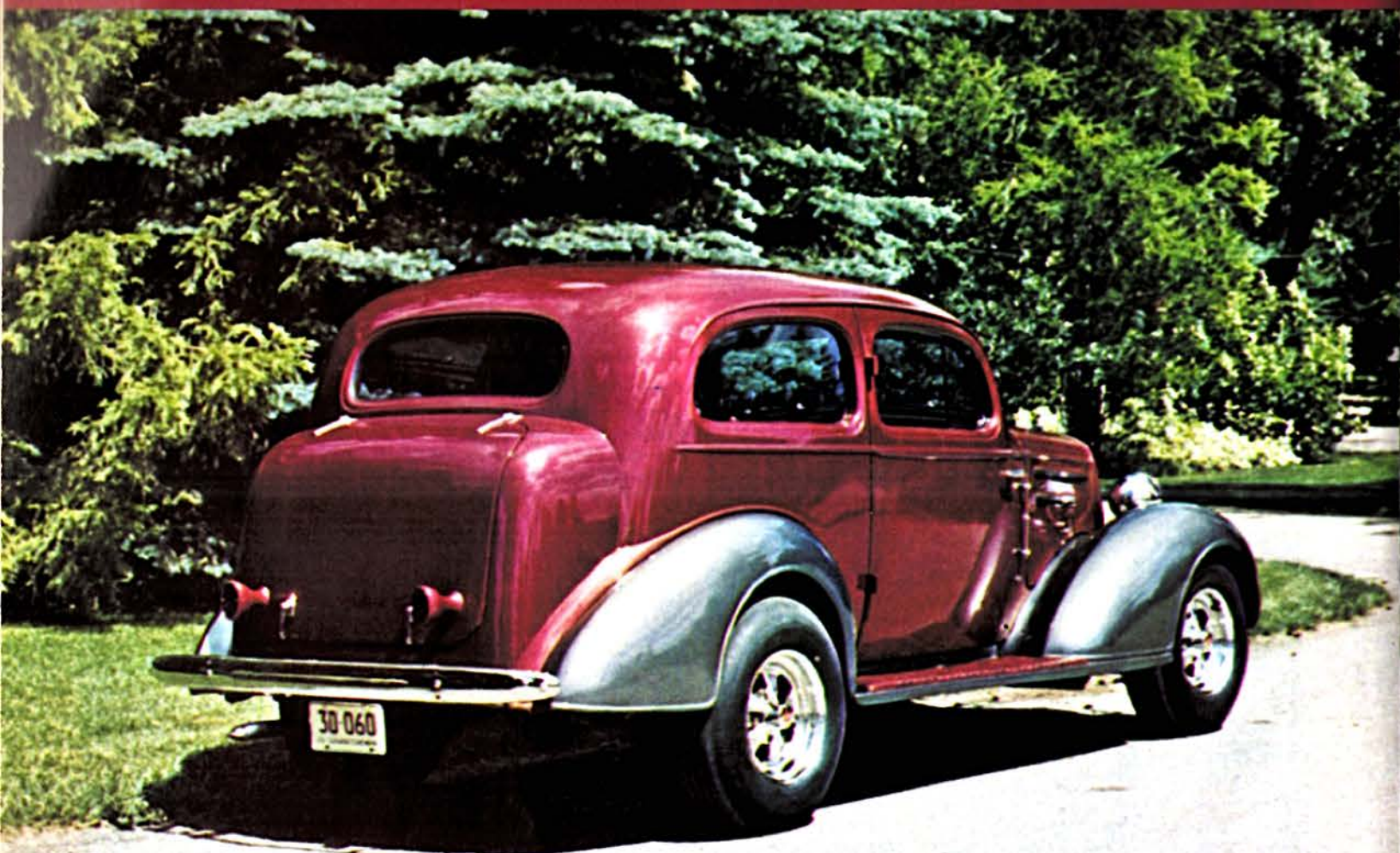
Finally, the valve lash must be re-set. This should be done with the en-

gine at operating temperature and running at idle speed. The valves should be set and allowed to run at that setting then double checked just to make sure when everything has normalized. The setting of the valves is the final step in getting all the performance that you expect from a new camshaft, whether high performance type or stock.

If you have a need or the desire to install a new camshaft, a spare weekend is about all the time it will take. Even if you like to work at a very leisurely pace and take time out for a cool one from time to time, there should be plenty of time to do it right.

# BUILT FOR CHARITY

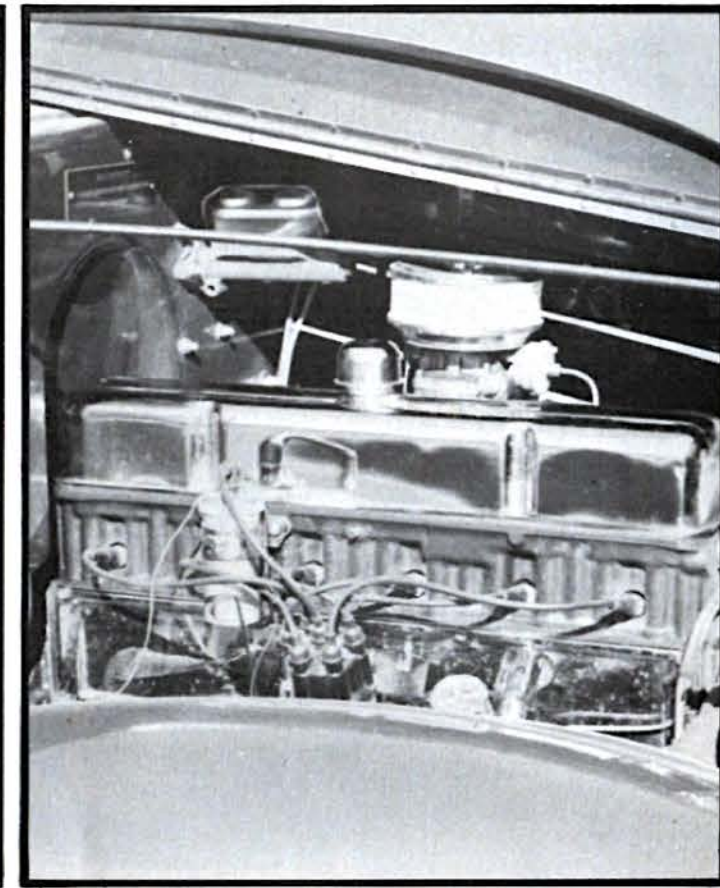
A Car Club Gets Behind A Project To Raise Funds For A Charity



The Draggins Rod and Custom Club of Saskatoon, Saskatchewan, Canada, is one of the oldest car clubs in the country. When formed in 1957, the club had seven members. One of these original members is still in today's twenty-four member club. When the club was formed, each member had a custom car and car shows were attended throughout western Canada and the northern United States. In 1961, the Draggins started their own car show which has turned into an annual affair. The 1976 Draggins Rod and Custom show was the sixteenth annual! The show, which is organized and run solely by the Draggins, is held every Easter weekend.



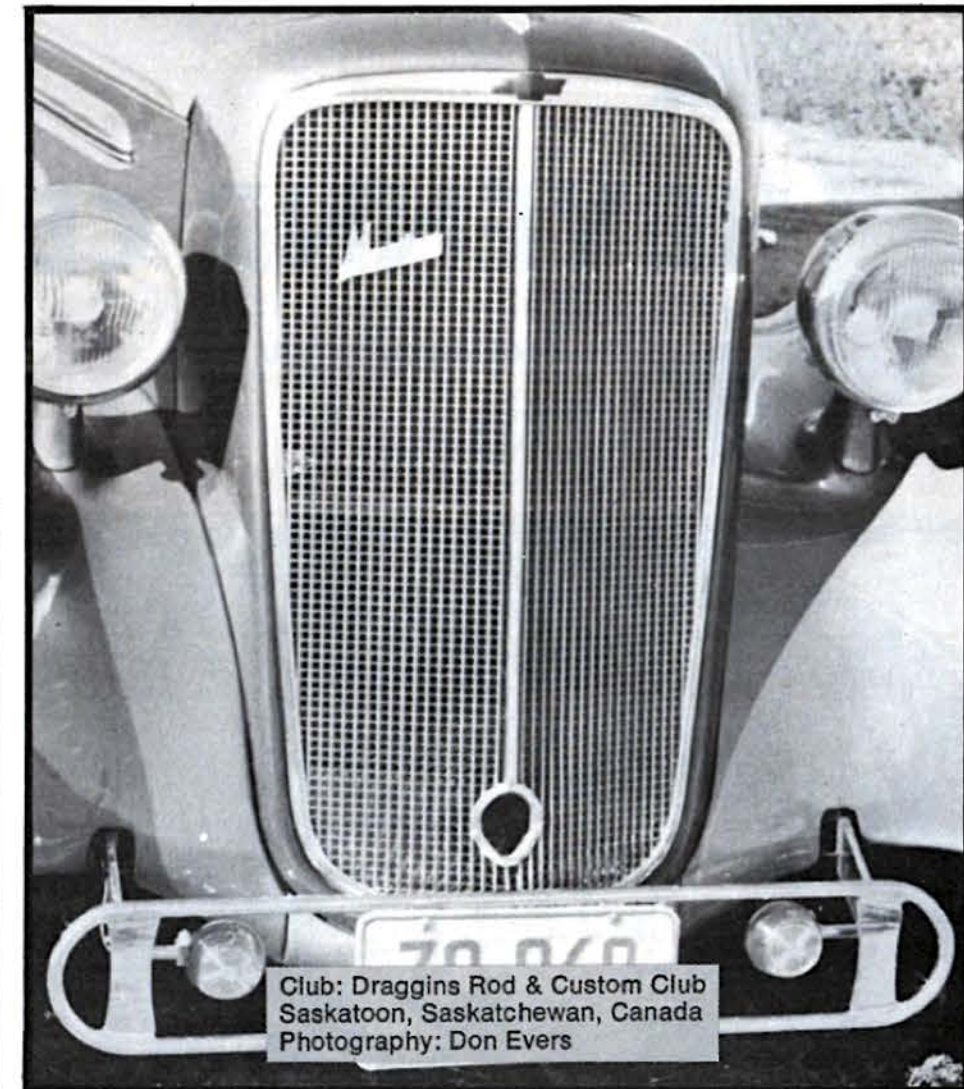
The Draggins were the Hot Rod Magazine's club of the month in October, 1982. Throughout the years, the Draggins have been involved in many community projects. These include delivering Christmas hampers to needy families, New Year's Eve drive home service, free installation of seat belts, and over the past several years, they have assisted the Saskatchewan Council for Crippled Children and Adults (S.C.C.C.A.). Each year, the Draggins have donated a portion of the proceeds from their car show to S.C.C.C.A. and have also sent needy children to summer camp. Other projects undertaken for the council, were the rebuilding and maintaining of a half-ton truck and the purchase of an electric lift for loading wheelchair passengers into a van.



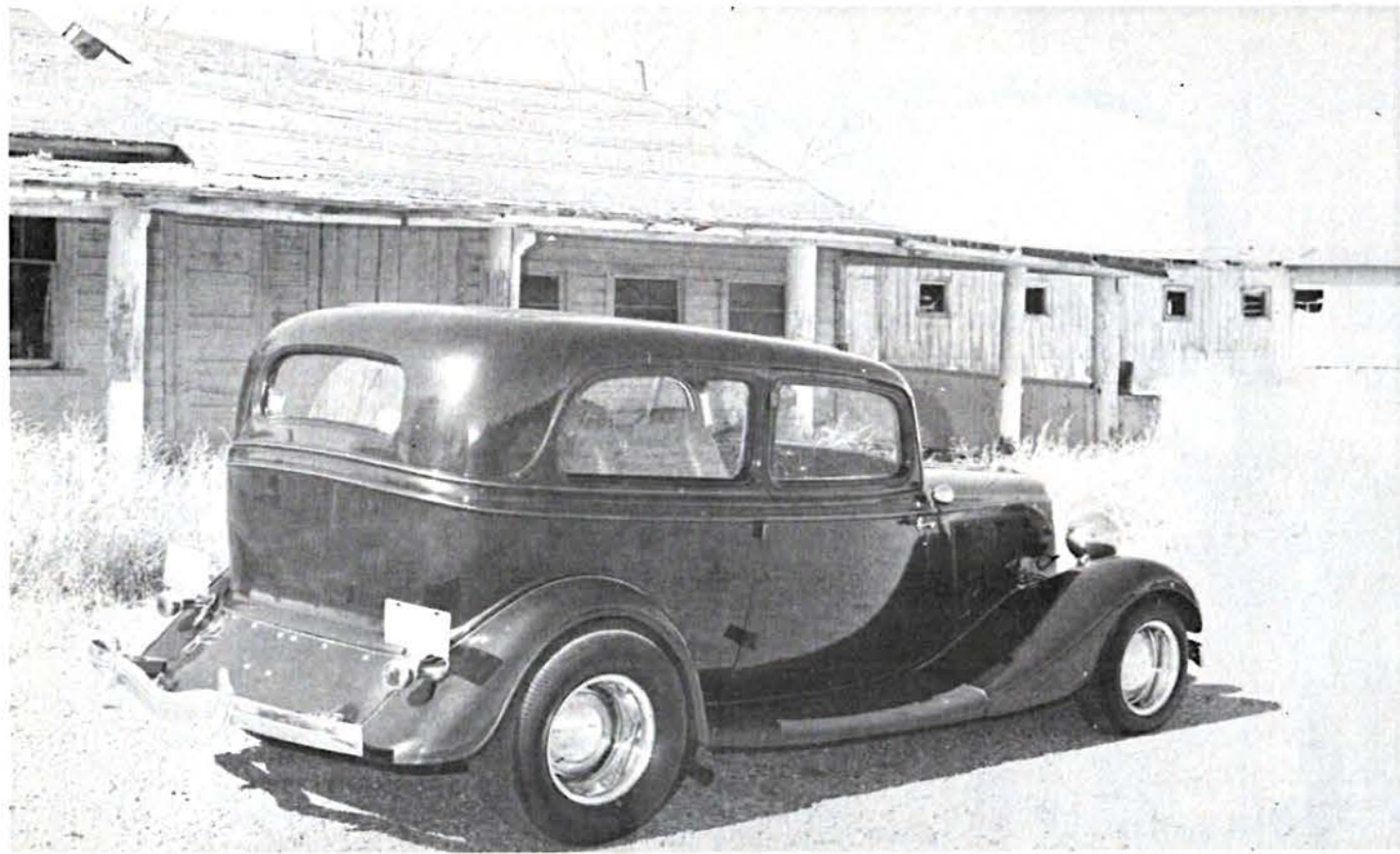
This year, the Draggins have built a 1935 Chevrolet Master Deluxe Town Sedan street rod and raffled it off. The entire proceeds went to the Council. The car was built entirely by the club members and took four months to complete. Most of the parts and materials used in construction were donated by Saskatoon and area business firms and club members. Excellent support was received from these firms and the news media provided fantastic promotion. Tickets were sold at one dollar each by the members at local shopping plazas, car shows, rod rods, and swap meets. The draw was made four months later on local television. At this time, it was announced that over twenty-three thousand dollars had been raised for the S.C.C.A.

**Car Specs:**

- 1935 Chevrolet Master Deluxe Town Sedan
- Stock 1959 Chevrolet 235 cu. in. engine
- 1959 Chevrolet Powerglide transmission
- 1959 Chevrolet differential
- 1970 Chevrolet swing pedal and master cylinder
- 1970 Chevrolet steering column
- 1964 Corvair independent front suspension with Vega coils
- Pinto rack and pinion steering
- International mag wheels
- Transmission cooler built into radiator
- Smith gauges
- AM-FM radio and 8-track stereo
- Paint—acrylic enamel, medium red metallic body and silver grey metallic fenders
- Upholstery—Oxblood Naugahyde and red nylon crushed velvet



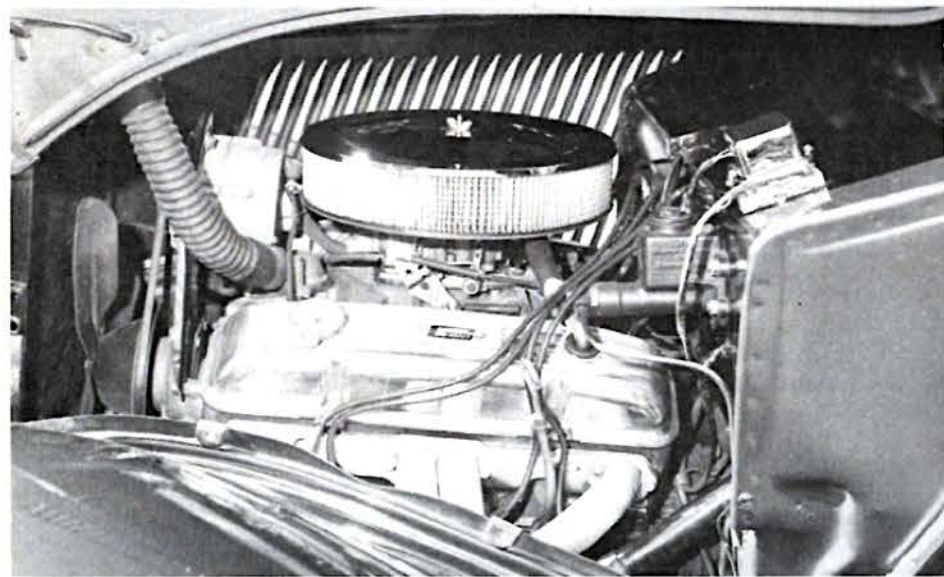
Club: Draggins Rod & Custom Club  
Saskatoon, Saskatchewan, Canada  
Photography: Don Evers



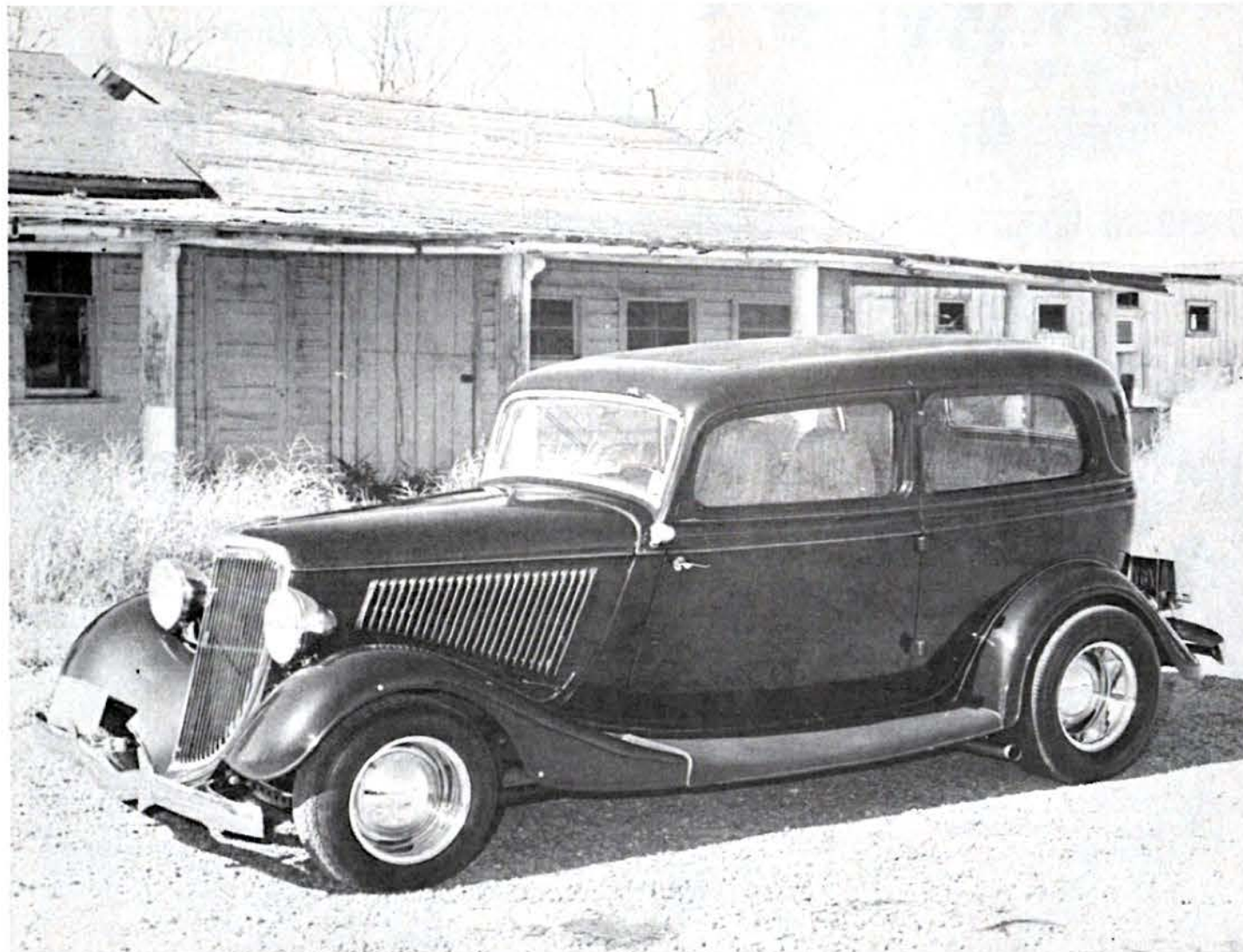
# CHEYENNE CEDAN

**A cooperative effort.**

Owner: Ronnie Sommers  
Cheyenne, Wyoming  
Photography: Brutsman & Eccli

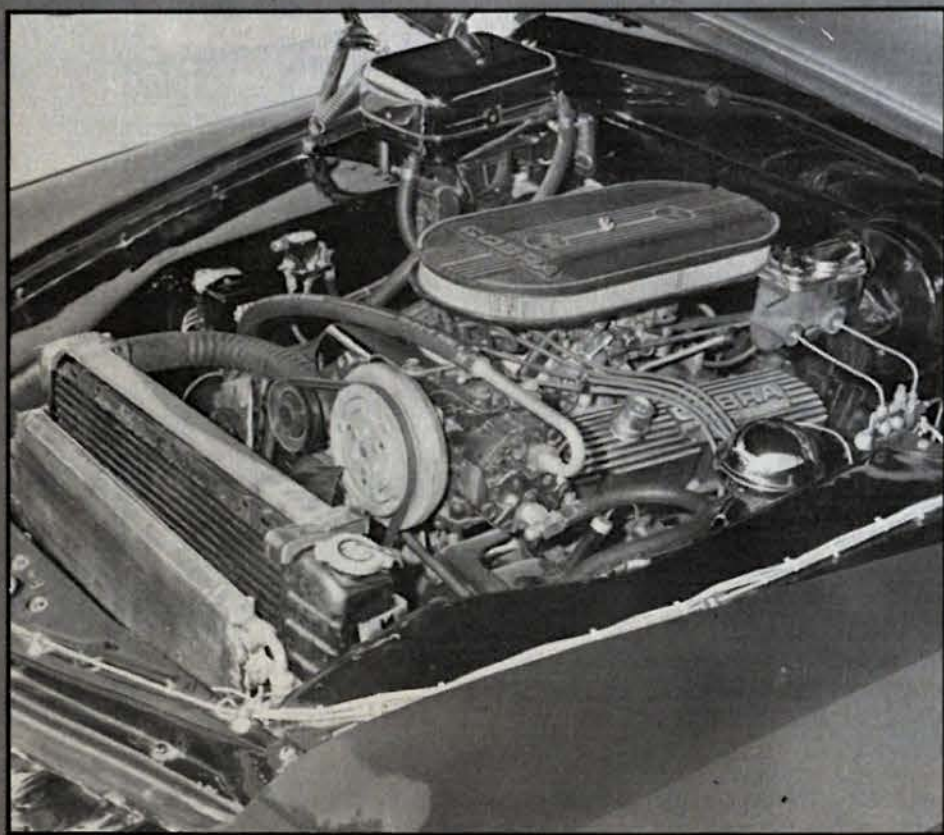


There are a couple of ways to get into a street rod, one is to buy it and the other is to build it. Building usually takes more time, but you can make up for it in cash outlay—if you are willing to do the work yourself. Ronnie Sommers is one of those do-it-yourself types, so even though he had to wait to get this fine '34 Tudor on the road, he saved a lot of hard earned cash in the process. The car is a basic Ford street rod, Chevrolet small block engine, coupled to an automatic transmission, dropped I-beam axle with '40 brakes and a Corvette rear end mounted with stock hardware. On the inside a pair of 1971 Vega bucket seats were used up front while the stock cushions were used in the rear. The entire interior was covered with gold expanded vinyl by Sullivan and the paint (1975 Cadillac Brown) was applied by Cheyenne Auto Body. All the rest of the work was done by Ronnie, his wife Karen and a few friends. Contrary to what some people say, it doesn't take cubic money to get into street rodding, but you do have to be willing to work.

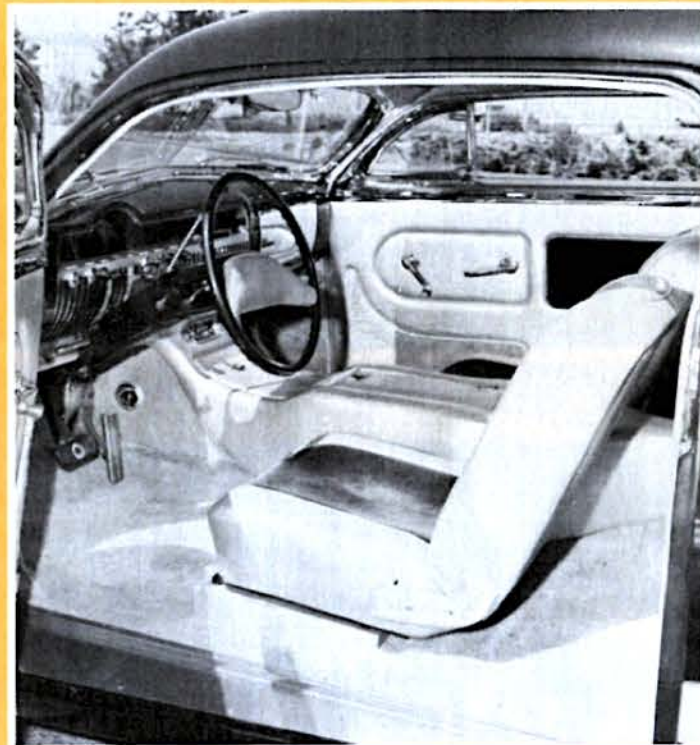
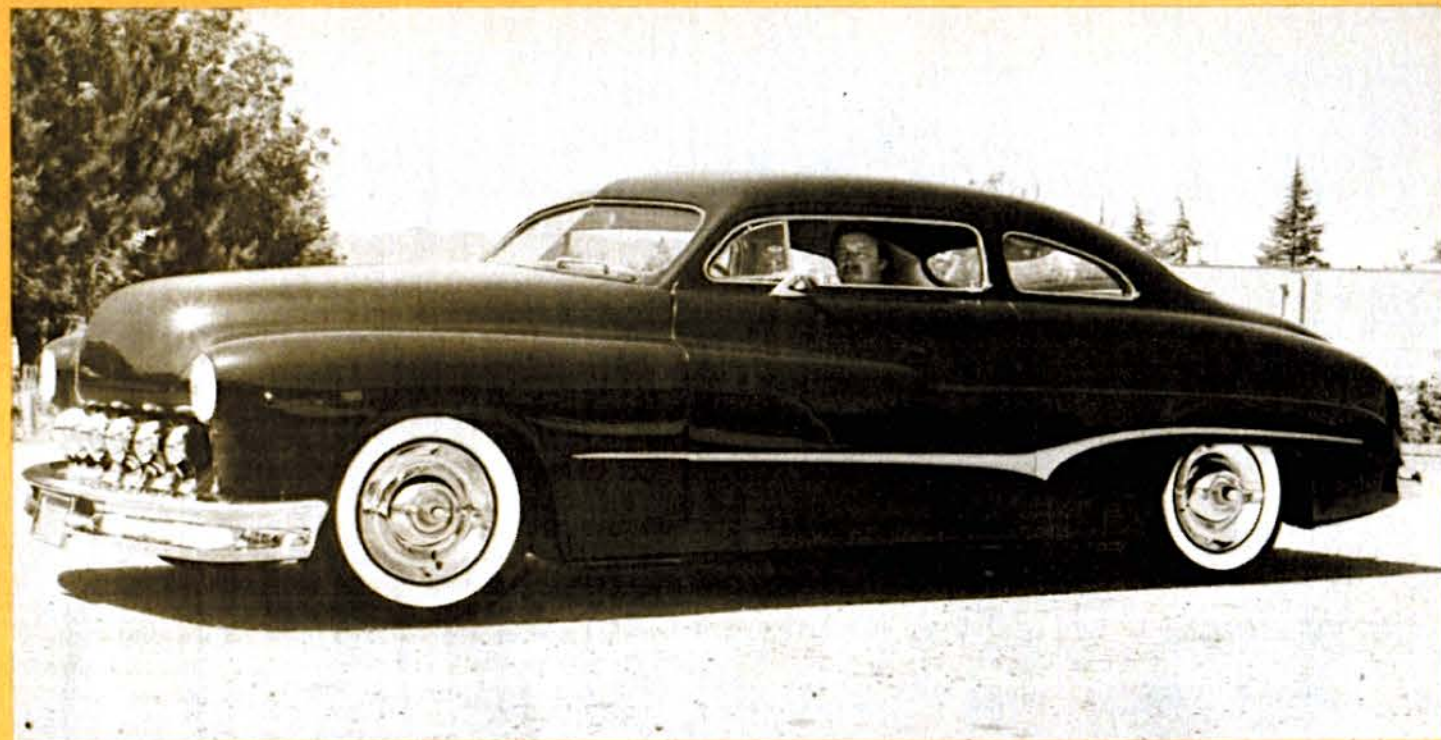


Are You Ready For This?

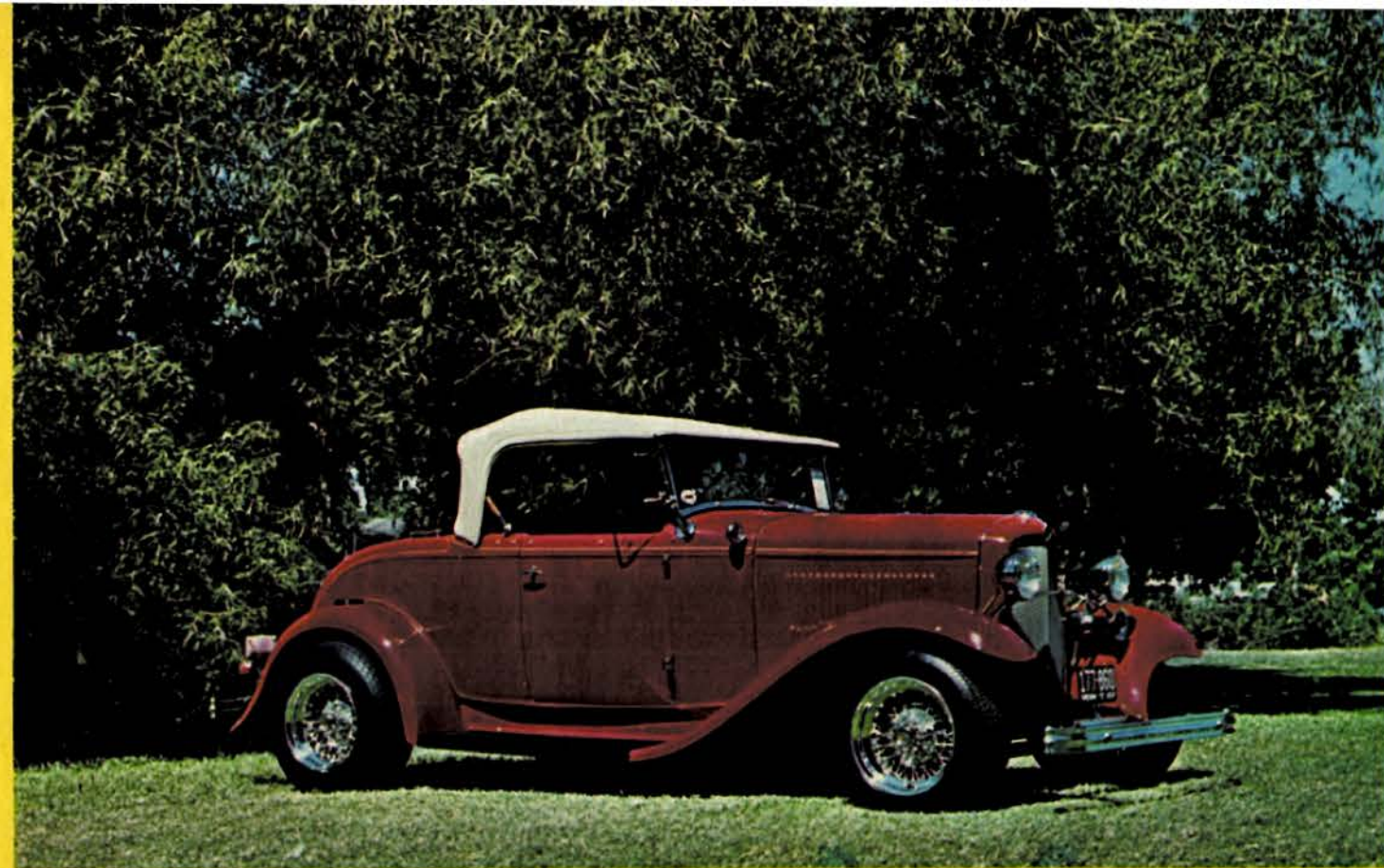
# COOL 50



Combining the look of the fifties with the equipment of the seventies has given Richard Zocchi's COOL '50 Merc the appeal to be a real winner. The update to today includes a 1975 Mercury 302 c.i.d. engine coupled to an automatic transmission of the same vintage. The front and rear suspensions are stock, but Mustang disc brakes have been added up front to give the car modern stopping power and late Ford power steering bolted on to assist the driver in that department. Also, on the modern side, the car is equipped with air conditioning. The body work on the car is what gives it the early look and all of the work was done at Bill Reasoner's Classic Auto Body in Walnut Creek, California. The chop that Bill put on the car is a little different in that the front is chopped 3 inches while the back came down 4½ inches. The front and rear lights have been frenched to the fenders, and a set of '52 Mercury headlight rings were used to give the tunneled look. The grille is made up of cut down DeSoto bumper guards and the front bumper comes from a '53 DeSoto, the rear bumper is stock.



To complete the look that is so right, the door handles were removed and the corners on the hood and tops of the doors were rounded. The deck and hood have both been shaved and a hide-a-way antenna is used in the front fender. To make sure that all of the changes get appreciated as they deserve to be, Reasoner painted the car Candy Burgundy Maroon, and the work is flawless. On the inside, Ken Foster of Aaction Interiors used silver Naugahyde and burgundy mohair over hand-formed seats and headliner to give the interior a clean, airy look. This '50 Merc has as much (or more) appeal as those built 20 years ago, but still is updated enough to make it a modern streeter. A good example of the new with the old.



# SMOOTH AS GLASS

# COOL 30



Owner: Richard Zocchi  
Concord, California  
Photography: Dick Mendonca



Believe it or not,  
this fine Deuce  
is a glass car.



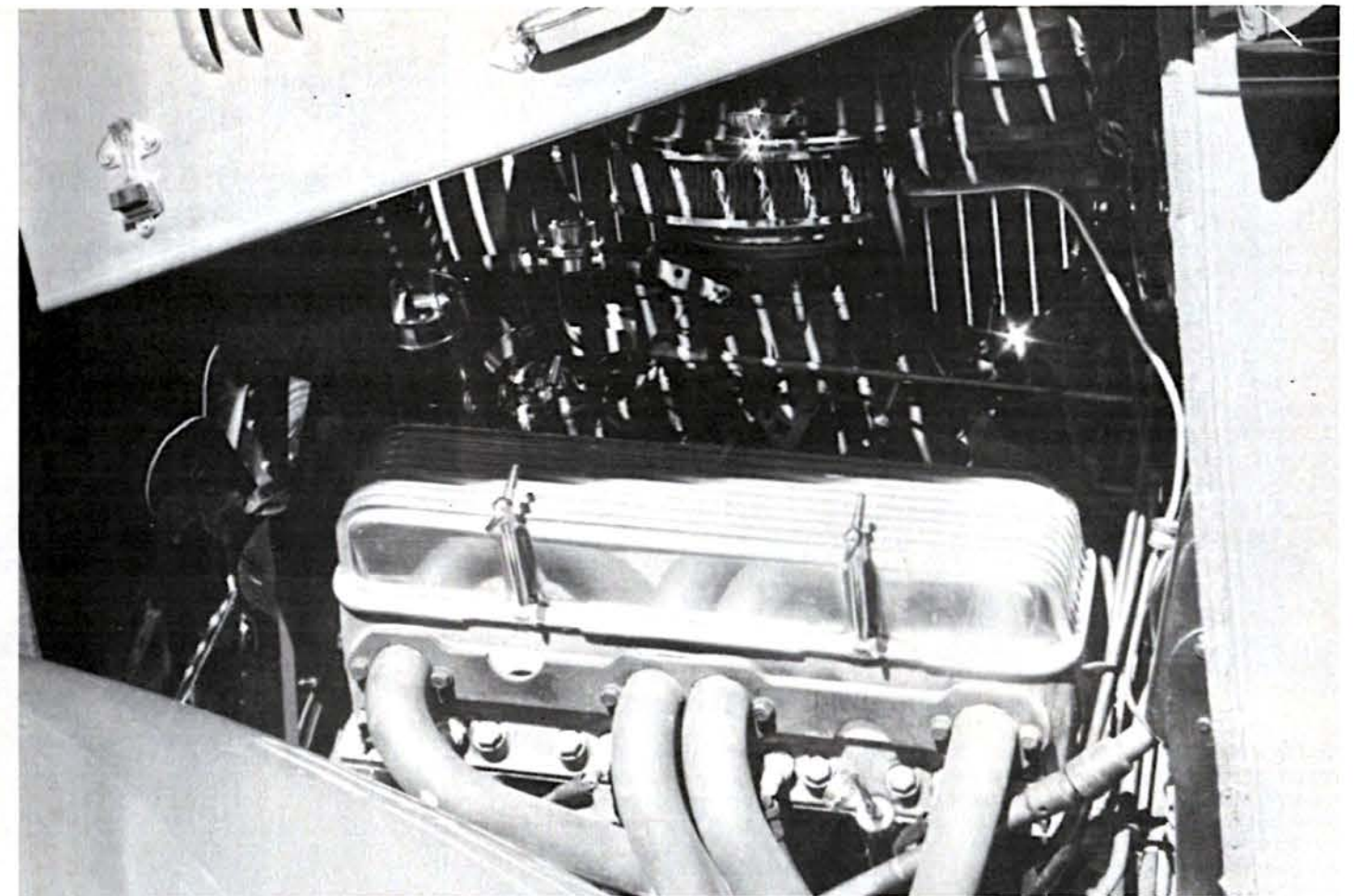
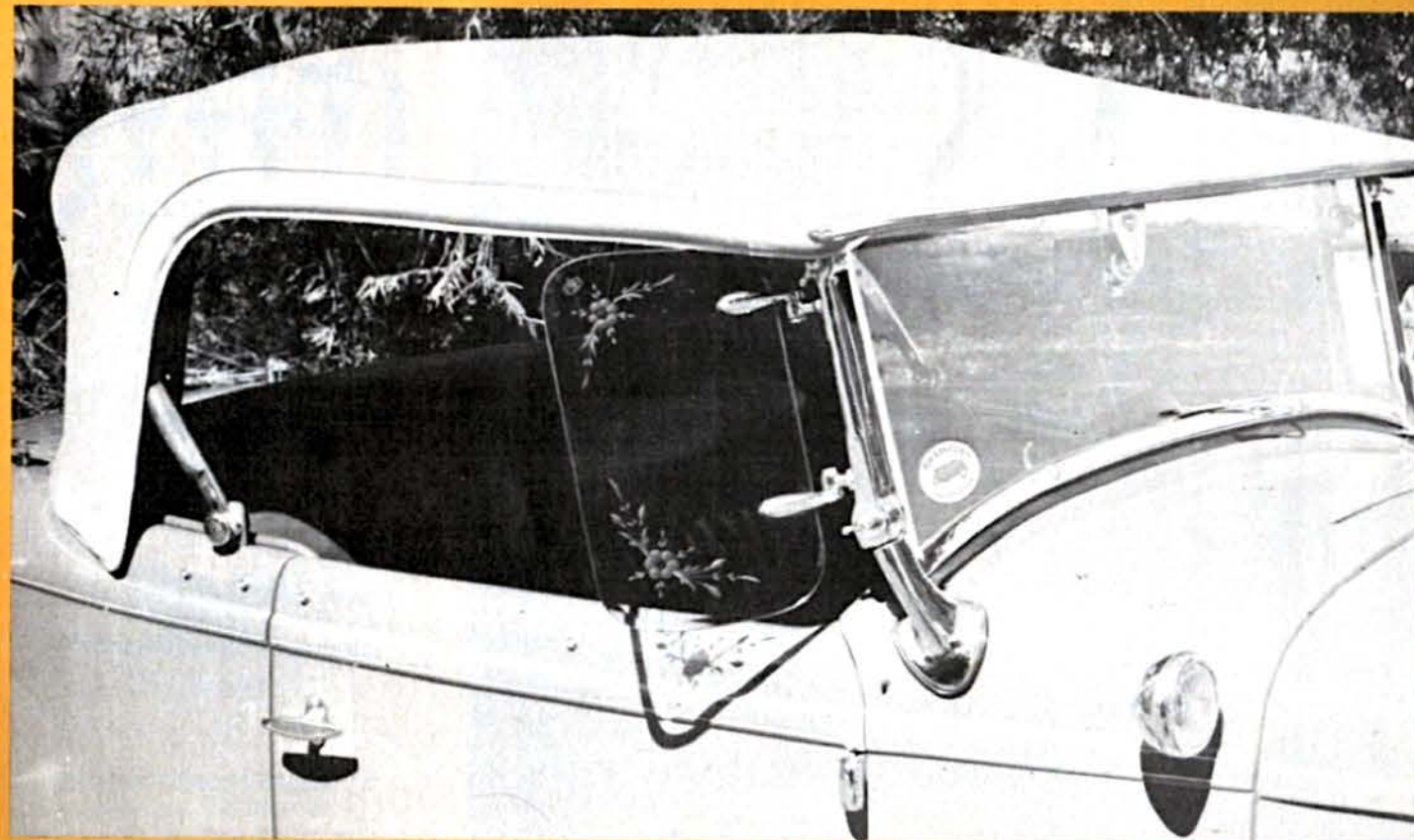
Owner: Bob J. McFarland  
Salem, Oregon  
Photography: James Handy



After six closed cab street rods, Bob McFarland decided it was time for a roadster. Wanting a roadster and having one used to be a problem, but the quality of present reproduction products, that is not now the case. Bob went with a Brown Mold '32 Ford roadster body and combined it with a set of Westcott's Auto Restyling fenders to come up with his new car. On the underside, things are based around a 1932 Ford frame that has been boxed and uses a P.S.I. axle at the front that has a set of '54 Chevrolet brakes and spindles to match the '69 Chevelle



12-bolt rear end. The rear end is supported by a pair of coil springs while a stock type transverse spring has been completely tefloned for the front. A small block Chevrolet V-8 and an aluminum Powerglide transmission take care of getting the thing moving and keeping it doing just that. This is a well traveled car. The Pantera Red acrylic lacquer paint and True-Spoke wire wheels combined with quality repro products from front to rear, gives this little red roadster a look that is right-on from any angle you care to look at it from, and look at it you must, it is super.

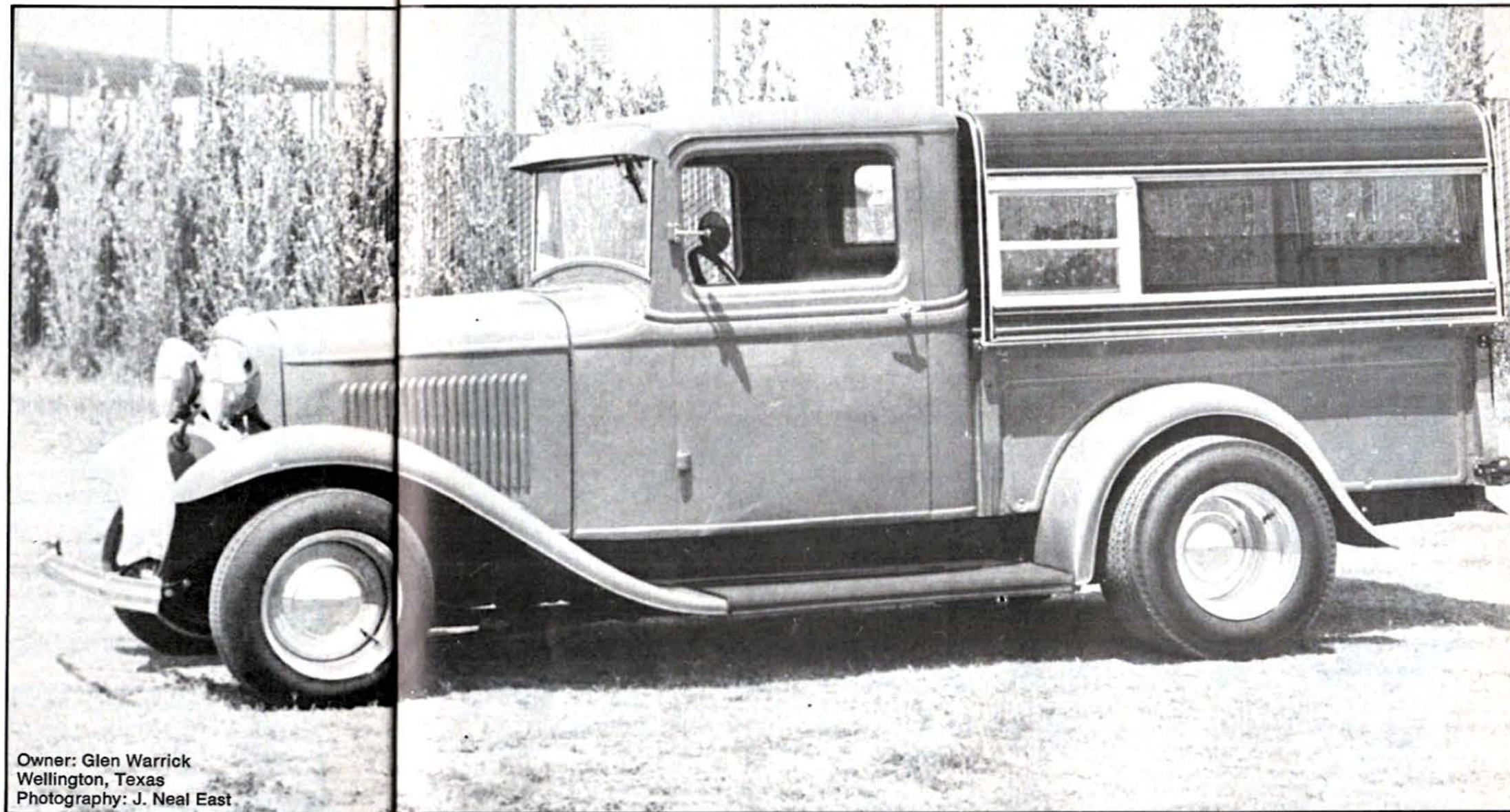


# TERRIFIC TRUCK

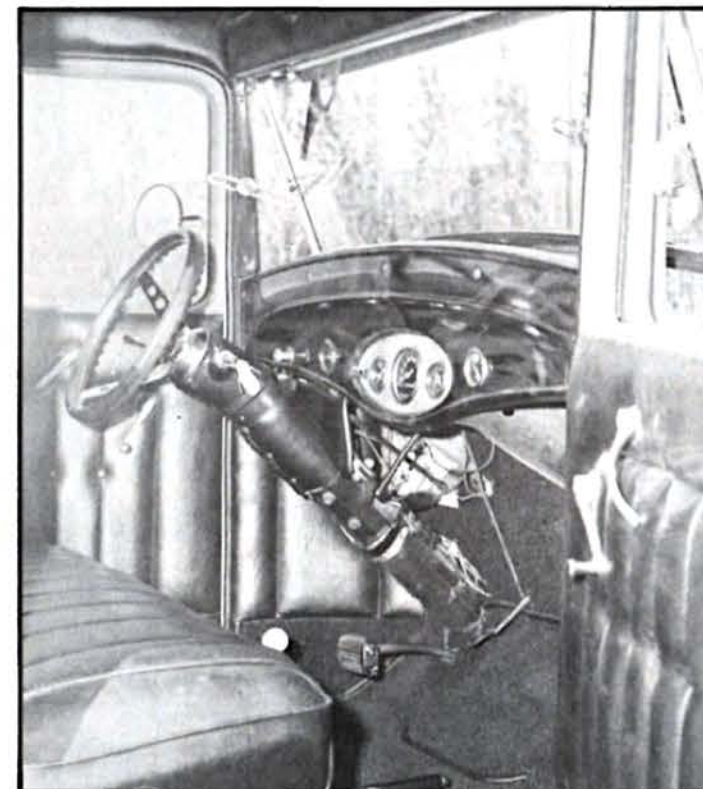
## For The Man That Likes To Truck

Having a place to haul things is an important consideration for some street rodders, especially those that like to do some heavy traveling. Glen Warrick picked a 1932 Ford pickup for his rod run goer for just such a reason. The truck has been updated to do its hauling in style, and gets down the road powered by a 1969 307 Chevrolet V-8 in front of a 350 Turbo-hydro and a stock '32 rear end. Both front and rear springs are stock and have been given a Teflon treatment to improve the ride. The stock early Ford hydraulic brakes up front and the '57 Chevrolet rears handle that department nicely, also a

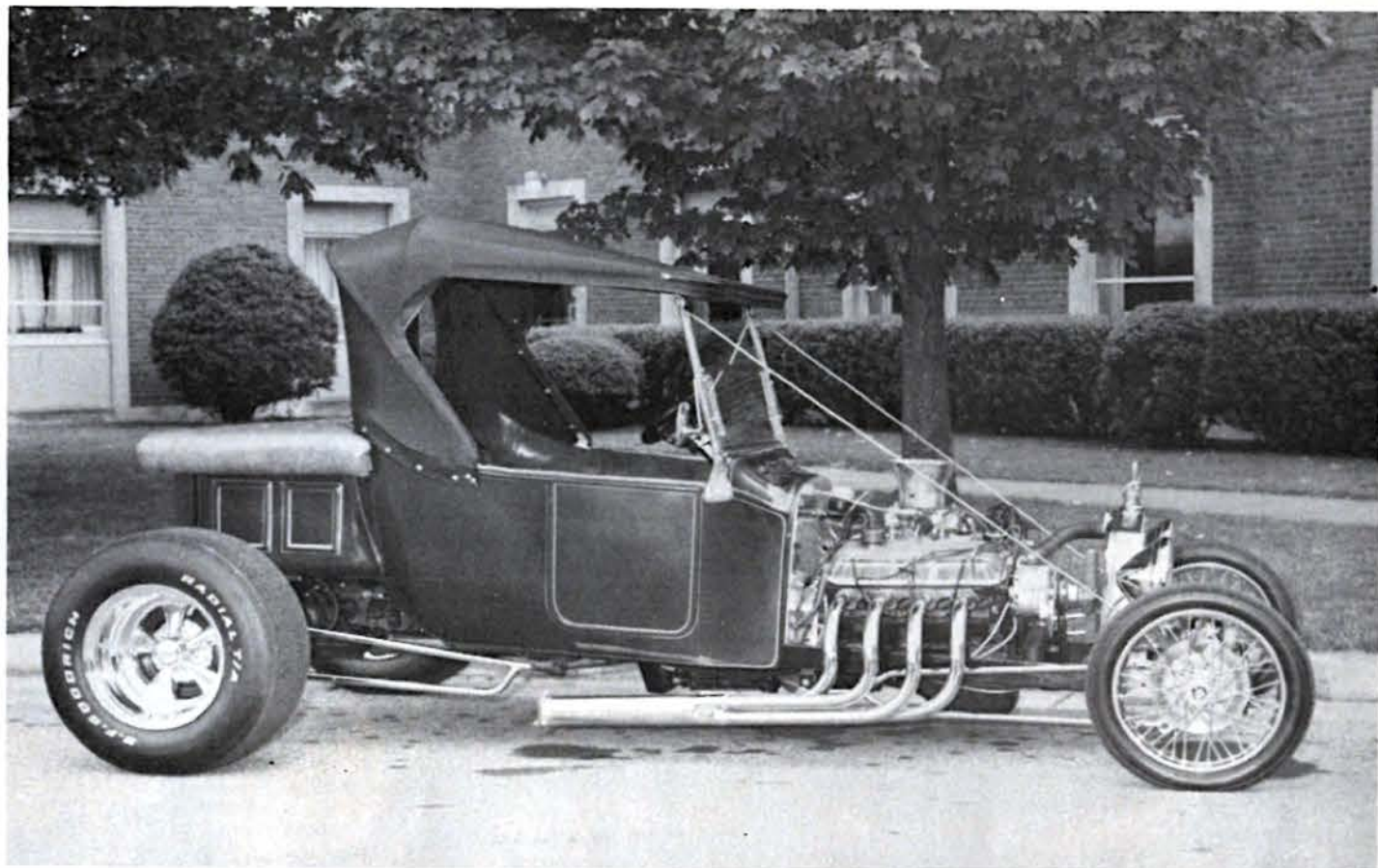
Mustang steering has been added. In the cab, driver and passenger comfort was a must, so plush Naugahyde interior was added along with a tilt steering column. The stock '32 dash was woodgrained and outfitted with a set of Stewart-Warner gauges. To keep things dry out back, a custom shell was added to the bed and for safety's sake a custom rear bumper was made. Staying with an old timey look, '32 Ford passenger car headlights were used with Model A taillights. It doesn't take much looking to realize that hauling down the highway in this pickup is easy and fun. . . . .



Owner: Glen Warrick  
Wellington, Texas  
Photography: J. Neal East





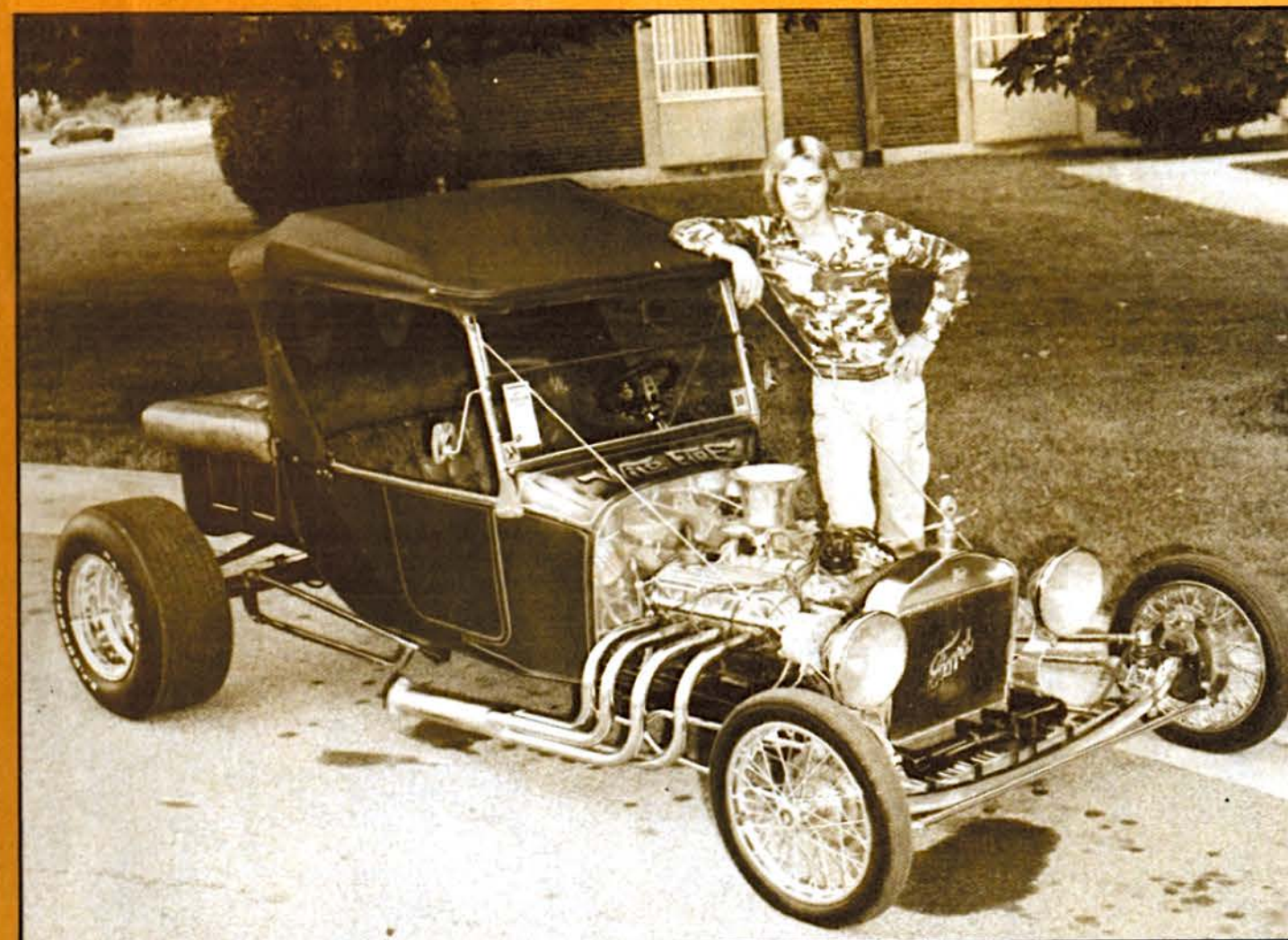
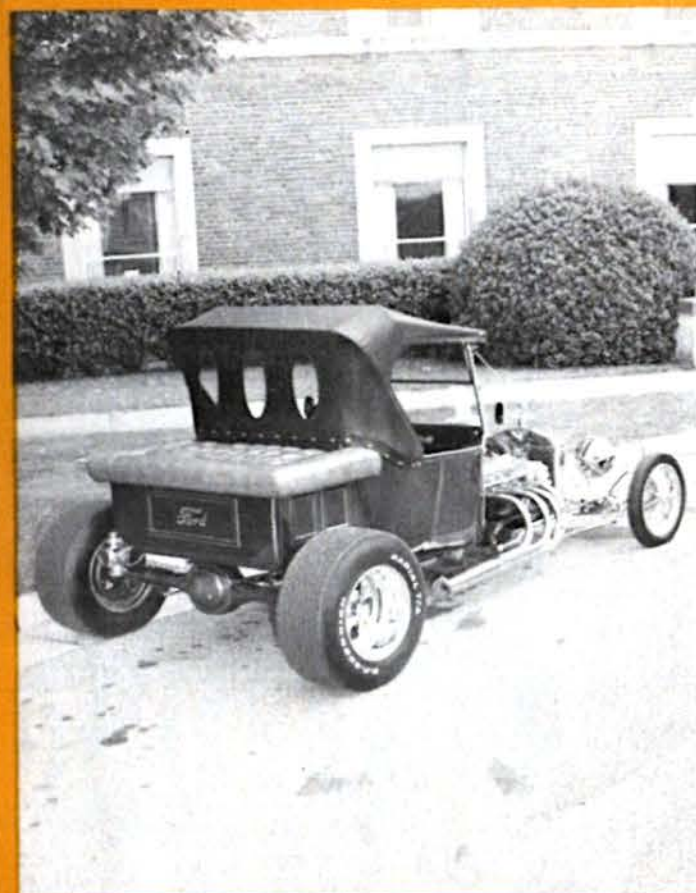
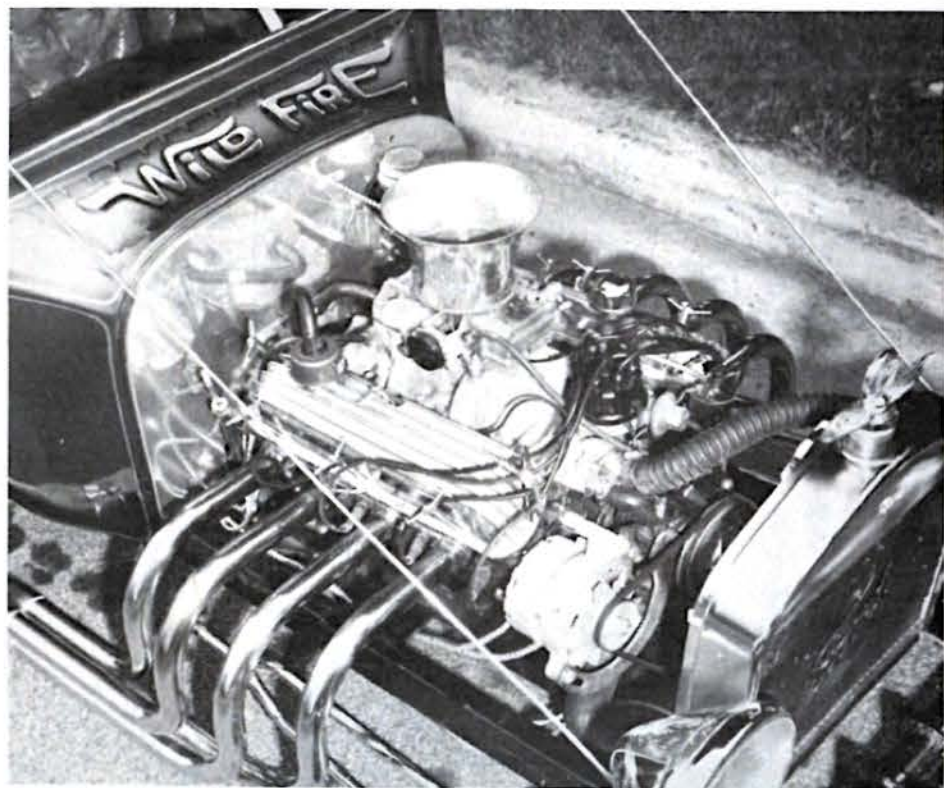


# WILD FIRE

Craig Southern shows us all that he is a street rodder's street rodder.

Owner: Craig Southern  
 Dobson, North Carolina  
 Photography: Brian Brennan

Street rodders that have been attending NSRA sponsored rod runs for the past couple of years are familiar with the Country Playboys and Craig Southern, he is the spokesman for the group. Craig has made mention from time to time of his being a street rodder and here's the proof of that statement, this super fine T-bucket that is built in that good old southern tradition of fine cars. The '24 T body rides on a frame made of 2x3-inch rectangular tubing. The front suspension is based on an I-beam axle using a Ford spring and the rear is a '55 Chevrolet using a Ford T spring. Go comes from a 1973 Ford 302 engine and the transmission is a C-4 automatic. Saddle Naugahyde was used for the interior and the pickup bed cover and a black top contrasts the bright red body. For detail a pair of headlights from a '31 Chevrolet were used and the traditional T taillight brings up the rear. In case that pickup bed throws you, two 14-inch beds were grafted together to make this longish version. The car sits lower than a lot of T's we see, and the look is very appealing. The car is a fine example of the Southern approach to the sport.



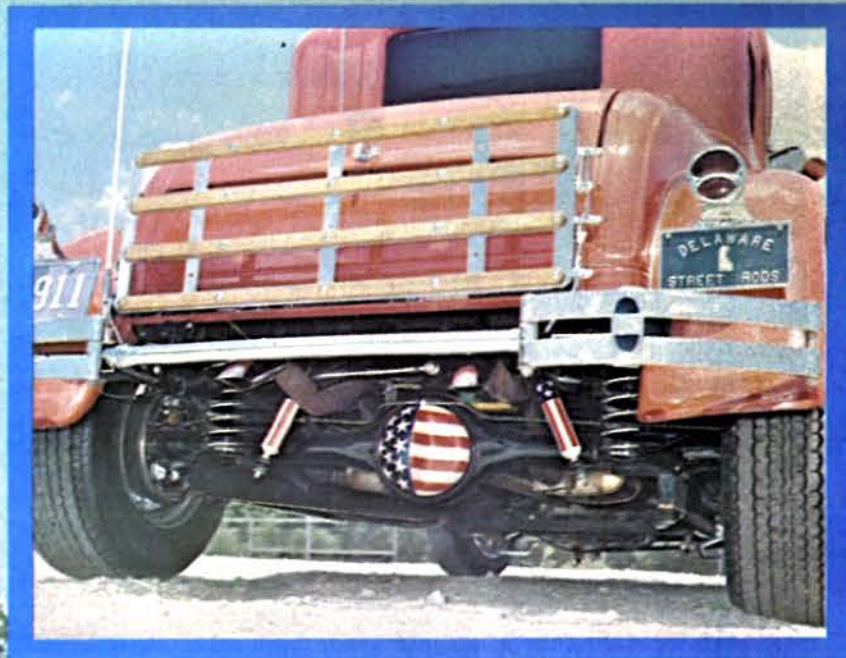


## MOTHER'S PRIDE

This car is the center of a mutual admiration society.

When we asked Walt Linewicz, Jr. about his longest trip in his fine '30 Ford coupe, we had no idea he was going to put us on the trailer with his answer, but he sure did. It's a long way from Pennsylvania to California, and that is for sure. But, when the car is built right it's no big deal. The Huggar Orange coupe is stock on the outside, but it is all business on the underside. Except for a Chevrolet steering box and Corvair coil springs at the rear, the entire car is Ford from the 1972 302 cid engine to the '56 Ford rear end. The front brakes are Mustang discs on early Ford spindles and the transmission is a C-4 automatic. Wright's Auto Upholstery supplied the black Naugahyde interior and Walt applied the lacquer paint himself. Inside a full complement of the latest accessories are found, including AM/FM, CB radio, heater, air conditioner, Stewart-Warner gauges, and a hand brake from a Pinto. A set of radial tires are mounted on a set of True-Spoke wire wheels. Walt and wife Lynn are very proud of this slick coupe, but Walt's parents also claim a part of the action in that department—in fact Mrs. Linewicz is said to be the biggest admirer of the car.

Owner: Walt A. Linewicz, Jr.  
Aston, Pennsylvania  
Photography: Joe Mayall





# A PLACE FOR EVERYTHING... And Everything In Its Place

By Joe Mayall



Each die cut glove box liner is formed around a special wooden block. Exact shape is assured on each unit.



A clamping form is slid over the formed liner to keep it in place for the stapling step.



Large stapling machine is used to close the seam on the box.



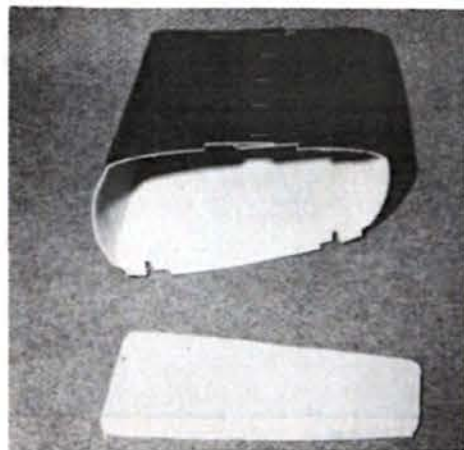
The end piece for the liner is die cut also, and is then formed in a press to give smooth folds. Fit must be exact to give a finished look.



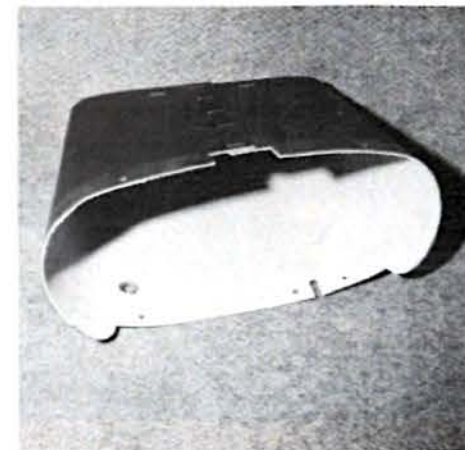
End piece is stapled into place with the edge lined up perfectly.



Catch repair parts, such as this '33-'34 unit, are also available for most cars.



This liner, 1935-36 Ford closed car, originally came with a door liner so one is provided to make the installation complete.



Even things like grommets are installed if they were required to be a true reproduction. Note that the die cutting is exact for a perfect fit every time.

The cars we usually pick to build seldom have enough room to haul the things one needs on a long trip. Every usable space should be kept usable, as it is sure going to be needed. One handy place that seems to quite often get used up is the glove box. It may also be a trick hiding place for a stereo or CB radio, but it can be usable space lost when handled that way.

Having the glove box space available and having it useful are two different things, however. If the liner is wasted or the catch doesn't work properly, the glove box is still not useful.

Bob Drake Reproductions has got the answers for both of these prob-

lems for all the early Ford guys, from 1933 through 1948. His new glove box liners are made right to fit right and he even offers several door catches or repair kits.

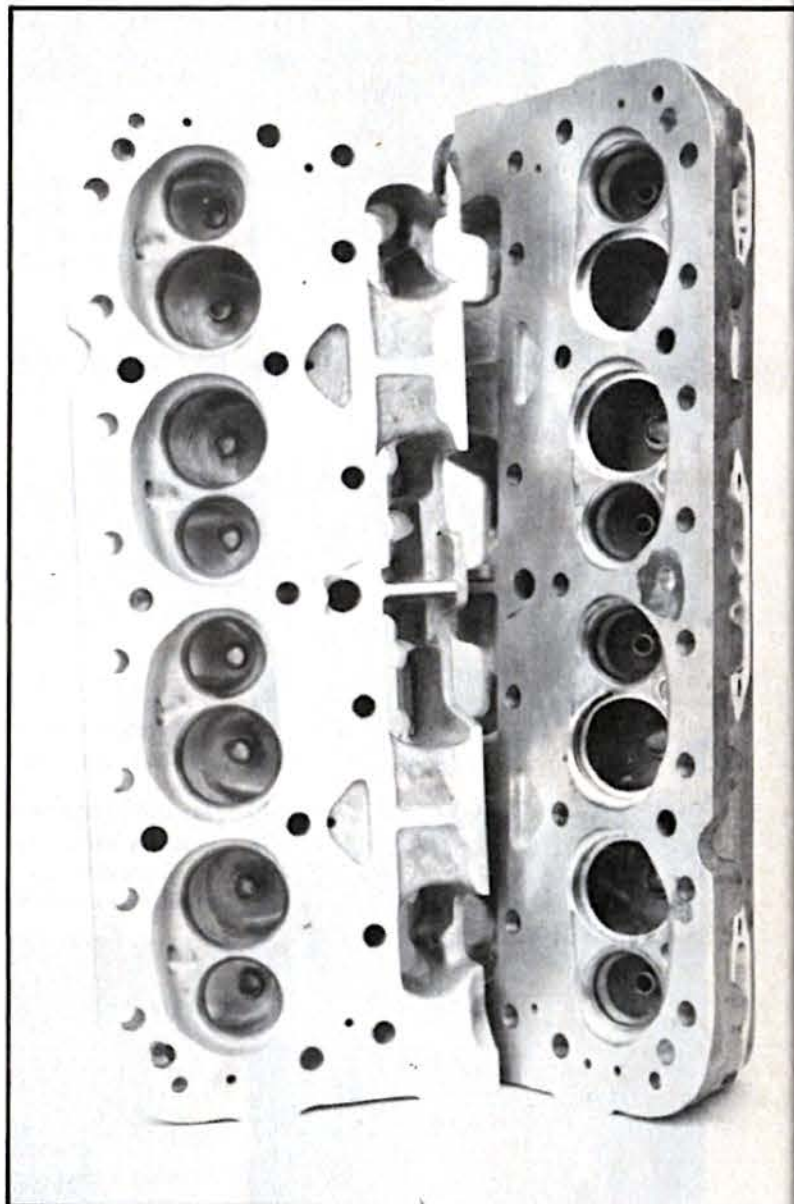
The glove box liners are made from a stiff cardboard which has soft cloth laminated to it. The liner is die cut for exact shape and is formed around a wooden plug which is just the right size, and every liner fits properly when finished. After the shell itself is formed and stapled together, the end piece is fitted and stapled in place to complete the box.

The box liners are correct in every way, and come with the door liner if that is required for a certain model and with all cut-outs for hardware or

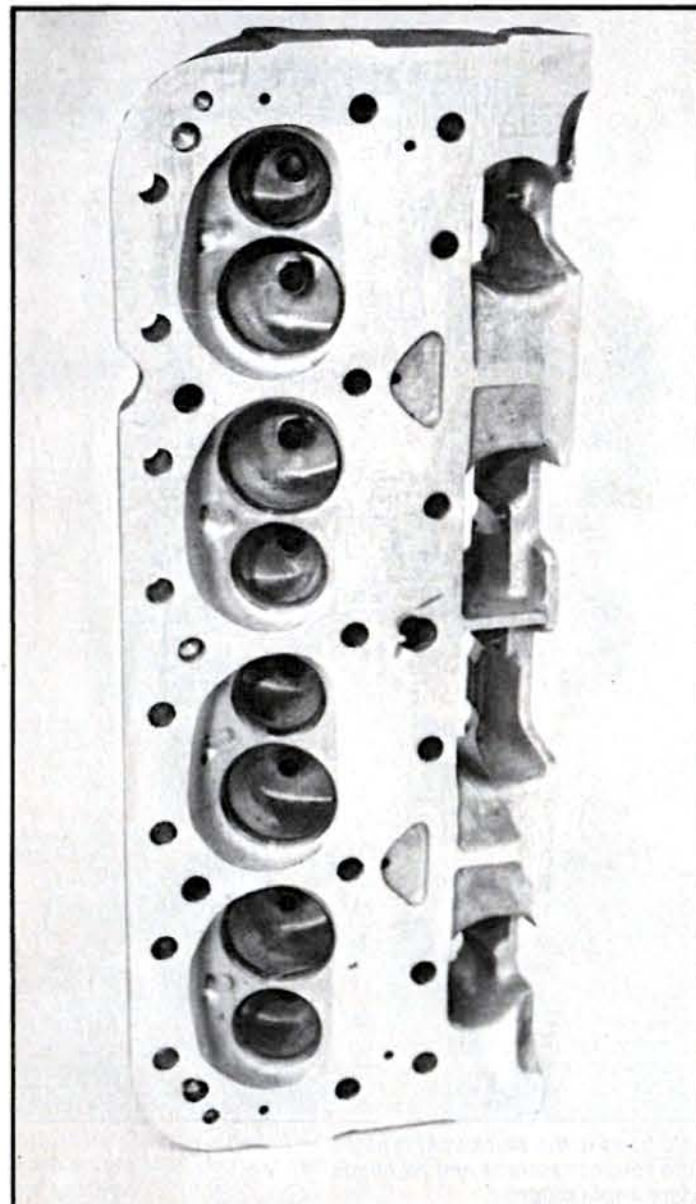
accessories, such as a hole for the glove box light when one is required. Installation is really a simple thing. The liner is slid into place in the opening, and screws are installed. The holes in the liner are die cut, so line-up and attachment is a snap.

Bob Drake Reproductions is best known for their quality rubber products, but their glove box liners have been around for a long time also, and are of the same high quality as the rest of the line. For information on all of their products, send \$1.00 to: Bob Drake Reproductions, P.O. Box 642, Woodland Hills, CA 91305 for their latest catalog and price list. A new, updated catalog has just come off the presses.

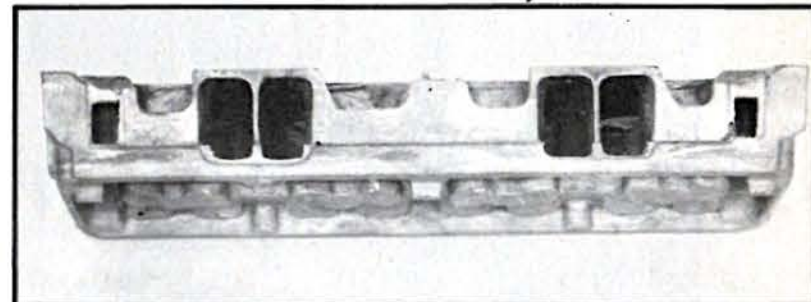
# LIGHTWEIGHT HEAVYWEIGHT



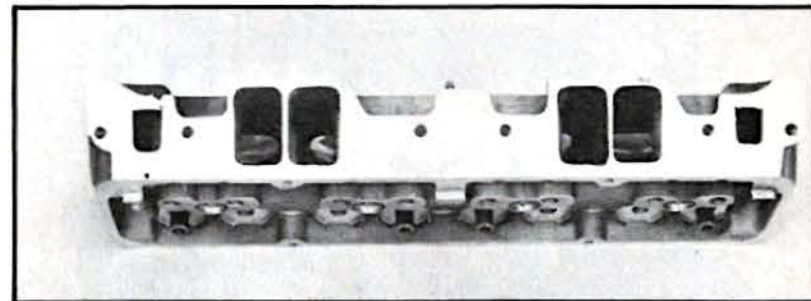
Here they are, these heads are both ready to go. The head on the left is the ported and polished model, while the right hand head is the unported version.



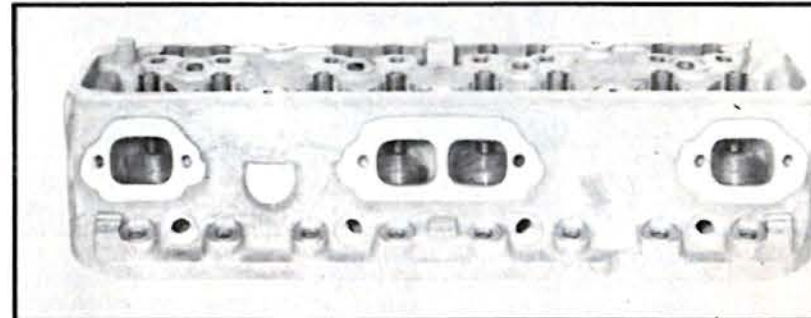
The ported heads feature enlarged ports and have a much smoother combustion chamber and ports.



The Brownfield Aluminum Heads are made out of raw castings and finished up at the Brownfield Company. Weight savings is tremendous with these aluminum units, as they tip the scales at a mere 19 pounds.



Pictured here are the intake ports on the stock head. You can notice the almost straight shot into the combustion chamber.



Here is the ported unit on the exhaust side. Notice the rectangular ports. This is the ideal port configuration on a small block Chevy.

**Here is one set of heads that are light in weight, but heavy in horsepower.**

**By Brian Murphy**

When it comes to making horsepower one of the most important items on your romper stomper double throw down killer motor is a good set of

heads. The people over at Brownfield Aluminum Heads have an answer. They have developed the Brownfield Aluminum Head which is the answer racers of small block Chevis have been looking for. These heads are also applicable to the guy on the street who has a real horsepower motor from the word go. They have big ports with good flow characteristics and they will flow a great deal of fuel. So if you want to run these heads on the street you better have a motor with the proper set-up.

The Brownfield Aluminum head is

in a class all by itself. The head incorporates all of the latest design principles. Some of these designs were not even possible until the Brownfield Aluminum Head was developed due to the lack of material in the stock Chevy casting. These heads are precontoured, preshaped and are already cross sectioned which all contribute to the aluminum head's perfection. This also eliminates the need for porting in most situations. With this head flow rates have been increased to an all time high which could have never been reached with the stock small block

head, aluminum or iron.

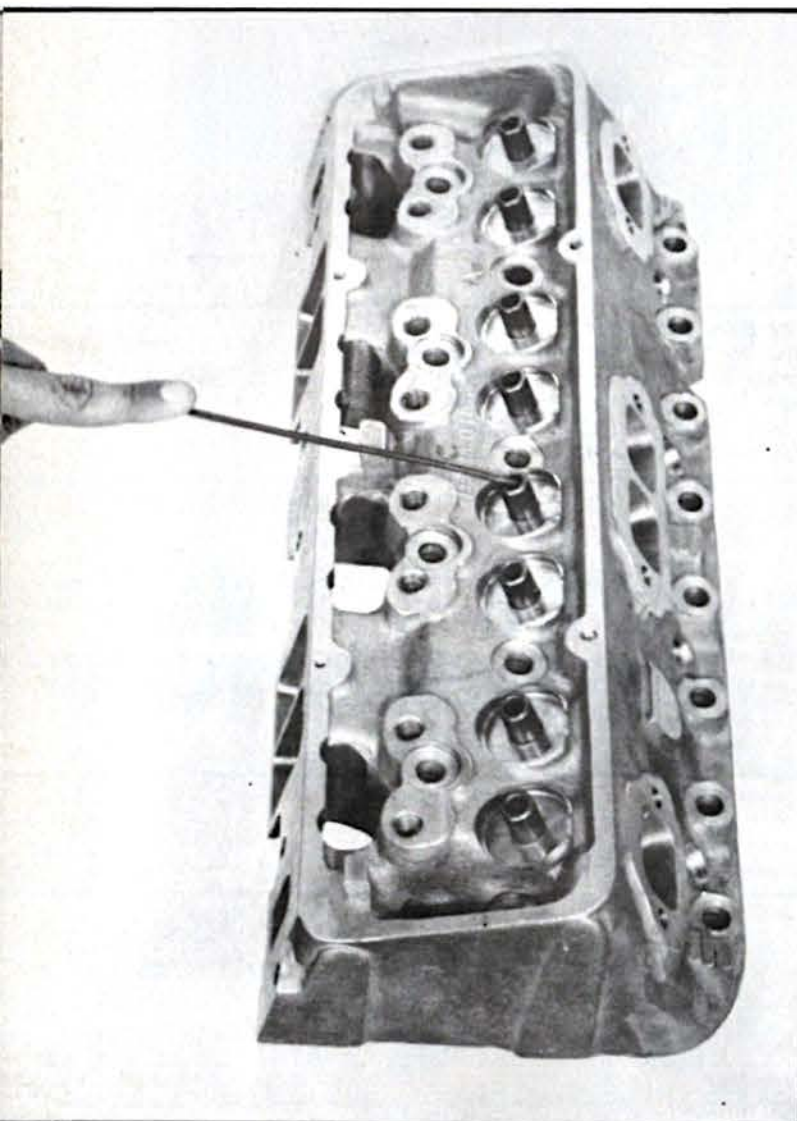
The next question you ask yourself is how does this apply to me? Well, for the ultimate in street performance, that's how. What you really need though is a well prepared motor. That means compression, camming, induction, carburetion and proper detail to clearances. The advantages are there to be had, but you definitely need the right motor and a fat bank account. The Brownfield Aluminum Heads are quite expensive. You must remember that for a quality item like this you are having to pay for extensive re-

search which is definitely money well spent. In all actuality though a set of Brownfield Aluminum Heads will run you in the neighborhood of 800 dollars. When you actually get down to brass tacks think about how much you would pay for a good set of small block angle plug heads, then have them ported and polished; by the time you get them on your engine you have a small fortune in them and they still won't flow as well as a stock set of Brownfield Heads.

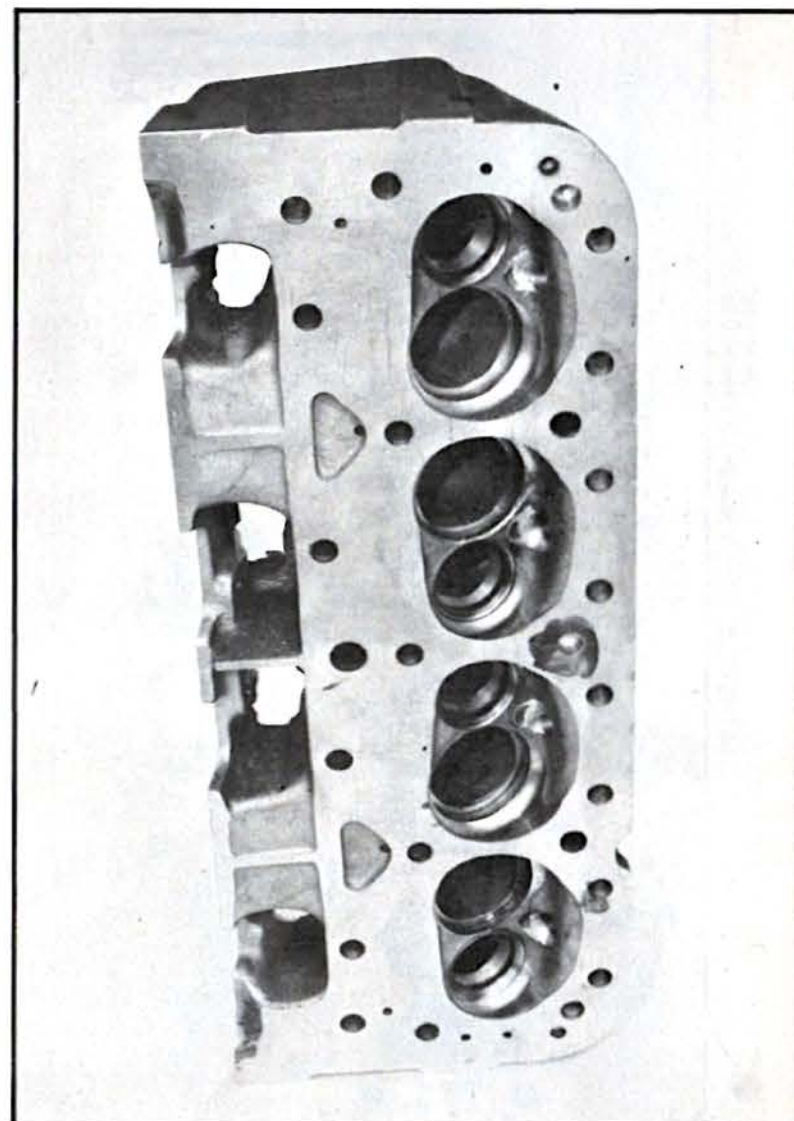
You also have the advantage of a definite weight savings. The heads you

purchase from the Brownfield Company will weigh in at approximately 19 pounds apiece. Have you weighed a set of small block heads lately? You will probably find that they are about 40 plus pounds per head. This is definitely a very profitable weight loss.

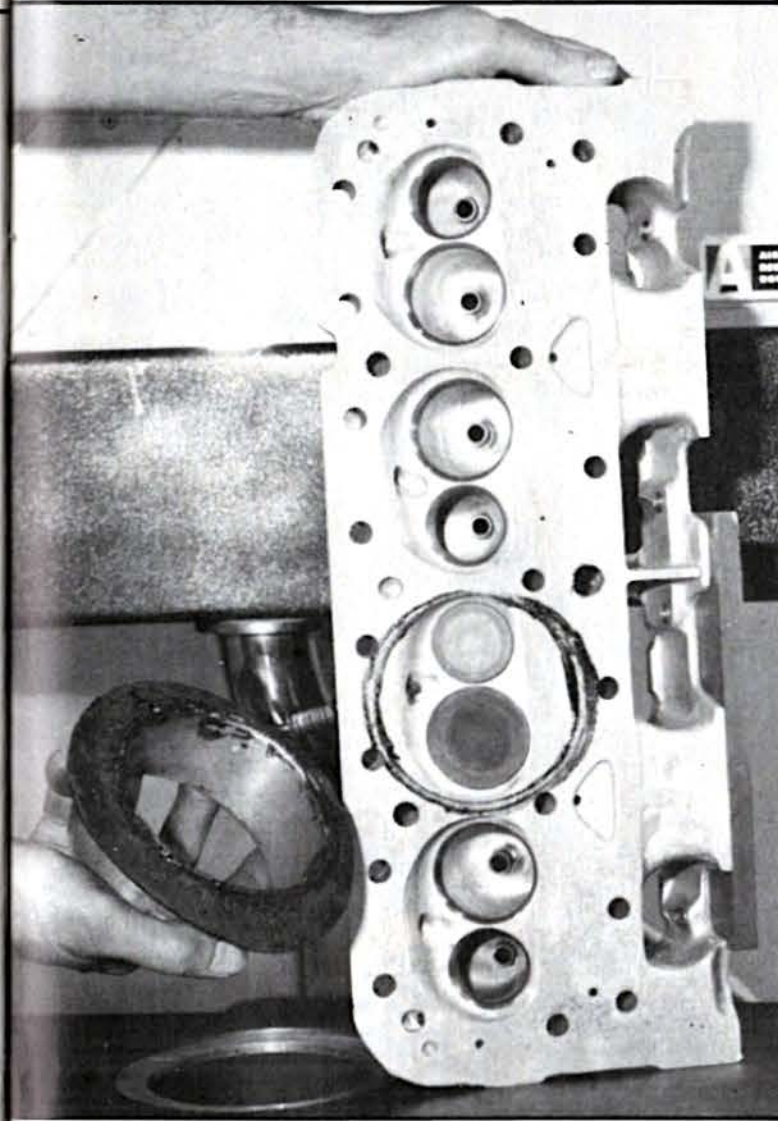
The Brownfield Heads have it in the water cooling department as well. These heads have a patented water jacket feature which removes approximately 40% of the water from the roof of the combustion chamber in such a manner as to provide an excellent heat sink, thereby preheating the combus-



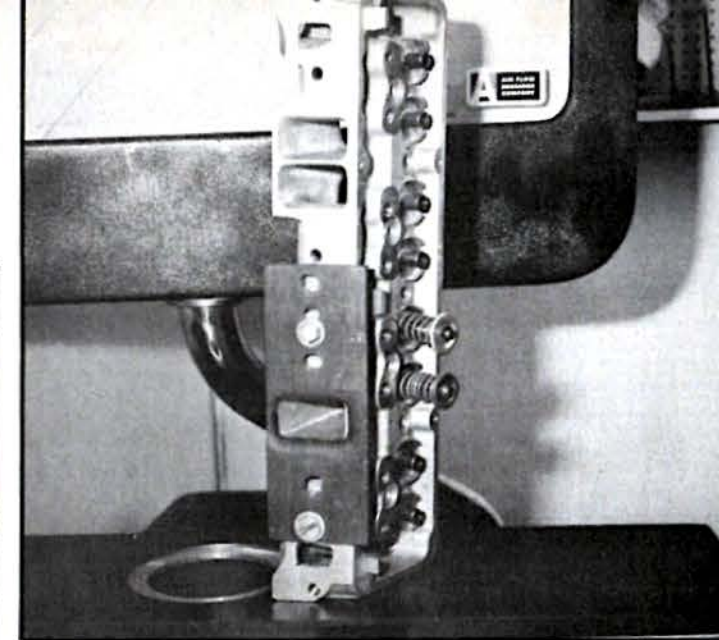
All Brownfield Aluminum Heads come with screw-in studs and brass valve guides. You will have to supply your own studs but the tapped holes are already there. The Brownfield Company will also relocate the stud holes so that they are in the proper place for using big block studs and rocker arms.



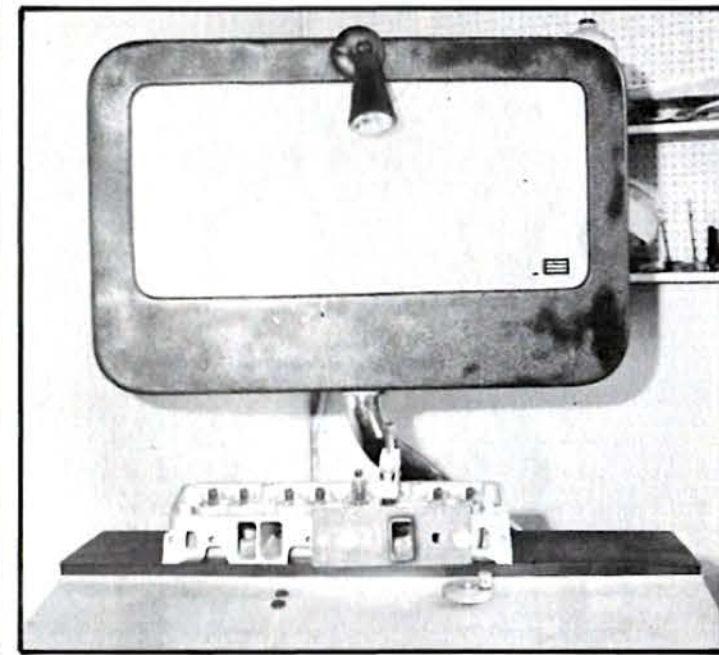
This head is the stock unit. It has a little rougher surface and all heads come angle plugged.



Brownfield Company has their own flow bench where they do their own flow testing.



Flow plate must be attached to the head to insure a proper seal and accurate data.



This head is set up ready to be tested. All port design is done on this flow bench which is then programmed into their computers, which control all operating machinery.

tion chamber. The placement and re-arranging of water jackets combine to make the motor run as much as 10 to 15 degrees cooler. This fact definitely is one feature the street machiner should think about as most high performance motors can be rather difficult to cool in the hot summer months. This new head design is based on better port configuration and not an aluminum copy of the Chevy head. The ports on the Brownfield Head are shaped to negotiate the angle above the valve seats. On actual visual inspection it looks like a straight shot

from the intake port to the combustion chamber. Flow tests on a flow bench show that an air stream does not want to make the right angle turn above the valve seats. This turn cannot be achieved properly by the stock Chevy heads. The port configuration on the Brownfield heads are cast into the head and it negotiates this turn very well. The Brownfield Aluminum Heads use the stock Chevy 2.02-inch intake valve and the addition of the 2.05-inch intake valve is to no advantage. This valve change shows no improvement over the stock 2.02-inch intake valve.

The spring pads are cast  $\frac{1}{8}$  inch thicker than the stock Chevy heads. This will permit machining for the use of the oversized big block springs. This also adds to additional support of the spring. A  $\frac{1}{16}$  inch deeper cut has also been made in the spring pads so that increased spring heights can be used.

The rocker arm stud placement has been shifted slightly which is to provide proper pushrod clearances around the ports. These heads naturally come with screw in studs. They will accommodate either the 1.5 or 1.6 ratio

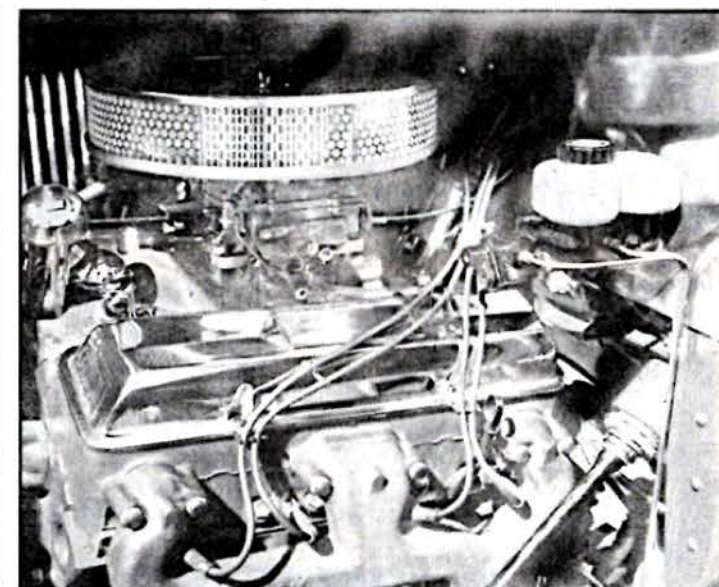
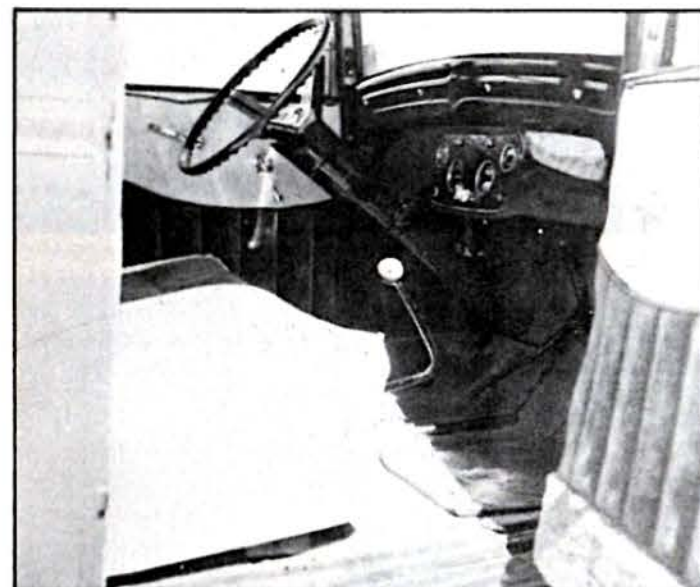
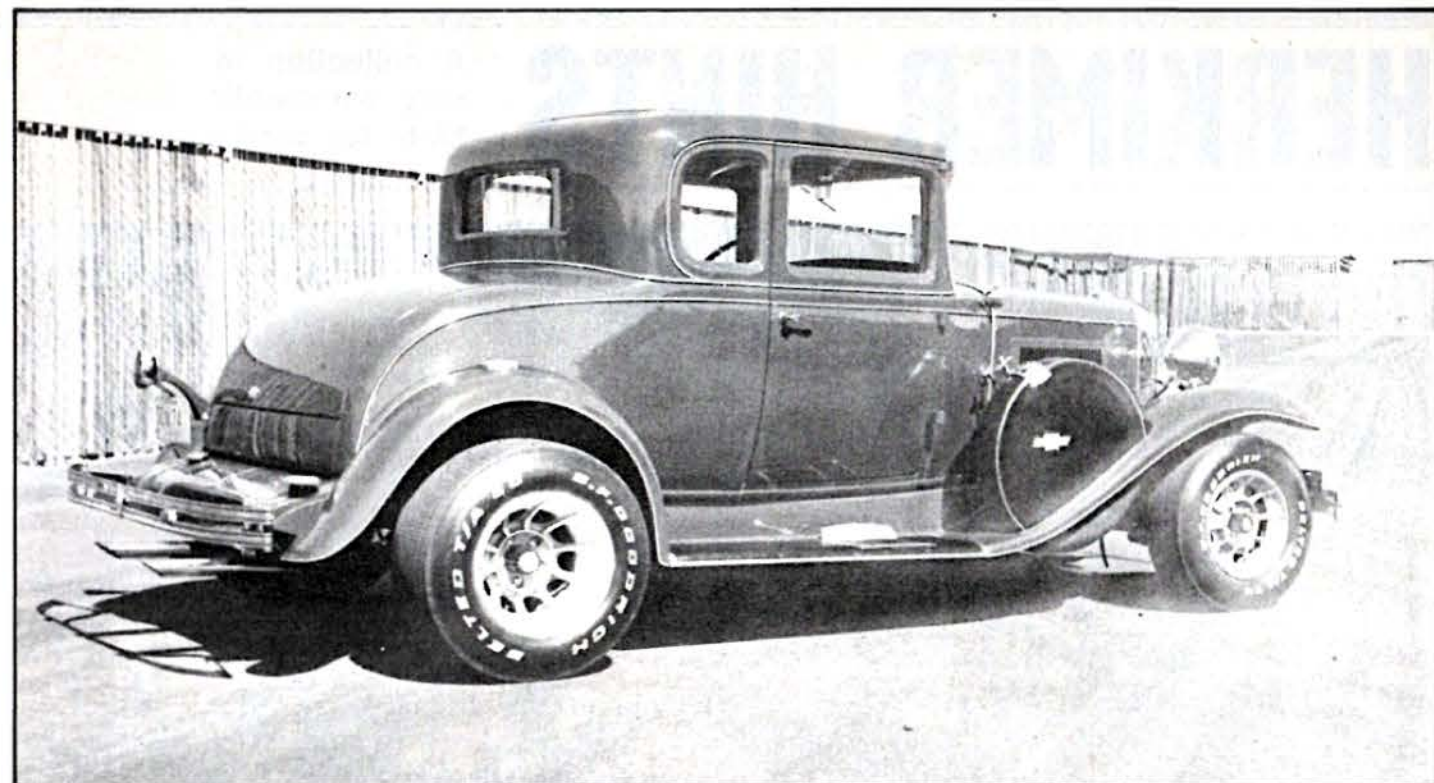
rocker arms. You can also have the heads ordered with the proper placement of the rocker studs to accept the big block rocker arms correctly. Stock pushrod guide plates are used on these heads along with much of the same other hardware. Cylinder head bolts are identical to a stock Chevy head and the same goes in the manifold department (intake and exhaust). The configuration of the combustion chamber is the same as stock Chevy heads. This in turn means that all stock Chevy pistons or aftermarket pistons will work properly.

All Brownfield Aluminum Heads come with radiused valve seats. The stock C.C. rating on these heads is 67 CCs, but they can be milled down to as little as 52 CCs. Bronze valve guides are part of the package that the staff provides you with. GM valves can be used along with any aftermarket valve intended for the small block Chevy. There is no need to go to any larger valve than 2.02-inch on the intake and 1.60-inch in the exhaust valve department.

Another interesting feature to the guy with the well detailed engine is the

fact that these heads are aluminum and can be easily polished. That sure is one way to make an engine compartment pretty. Any place that does that sort of work would be able to do the job.

All in all after you get to thinking about these heads they are quite interesting. You sure could build one dynamite street motor around a set of these. They seem to have many more advantages over the Chevy turbo head. There is no doubt anywhere that they are definitely a LIGHTWEIGHT HEAVYWEIGHT. ■



## KRAMER'S KOUPE

It's a sport coupe, Independence Series AE, and don't those dual sidemounts look nice?

A guy who was short on cash but owed his landlord some rent paid his debt off with this 1931 Chevy sport coupe. Ray Kramer was able to take it off the landlord's hands for \$400 a year or so ago and began to make it look what it looks like today. Ray did just about all the work himself, including the wood

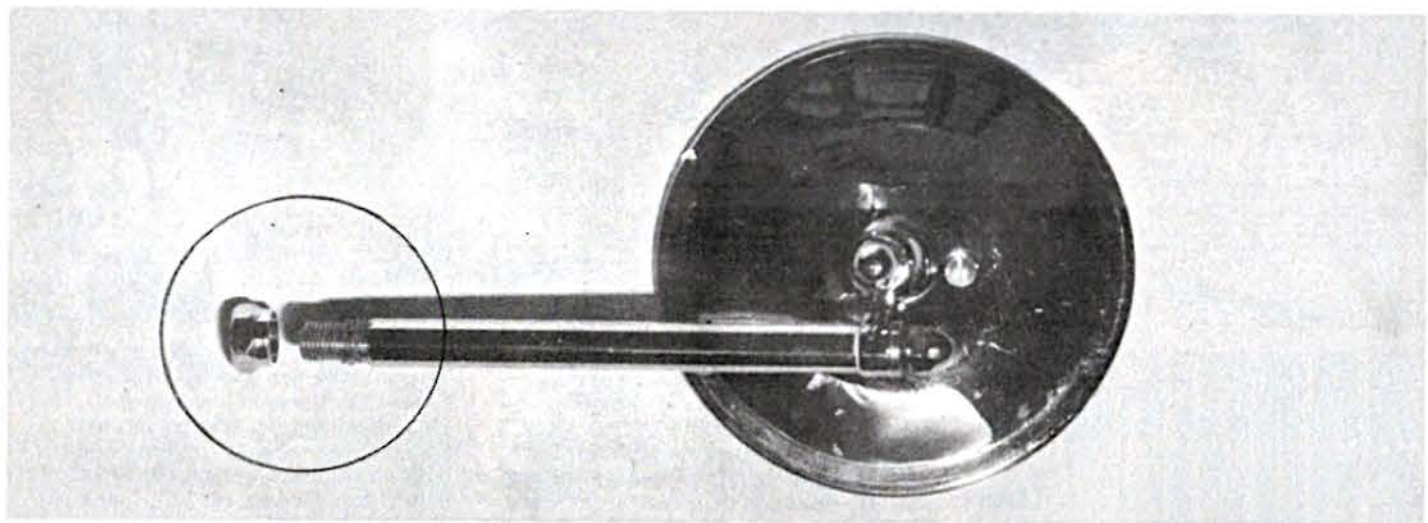
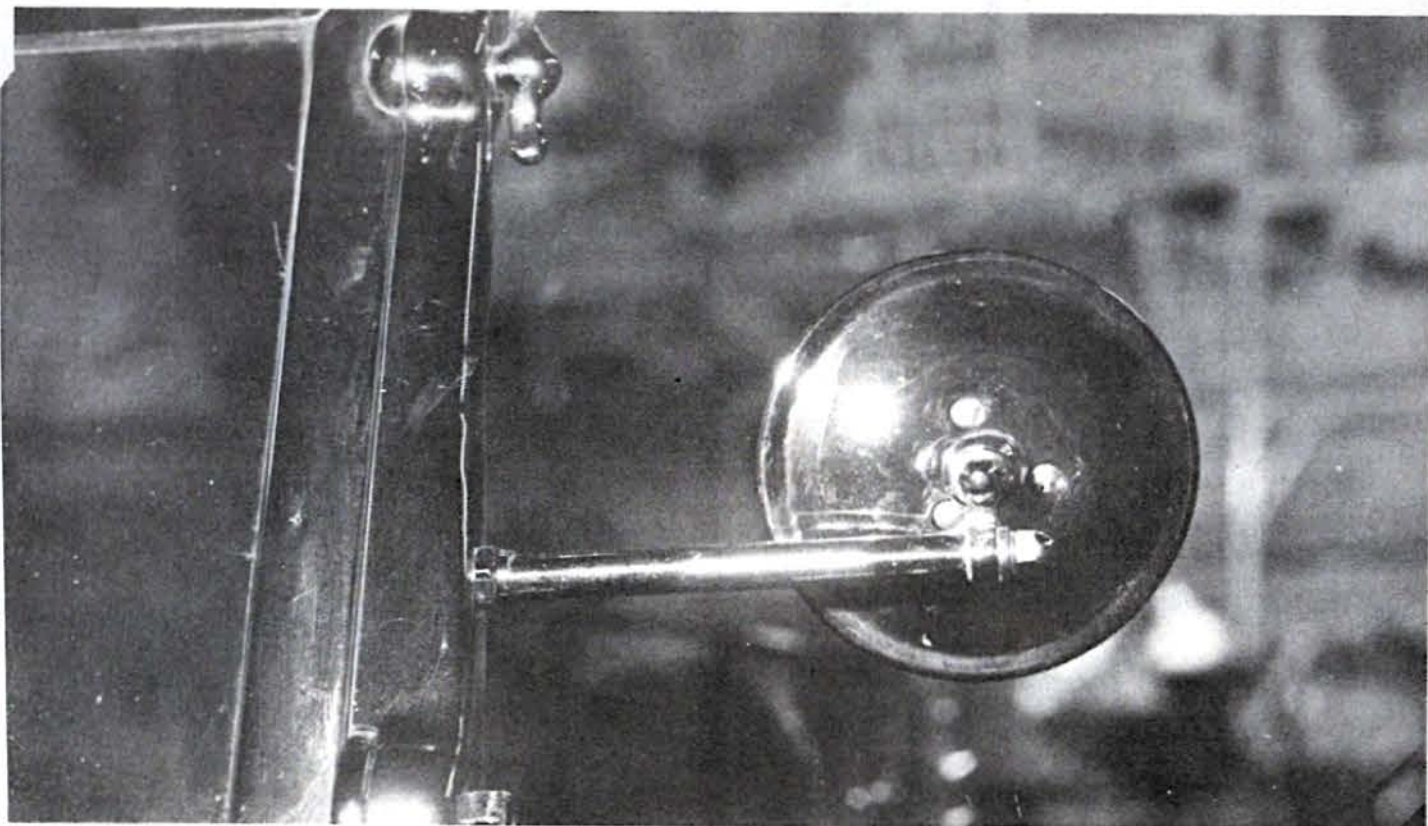
and paint. All wood was replaced with oak and received three coats of polyurethane. Sheetmetal was sprayed with a dark blue lacquer. The body is stock, including rockguards, step plates, but '29 Chevy bumpers were used front and rear. Up front and down under there's a 1967 Opel independent suspension with disc brakes, rack and pinion steering. The Opel unit was widened 6½ inches and two extra leaves were added. Rear end is '61 Chevy with specially made coils. Monroe shocks were used front and rear. American Vectors are mounted with Goodrich belted tires. Interior of the sport coupe is done in grey and blue velour, and Ray gives credit to Bob Kaeser for the cutting and stitching. A Studebaker two-door front seat was sectioned to fit. For power this Chevy has a Chevy 327 which was kept stock. Chevella manifolds were used with

Mitchels, and a lot of stuff was chromed, including the pan and flywheel cover. Chrome underneath includes the differential and backing plates, rear springs, rear radius bars, drive shaft, trans dust cover, and starter. Powerglide tranny uses owner-built shifter and is cooled with a finned-type cooler. All interior instruments are stock and they all work, and those nifty sidemounts are functional too, as they're 15" x 3" Chevy wheels mounted with 5.60 x 15" tires so they can actually be used as spares. Ray made the long run to Las Vegas in '76 from his home in Colorado, and that's where his neat little sport coupe caught our eye. We like it!

Owner: Raymond Kramer  
Lakewood, Colorado  
Text and photos: Will O'Neil

# HERKIMER HINTS

A collection of very worthwhile hints for rodders.



## DEUCE MIRROR

By James Handy

Been looking for an outside rear view mirror for your 1932 Ford roadster? If you're lucky enough to have a Deuce roadster to put a mirror on, congratulations. If your roadster has the original stainless steel windshield posts, the driver's side post has provisions for an outside mirror. Unfortunately, at this time, no one makes

an outside mirror that fits the '32 post. Our search did yield a number of NOS mirrors made for the Model A, one of which was used for this application.

To modify the mirror, you have to disassemble it. The reason the Model A mirror doesn't fit the Deuce is the post end threads are not right. The threads on the mirror post, as purchased, are 7/16"-20 UNF and a chromed locknut is included with the mirror. To retain the use of the

locknut, the first 3/8" of the shaft threads are turned down and re-threaded to 3/8"-24 UNF. The mirror shaft will now thread into the windshield post and, since there are still 1/4" of the original threads, the locknut will lock the mirror in place. The mirror can now be reassembled and installed.

The mirror we used in this application can be obtained from Sacramento Vintage Ford Parts, 1504 El Camino Ave., Sacramento, CA 95815.

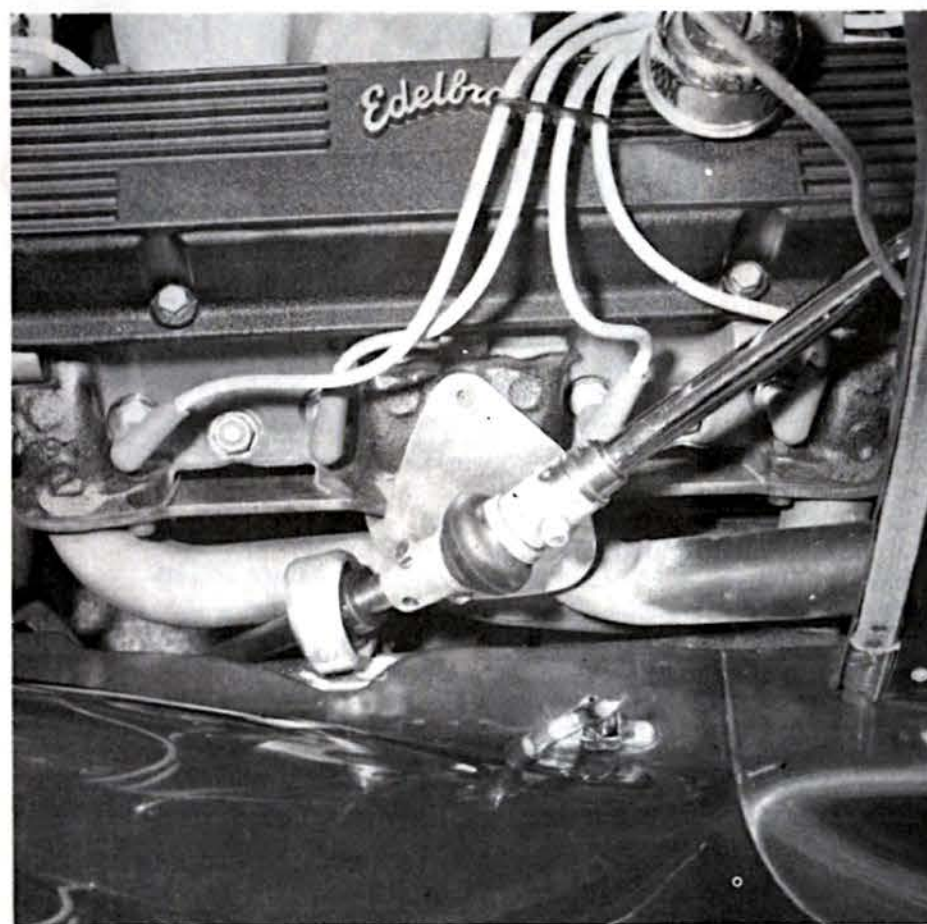
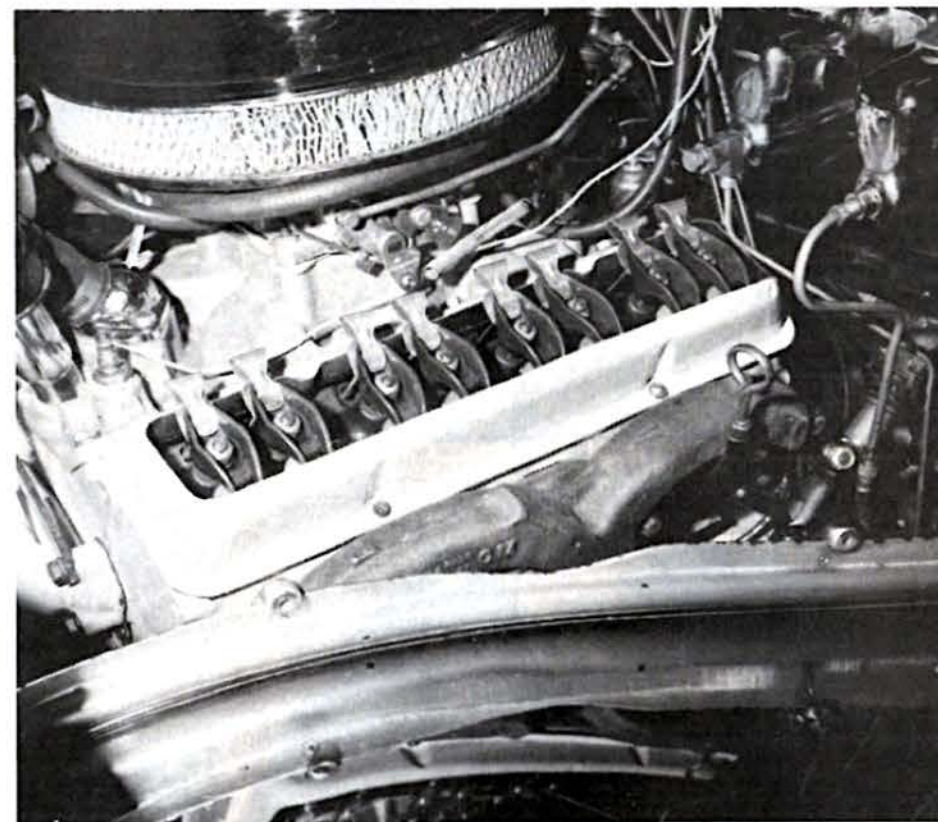
## VALVE ADJUST AID

By Joe Mayall

Those handy little aluminum clips are a big help when it comes to adjusting valve lifters, but they only solve half of the problem. They do an excellent job of keeping the oil from squirting into the air and out of the engine compartment, but they don't stop it from running off of the head and onto the exhaust manifold and floor.

By taking an old valve cover (sheet metal type) and cutting the top out of it, the clips can be still used and the lower part of the cover will control the oil overflow problem. Be sure to use a gasket under the cover and the adjusting job can be completed without loss of oil, or your temper. Ever tried to do this sort of thing when the smoke from burning oil is in your eyes?

Since you can only adjust one side at a time, it is only necessary to make one of these valve covers for each type of engine you will work with.

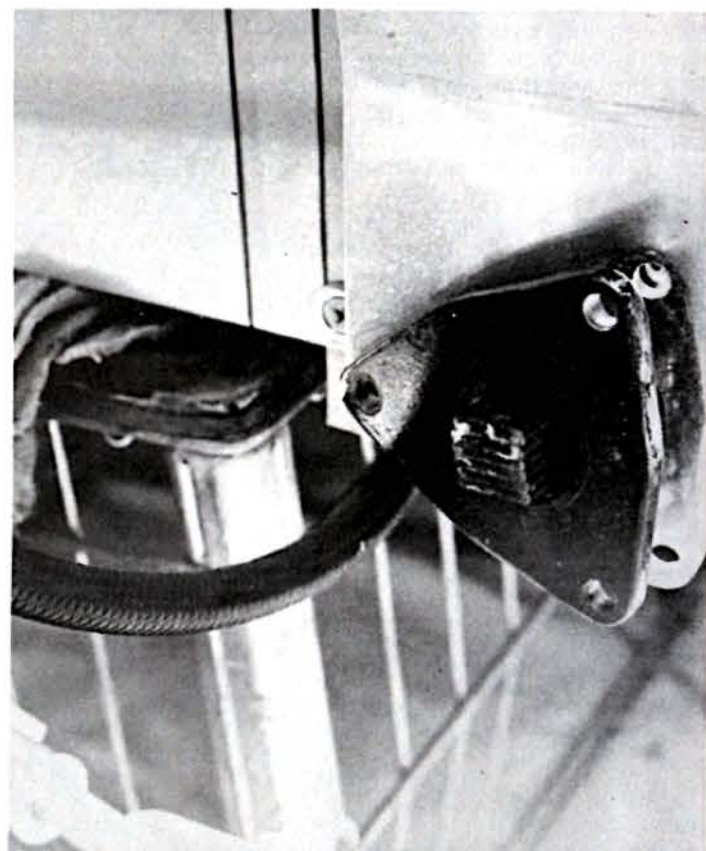
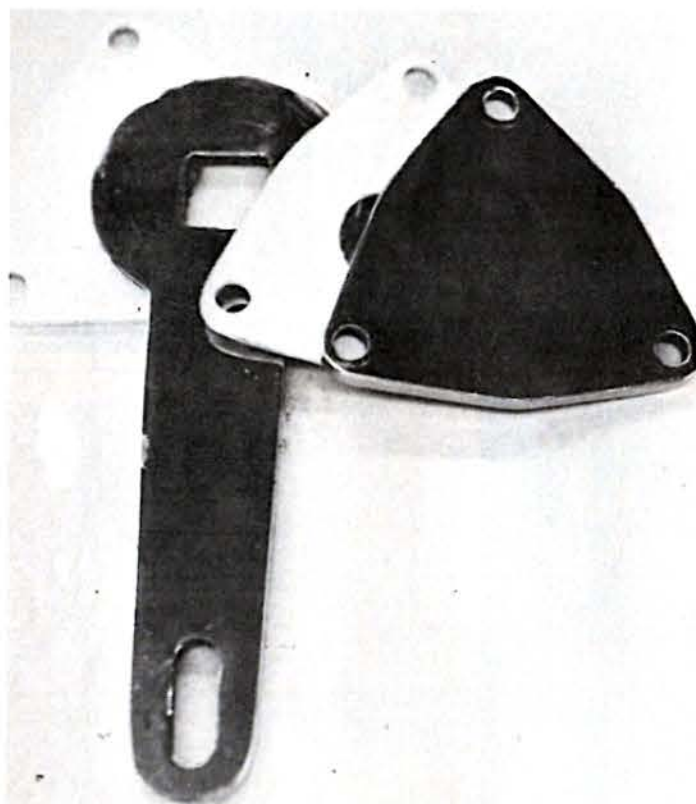
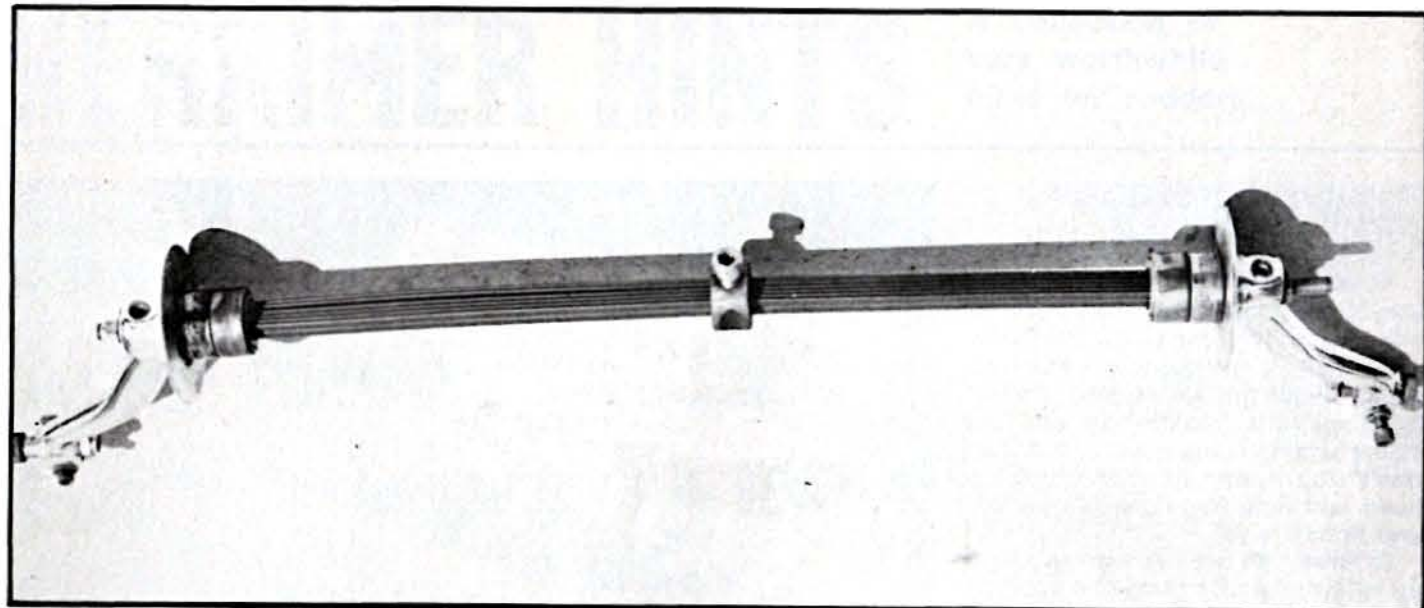


## HEAT SHIELD

By Brian Brennan

The routing of steering close to the engine is something that street rodders have been living with since this whole engine swap thing got started. But, having a rubber booted component next to the manifold can cause problems.

Adding a heat shield can solve the problem and usually very easily. Tapping a hole in an exhaust manifold is easy, and a piece of aluminum plate can be quickly formed to do the job. Use an Allen head screw and the job takes on a finished look and does a super job.



#### V-BARS FOR ROADSTERS By Tex "Herkimer" Smith

Looking for a trick way to spring the front of your fad rod? The answer might well be in the inexpensive Volkswagen torsion bar. As it comes from Wolfsburg, the bar is made up of several small flat pieces of steel in a kind of lamination. Inside the VW front housing the bar is located by a center collar so that either end is free to twist. By removing the torsion bar from the trailing arms and

inserting the assembly into a tubular front crossmember welded to a light-weight rod frame, it is possible to then add end plates such as these made by Mr. Roadster. The plates are sandwiched between a flange on the crossmember tube and end caps, much the same way as friction shock absorbers common to dragsters (in fact, this type of springing for tubing axles is not uncommon on some dragster designs). The result is a leading-arm type of suspension that can incorporate a friction shock right into the spring mounting levers.



#### ECONOMY MUFFLERS By Richard Will

Whether you're a low buck rodder in need of a quality exhaust system at a reasonable price, or a high-roller looking for a muffler that can be chromed to match the rest of the chrome exhaust system on your mega-buck show rod, you might find the answer at your local NAPA store.

The name to ask for is Challenger and while they are cataloged to fit specific make and model cars, they can also be ordered by inlet and out-

let diameter and overall length. In other words you don't have to go through the hassle of trying to find a muffler to fit a '34 Chevy coupe with a 302 Ford engine—just specify the dimensions needed such as 2-inch inlet, 1 3/4-inch outlet and 26-inch overall length.

All Challenger mufflers have a round 4-inch diameter shell with bullet shaped ends that will not blow out or rust out because there is no seam. They are formed of one piece of heavy gauge steel and have internal baffles just like a stock oval muffler for positive sound control.

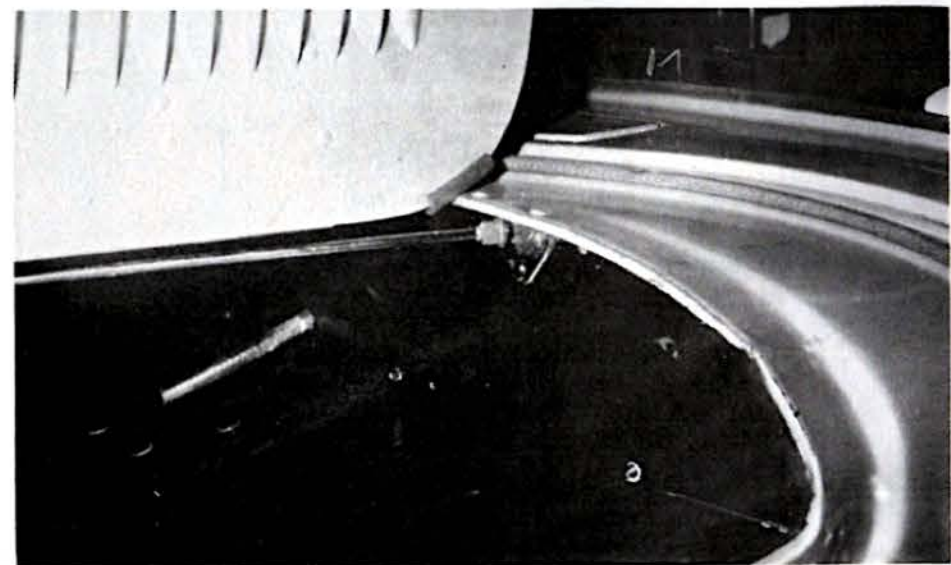
The price is about half that of a

stock type muffler. For instance list price for a stock type replacement muffler for a '70 Chevelle with 350 engine is \$20.59, the Challenger muffler to fit this application lists for \$10.46. Add to this the fact that with its 4-inch diameter shell the Challenger takes only half the room needed for an oval muffler, and it starts to look like NAPA designed this one with the street rodder in mind.

As far as life expectancy goes I just replaced a set of these on my trusty '57 because the cone shaped header adapter was rusted out, the mufflers were still okay.

#### HOOD HOLDER By Joe Mayall

The hood on a '33 Ford is noted for being rather slippery when it is being rested on the cowl area. Unlike the '34 cowl, the '33 does not have a notch to keep the hood in position. A short piece of rubber tubing, split down the side, can be slipped over the hood and presto, the hood stays up. The tubing is removed when not in use and is easily stored in the space between the windshield and the dash face plate.



### NAPA Soundmaster Exhaust Systems

#### PRODUCT INFORMATION

#### MUFFLER SPECIFICATIONS—Cont'd

Table No. 1—Cont'd

Soundmaster No.	Type	Shell Diameter	Overall Length	Shell Length	I.D. Inlet	I.D. Outlet	Remarks
24800	Challenger	4	24	22	2	1 1/2 O.D.	Inlet and Outlet at angles
24801	Challenger	4	24 1/2	22	2	1 1/2	Inlet and Outlet at angles
24802	Challenger	4	24 1/2	22	2	2	Inlet and Outlet at angles
24803	Challenger	4	24 1/2	22	2 1/4	2	Inlet and Outlet at angles
24804	Challenger	4	24	22	2	1 3/4	Inlet and Outlet at angles
24805	Challenger	4	24	22	2	1 3/4	Inlet and Outlet at angles
24806	Challenger	4	21	18 1/2	2	1 3/4	Inlet and Outlet at angles
24807	Challenger	4	23	18 1/2	2	2	Offset Inlet
24809	Challenger	4	22 1/2	18 1/2	2	1 1/2 O.D.	Inlet and Outlet at angles
24810	Challenger	4	21 1/4	18 1/2	1 3/4	1 1/2 O.D.	Inlet and Outlet at angles
24811	Challenger	4	22 1/4	18 1/2	1 3/4	1 1/2	Inlet and Outlet at angles
24812	Challenger	4	24 1/2	22	2	1 1/2	Inlet and Outlet at angles
24814	Challenger	4	27 1/4	25 1/4	2 1/4	2	Inlet and Outlet at angles
24815	Challenger	4	24	22	2	2	Inlet and Outlet at angles
24816	Challenger	4	28	25 1/2	1 3/4	1 1/2 O.D.	Inlet and Outlet at angles
24817	Challenger	4	23 1/2	21 1/2	2 1/4	2	Inlet and Outlet at angles
24819	Challenger	4	25 1/4	23 1/4	1 3/4	1 1/2 O.D.	No angles
24820	Challenger	4	28 1/4	26 1/4	Special	2	Flanged Inlet Angle Outlet
24821	Challenger	4	24 1/4	22 1/4	2 1/4	2	Inlet and Outlet at angles
24822	Challenger	4	24 1/2	22 1/2	2	1 3/4	Inlet and Outlet at angles
24823	Challenger	4	22 1/2	20 1/2	2	1 1/2	No angles
24824	Challenger	4	24	22	2	1 3/4	Inlet and Outlet at angles
24825	Challenger	4	25	23 1/4	1 3/4	1 1/2	Inlet and Outlet at angles
24826	Challenger	4	26 1/2	24 1/2	2	1 3/4	No angles
24827	Challenger	4	25 1/4	23 1/4	1 3/4	1 1/2	Inlet and Outlet at angles
24828	Challenger	4	27 1/4	25 1/4	2	2	Inlet and Outlet at angles
24829	Challenger	4	29 1/4	27 1/4	2	1 3/4	Inlet and Outlet at angles
24830	Challenger	4	25 1/4	23 1/4	2 1/4	2	2 O.D.
24831	Challenger	4	22 1/4	20 1/4	1 1/2 O.D.	2	Inlet and Outlet at angles
24832	Challenger	4	22 1/4	20 1/4	1 1/2	1 1/2 O.D.	No angles
24833	Challenger	4	23 1/4	21 1/4	2	2	Inlet and Outlet at angles
24834	Challenger	4	25 1/4	23 1/4	2 1/4	2 O.D.	Inlet and Outlet at angles
24835	Challenger	4	25	23 1/4	2	2	Inlet and Outlet at angles
24836	Challenger	4	29	27 1/4	2	2	Inlet and Outlet at angles
24837	Challenger	4	25 1/4	23 1/4	2 1/4	2	Inlet and Outlet at angles
24838	Challenger	4	23 1/4	21 1/4	2 1/4	2 1/4 O.D.	Inlet and Outlet at angles
24839	Challenger	4	25 1/4	23 1/4	2 1/4	2 1/4	Inlet and Outlet at angles
24840	Challenger	4	25 1/4	23 1/4	2 1/4	2 1/4	Inlet and Outlet at angles
24841	Challenger	4	25 1/4	23 1/4	2 1/4	1 1/2 O.D.	Inlet and Outlet at angles
24842	Challenger	4	23 1/4	21 1/4	2	2	Inlet and Outlet at angles
24843	Challenger	4	24 1/4	22 1/4	2	1 1/2 O.D.	Inlet and Outlet at angles
24844	Challenger	4	29 1/4	27 1/4	2 1/4	2 1/4	Inlet and Outlet at angles
24845	Challenger	4	25 1/4	23 1/4	2 1/4	2 1/4	Inlet and Outlet at angles
24846	Challenger	4	22 1/4	20 1/4	1 1/2	1 1/2	Inlet and Outlet at angles
24847	Challenger	4	27 1/4	25 1/4	2	2 O.D.	Inlet and Outlet at angles
24848	Challenger	4	25	23 1/4	2 1/4	2 1/4	Inlet and Outlet at angles
24849	Challenger	4	25 1/4	23 1/4	2 1/4	2 1/4	Inlet and Outlet at Angles
24850	Challenger	4	25 1/4	23 1/4	2	2	Inlet and Outlet at Angles
24851	Challenger	4	25	23 1/4	2	2 O.D.	Inlet and Outlet at Angles
24852	Challenger	4	28	26 1/4	2	1 1/2	Inlet and Outlet at Angles
24853	Challenger	4	19 1/4	17 1/4	2	1 1/2	Inlet and Outlet at Angles
24854	Challenger	4	23 1/4	21 1/4	2	1 1/2	Inlet and Outlet at Angles
24855	Challenger	4	22 1/4	20 1/4	1 1/4	1 1/4	Inlet and Outlet at Angles
24856	Challenger	4	23 1/4	21 1/4	2	2	Inlet and Outlet at Angles
24857	Challenger	4	25 1/4	23 1/4	2 1/4	2 1/4	Inlet and Outlet at Angles
24858	Challenger	4	20	18	2	2	Inlet and Outlet at Angles
24859	Challenger	4	18 1/4	16 1/4	3	1 1/2 O.D.	Inlet and Outlet at Angles
24860	Challenger	4	23 1/4	21 1/4	2 1/4	2 1/4	Inlet and Outlet at Angles
24861	Challenger	4	27 1/4	25 1/4	2 1/4	2	No Angles



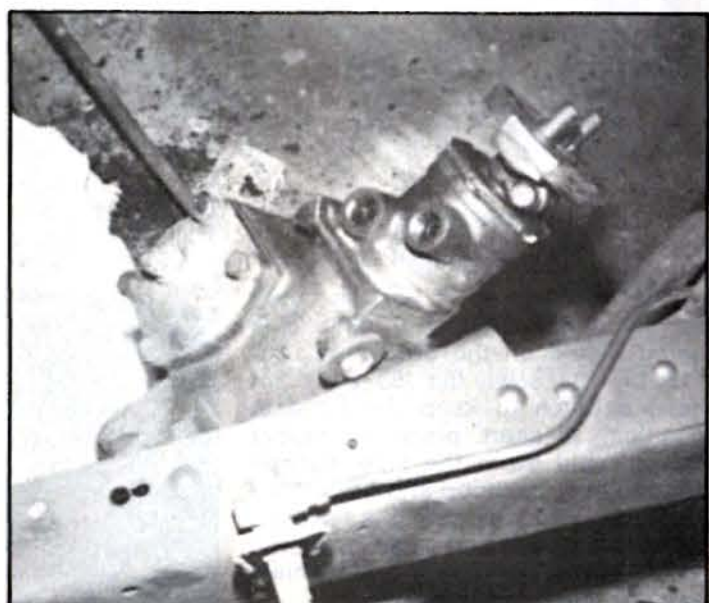
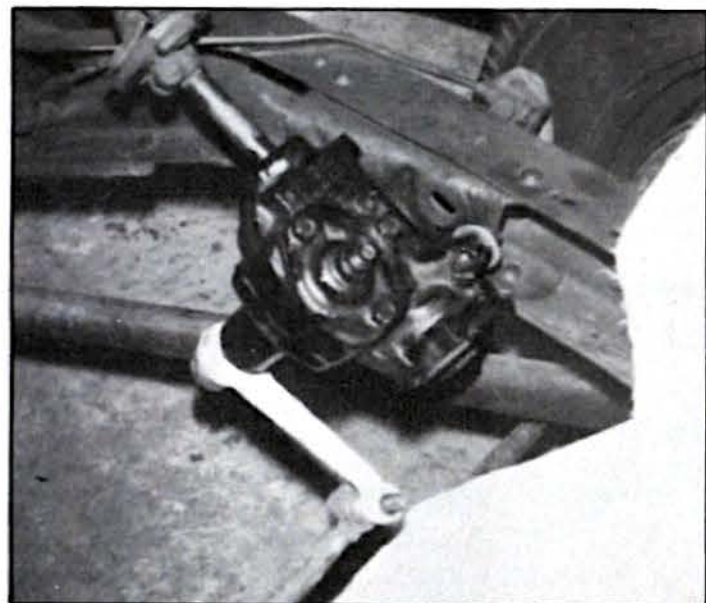
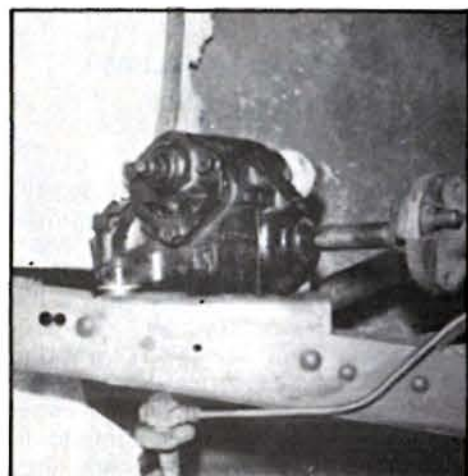
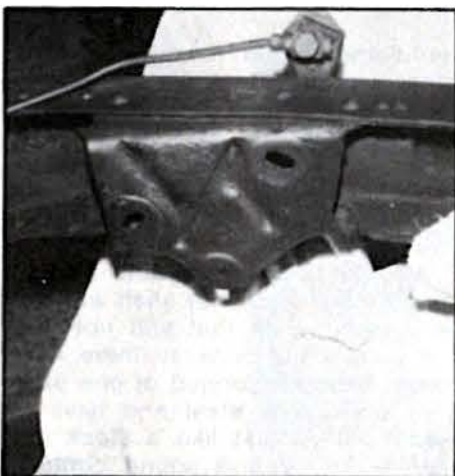
## LATE STEERING FOR FORDS

By Ron Francis

Not only did Henry leave room in the '40 Ford for the small block Chevrolet engine, he also made it very easy to adapt a late Chevrolet steering in the space left over. This is a near perfect situation for a bolt in swap.

In photo number one, it is shown that not only is the 1970 Nova steering box (similar since 1964 on GM cars) slim and trim, the '40 Ford pitman arm fits right onto the output shaft. Mounting the Nova box is also a neat trick, all that is required is to enlarge the two lower holes in the bracket, photo two, and add one new hole in the forward position to pick up the mounting points. The holes will have to be 7/16 inch diameter for the new bolts. Looking down, photo number three, it is found that the new steering box mounts in just the right position and will match up with the column with little effort. In most cases the box will mount flush with the stock Ford plate, but thin washers may be required to have everything fit correctly. With the Nova unit in place, photo four, and secured, the stock Ford steering can be hooked up and the column attached using the flex joint.

As an added bonus to this simple swap, a power steering type box can be used in the same manner. Since these units are interchangeable, photo five, in the late model cars, they can also be used one for one in this conversion. As slick as this swap is, it makes you wonder if Ford and Chevrolet didn't get together when it came to the design of some of the pieces for the cars. ■



With one rod run season behind us and another forming on the horizon it is fun to look back on the past year and pick out those runs which were the most fun. And I suppose this also has its practical aspect as well, those that we enjoyed are the ones most likely to get our nod for the upcoming year. And why not for if Street is Neat then Rod Runs are Right On. And I guess that is the way I look back on Kernville '76. That friendly little run put on by two old timers in the street rodding sport, LeRoi "Tex" Smith and Joe "Idaho Joe" Mayall.

As with any event there are always those who help who just never seem to get mentioned and while I don't have the space to mention all the folks by name I can mention them by affiliation. Co-hosts were the Unassociated Street Rods of Bakersfield and the Kern Valley Street Rods and Machines. Also on the list of neat guys

# KERNVILLE '76

The run that brought you everything by doing nothing!

By Brian Brave



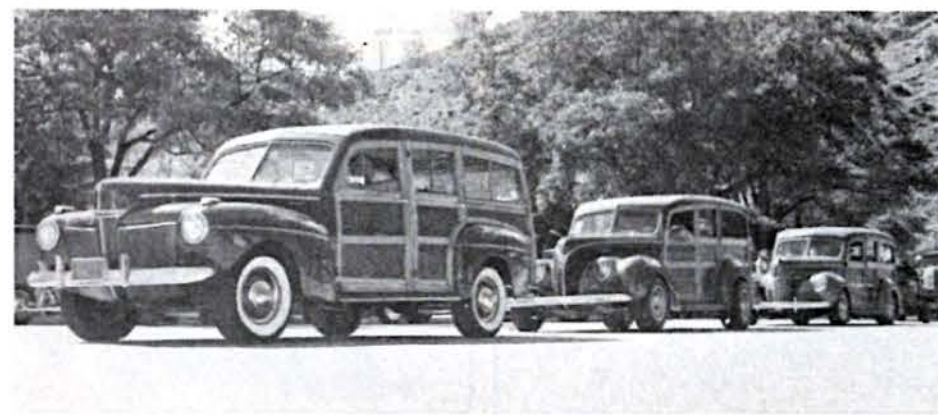
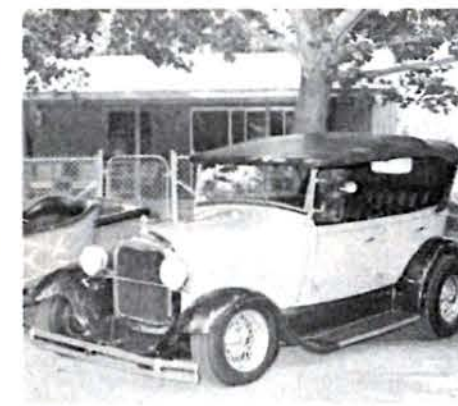
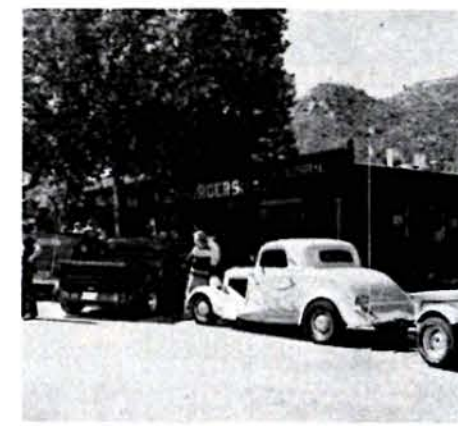
for helpin' out with the event are the Kernville Chamber of Commerce and the National Street Rod Association with their event sanctioning. Another individual who should receive a big thank you is Tom Johnson, '72 Olympic Kayak coach, and current U.S. National Champion for his constant instruction to those folks who not only wanted to try their hands at kayaking but also for just getting down the river safely on rubber inner tubes. Working with Tom were the local Search and Rescue Team from the National Forest crew. Now I suppose one other group should be pointed out since they were the nearest and dearest to my heart (going through my stomach), the Ladies of Rebecca, a local group. These women got together and put on a breakfast each morning, ham and eggs with all the other goodies, for a small charge. It was not only worth it from a money standpoint but coming from my taster it was mighty good. In fact it had to be the best priced meal in town, 'cause I had three and four servings each morning! Not bad for one price. I guess the ladies from the local Chamber of Commerce felt sorry for those young men who were driving around in those "old cars" since on their own they went out and purchased a trophy and selected the car they liked the best and presented the award to its owner. Tex and Joe had decided that there would be no



On the river all were welcome to try their hand at kayaking under the watchful eye of former U.S. Olympic coach and current National Champion Tom Johnson. Peggy Smith, ol' LeRoi's roommate, was one of the first out there and I'll be darned, did a super job. In fact the last we saw she is still paddling down the Kern River. As for the other photos in this group, it is the men of great strength in the Tug-O-War contest. You will notice me, LeRoi and Dick Mendonca helping out the hapless L.A. Roadsters. To no avail as the group of rodders from Southern Nevada headed up by Jim "Skinhead" Kirby of Challenger Equipment were the victors.



We never said Kernville was anything but a tiny resort community. Granted after looking at the photos of these buildings you get the feeling very few things have changed in the last 40 or so years. And you know something, very little has changed and that is alright. Small town atmosphere was appreciated by all and found to be especially relaxing. More of the same next year, see you all there.



awards, prizes or trophies so this came as a bit of a surprise. The ladies selected a nice T-touring from Jefferson, Oregon, owned by Gary and Dee Farrier. This selection took place during the unofficial Show 'N' Shine on Saturday afternoon. But Saturday night there was some real foot stompin' and voice raisin' at the local Elks Hall in neighboring Woffort Heights. But in order to get there the unofficial official way one was invited to take part in the Snipe Hunt. Everybody that came back complained that the event was rigged and there couldn't be a winner, but we had one so there. Roger Garcia took home top honors with Gary Pipes, second, and Rod Action's very own free-lancer Herbie Gehlken rounding out the trio. As you will notice in the photos the biggest complainers were the crew from the L.A. Roadsters, it was too cold! Well, what did you expect coming up in one of those open cars to a nighttime snipe hunt? (Just kidding, having some good ol' fun with those old men from the Los Angeles area.)

As for the music presented at the Buffalo Stomp Dance it was Okie alright. But then what kind of music did you expect when LeeeeeeeRoiiiiiliii himself was in charge of selecting the band for the night's activities? Well, from what I could see not too many people could hear much of the music anyway since the refreshments flowed very freely. And I don't mean watered down punch either!

I guess the biggest excitement all weekend came in the form of the tug-of-war contests and the inner tube races down the river. What was really nifty about both of these events were the areas in which they were held. All the onlookers were able to sit on the river bank and watch the crazy people jumping into that cold water and race and at the same time on the river bank right in front of the spectators the tug-of-war took place.

The inner tube races turned into match races with one going against another then boys against girls, club against club and finally the biggie of the day, Tex against the Mayor. The crowds just went wild with the expectations of this match race to end all match races. I mean the world famous jet fighter pilot, of some 20 years ago, LeRoi "The Ace" Smith

Just about everybody with any sporting blood had to give the Kern River a shot with an inner tube. In this series of photos you should be able to find such notables as Tex, the Mayor in all black, Herbie Gehlken, Peggie Smith, Scott Smith (in several positions) and others which my tiny eyeballs couldn't make out. One such river goer, Diana Lewis, decided to try the river sans inner tube, was pulled from the raging torrent by Tom our resident kayak hero. Of course, half the fun of riding down is the walk back. And many made both!



Buffalo Stomp Dance was held at the Elks Hall Saturday night and the music was supplied by a group of Okie musicians, as they call themselves. Everybody has some bad luck but luckily this problem was solved quickly and without much trouble. Start a rodder young and he will learn all about his rod before he is old enough to drive it. This little fellow could drive that ton and a half and even shift that beast. Don't worry nobody saw him. The truck didn't have any lights, front or back and was solid black so you couldn't see it at night anyhow!



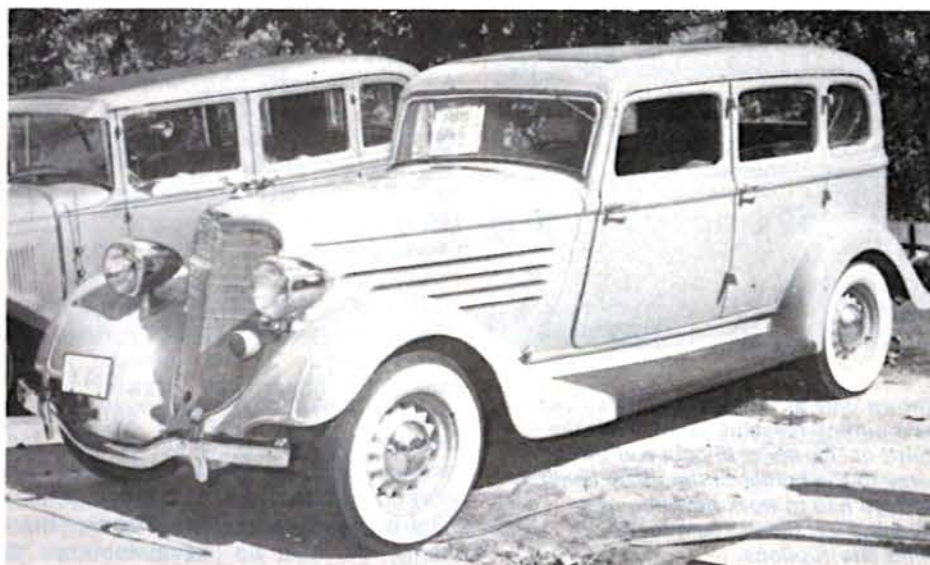
The Snipe Hunt held Saturday evening proved to be a lot of fun for those who didn't complain. Here in one photo we have Magoo complaining to Tex that it is too cold for an open car so he should get a handicap. Dick Mendonca and Tex ran the starting gate for the rod run. O.K. Tiny we ran a picture of your blown big block powered '40 in the magazine so you can now rest easy at night. Herbie's Dodge still has that one funny looking fender? One of the less complaining L.A. Roadsters was Don Wilson with his full fendered '29 with '32 shell.



A lot of work and effort goes into an event before it happens and just as much once it gets started. For all of you who enjoyed the Kernville '76 get together stand up and give Joe Mayall a big hand as he spent many hours both days working the "bench." Here registration took place and all the problems had to be solved. Note the photo with Joe hard at work with pen in hand. What rodding event would be complete without a volleyball game? None of course, so this event had one as well. Magazine team was made up of individuals who claimed to know someone on the staff. It seems the staff was suffering from too many injuries. Myself, I was gathering in all the 3 for \$1 tacos I could gather. For the kiddies there was a water balloon contest that went over very well. Only trouble never get too close to a kid with a water balloon, they cannot resist the temptation. About the spark plug changing contest. Would you believe a water sprinkler set to go off after 45 seconds whether you are the winner or loser? That way both contestants get wet and everybody has something to laugh about.



against the old Kern River rider himself Dirty Harry. (That's the Mayor's nickname during Kernville's wild west days.) The favored tempo of the crowd was just normal. In the meantime I was eating all the three for a dollar tacos I could get. They were really pretty good. Oh back to the big match race. Tex lost. Yeah, it wasn't even close. The Mayor blew him right out of the tub. In fact The Ace got halfway down the river before his tube developed a serious problem, an air leak. Deciding it would be better to put to shore ol' Tex was finished. But true to his American heritage Tex stood boldly on the shore and proclaimed, "I shall return." If you ask me I think Tex "borrowed" that quote from past history. As for the Mayor he continued on in record fashion to his first place finish amid the cheers from the crowd. Asked about Tex and his now famous quote the Mayor said, "Wait 'till next year." Older folks sure do have a way with words, someone else!



In the excitement of the inner tube race and the three for a buck tacos I almost forgot the Herculean efforts that were going on back at the river bank. The tug-of-war. Tex, myself and Dick Mendonca were volunteered to help the old men from the L.A. Roadsters in that contest since they only

(Continued on page 81)

# Rod Route



**Tidewater Street Rod Association puts on a good show at Williamsburg, attracts over 300 super street rods.**



Ramada Inn West was the headquarters and the focal point for all activities at the Williamsburg '76 Run. There was plenty of room for all the rods, plus a huge cleanup area out back.



Known only as George, the Pinstriper, he's putting finishing touches on the Spirit of '76, the club-built rod given away to the holder of the lucky ticket. George had to work between rain showers but didn't seem to mind interruptions.

# THE SPIRIT OF '76

By Will O'Neil

There were a lot of happy people at the 1976 version of the Colonial Williamsburg Rod Run, but the happiest of all was Denny Ondo of Monroeville, Pennsylvania. Denny was happy because he had made it to Virginia's showcase rod run in time to claim the lucky ticket and win the "Spirit of '76," a masterpiece 1923 Ford roadster pickup designed and built by members of the Tidewater Street Rod Association, sponsors of the event.

Almost as happy as Denny, maybe more so, was Denny's fiancée, Judy Cepko, who wasn't shedding any tears over the prospect of sharing his good fortune. The couple had arrived around midnight the night before the drawing in Denny's 1939 Ford sedan, a rod that had been made ready for the street just hours before their departure.

While Denny and Judy were perhaps the happiest people around, there were plenty of other excited street rodders at the Williamsburg Run this year, as the Tidewater SRA went all out to make the 1976 bicentennial year the best ever for rodders from all over the eastern and southeastern parts of the country.

Ramada Inn West was headquarters and the center of all activities, with a parking lot big enough to easily accommodate most of the 318 or so rods which showed up. They even had a big washup area out back with plenty of water and plenty of space for everyone so inclined. But this was a low key relaxed sort of run and only a few, those who had come the farthest and accumulated the most dirt and bugs, bothered to worry about such small matters. There were too many other interesting things to do.

Tours to Williamsburg were provided to everyone interested, and there were many takers. All of the South has a lot to offer in the way of attractions, and Williamsburg has some of the best in the South. The annual run along Colonial Parkway took place as usual, this year with skies threatening but no real downpours during the trip.

The weekend's activities were capped with a big country hoedown and barbecue at the Ramada, where the lucky ticket was drawn for the "Spirit of '76." We said earlier that Denny was the happiest of all, but maybe all those guys and gals who worked so hard the past year getting "Spirit" ready were even happier than Denny. At least we like to think so. ■



We didn't count 'em, but it's possible that Chevys outnumbered Fords at Williamsburg. Here's a '38 sedan, one of the nicer Chevys present, with neat mural painted on side, mingling with Fords.



T-buckets and open cars ran for cover during the numerous showers that came down during the weekend. Those that didn't run had other ways of protecting chrome and paint from the weather.



Vendors were smart, checked out the weather in advance, set up under motel canopy. Mr. Roadster from California and Total Performance from Wallingford, Connecticut, were there.



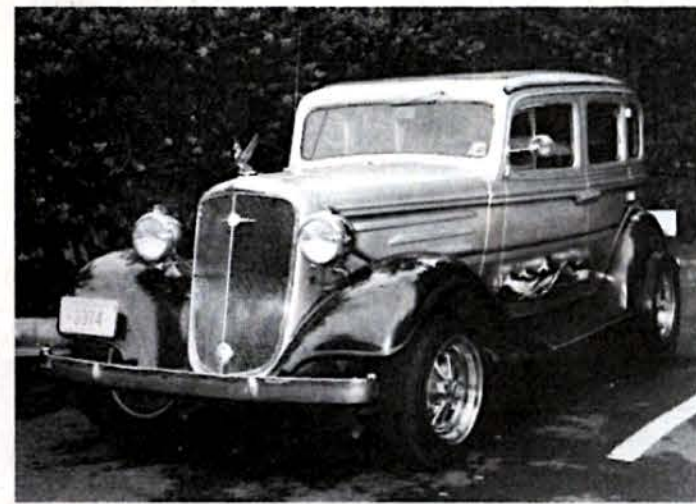
A lot of clubs from up and down the eastern seaboard were represented at Williamsburg. The South Jersey, New River Valley, Portsmouth, and Connecticut Street Rod Associations were among the most prominent. Headquarters motel had plenty of space for banner display.



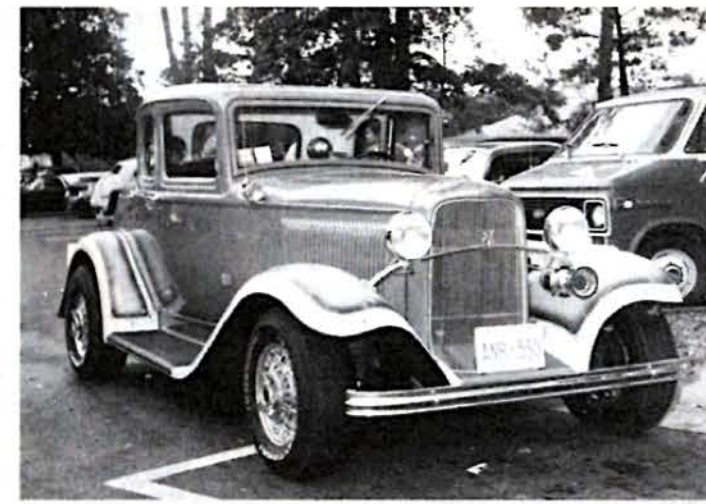
Here's one of Ford's non-Fords, a 1946 Mercury. Variety was the name of the game at run which attracted 318 of the best rods in the area.



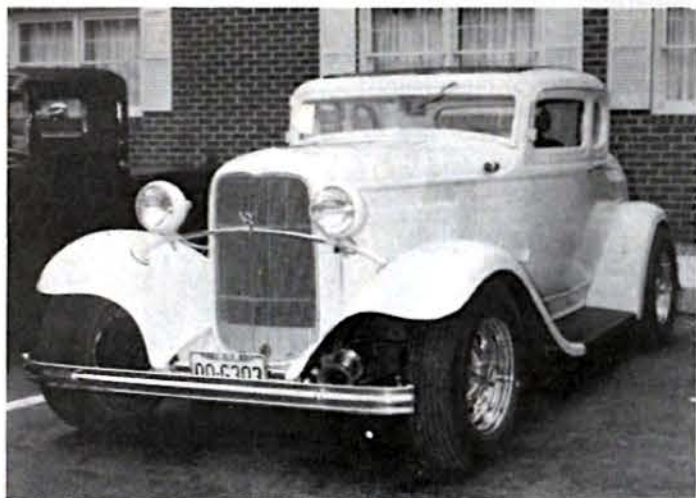
Two-tone 1933 Chevy sedan looked good, was just one of many Chevys that showed up to prove that the South is big Chevy country.



Another two-tone Chevy, this one a standard sedan from 1935. Came down from Maryland to check out the Southland street scene.



Five-window deuce from Virginia, dressed neatly with wires, interesting paint treatment.



Another Deuce, this one hammered, with mags, driven by Ron Sateriale of Berlin, New Jersey. Variety of styles made run one of best.



Not to be outdone by the open and closed passenger-type rods, there were also a few of the pick-'em-up trucks. A good example was this Studebaker based in nearby Virginia.



Bill Tilley of Richmond, Virginia, drove his 1940 Chevy coupe, sports flames, powered with Chevy 327, turbo 350.



Jim Cherry came down from West Chester, Pennsylvania, in this stock-looking 1940 Ford convertible. It's all Ford, sports a late 289.



Portsmouth Street Rod Association brought their own gas pump which didn't dispense anything, but attracted a lot of attention. Nice looking 1929A roadster just stopped by to look. PSRA is an active Virginia street rod club.



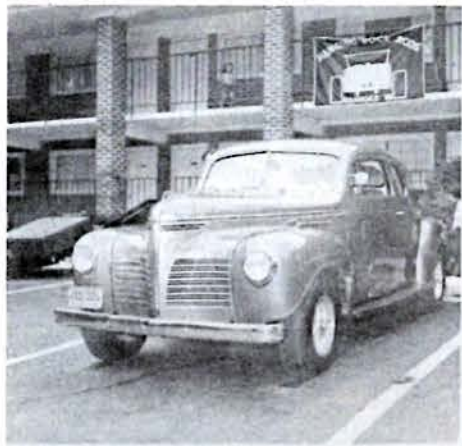
Another Virginian with flames, this one a 1950 Merc owned by Tom Cook of Norfolk. It looks like flames are in, at least in the East.



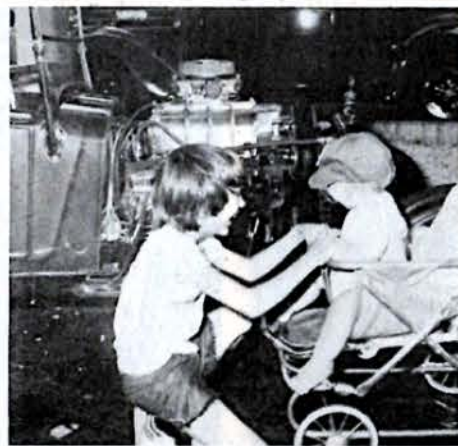
Not too common anywhere are Buick street rods. But just about anything could be expected at Williamsburg. This one's a 1939 4-door.



Ben Phillips of Lynchburg, Virginia, drove in with his 1940 Dodge business coupe. Nice rod.



Durable rod from Durham, North Carolina, is Bobby O'Briant's 1940 Plymouth coupe. Inside there's a 350 Chevy engine, 4-speed transmission.



Younger set kept busy too as this was family affair.



Bob Manning is president of Tidewater Street Rod Association, the club that put the Williamsburg run together. He doubles as club official, rod bui'der, and photographer, records each year's run on movie film for showing the following year.



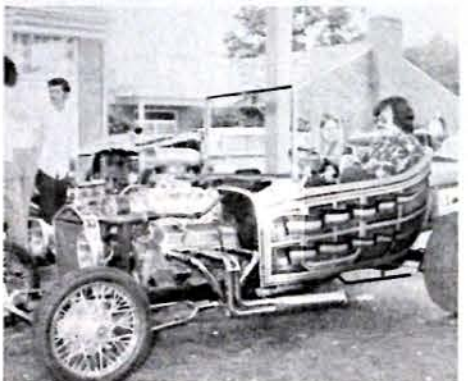
Over on one corner of the big Ramada lot there was a lot of swapping going on. When vendors weren't selling they were watching skies for next downpour. But this was a low-key affair, no big fortunes were made, but a few rodders found exactly what they were looking for.



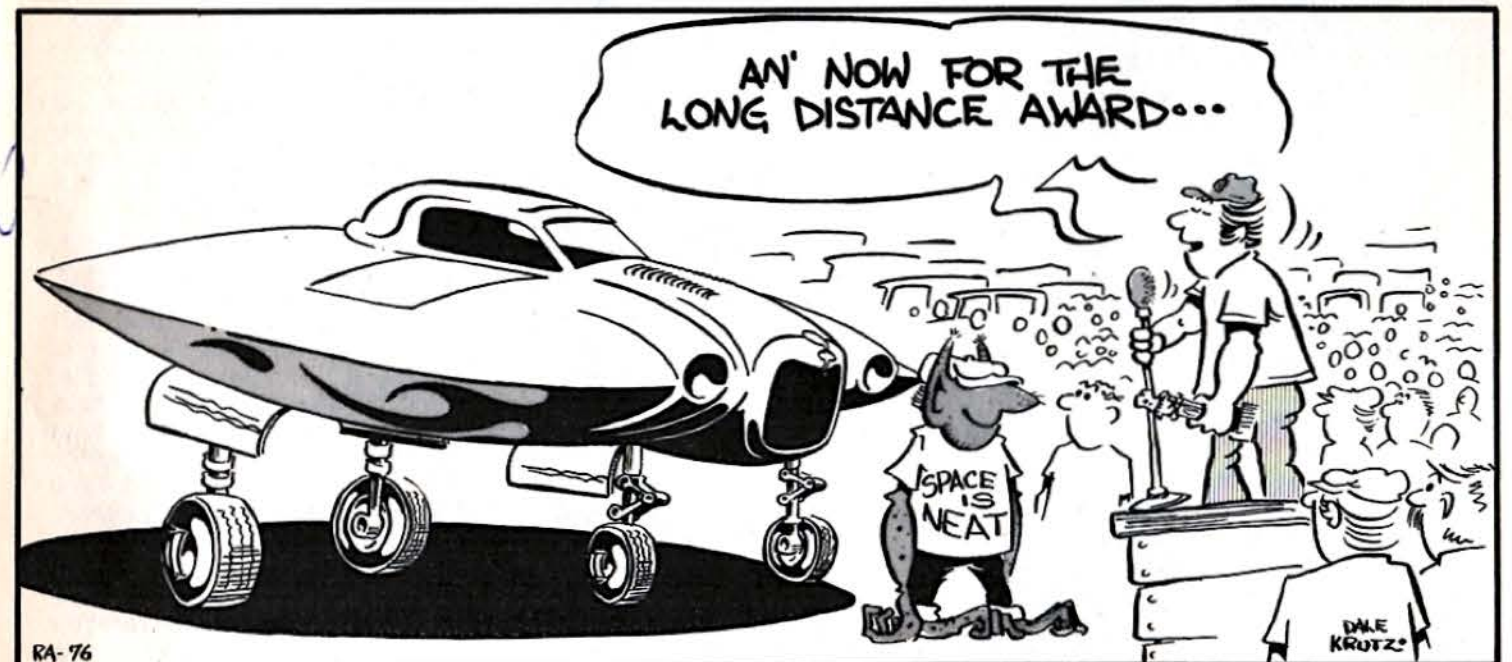
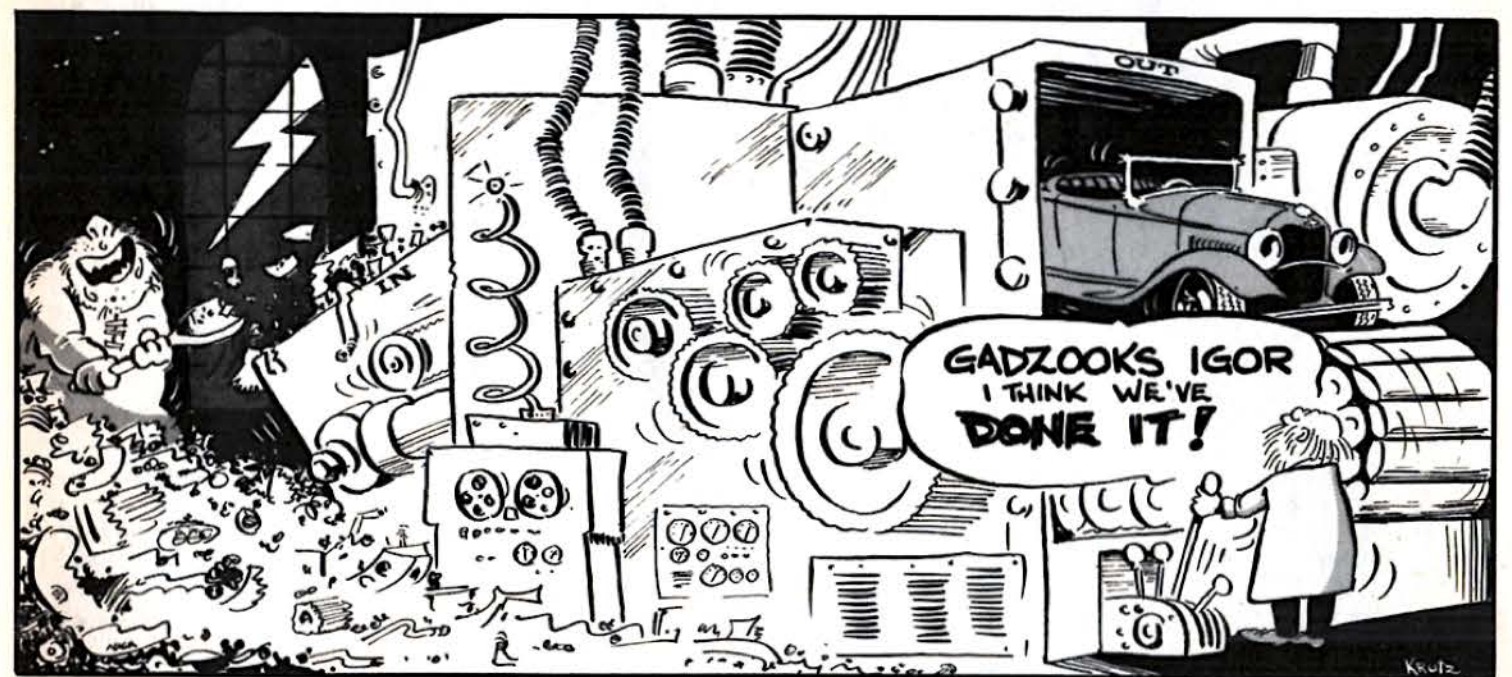
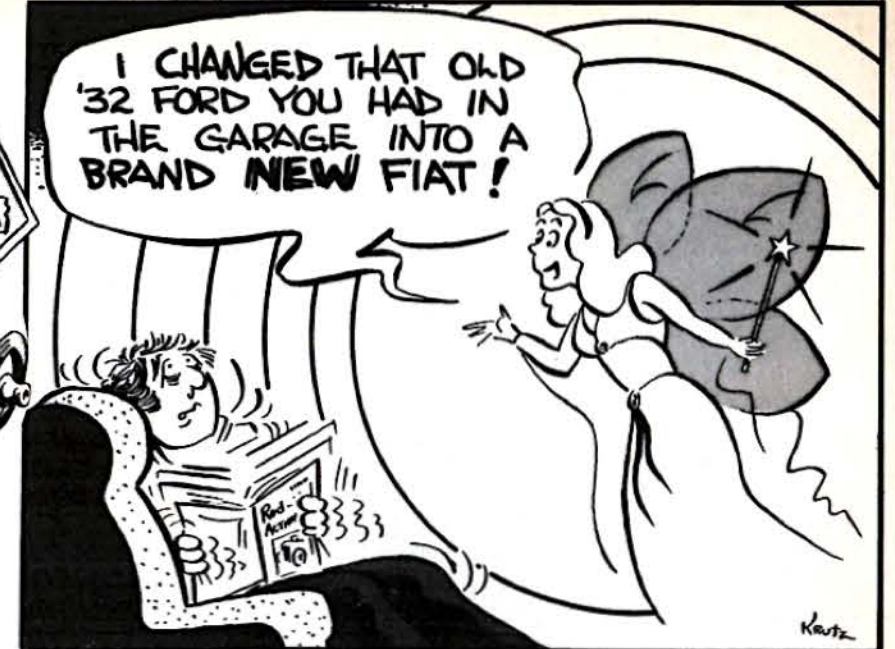
Millard Hanbury and Mrs. Hanbury were kept busy most of weekend making and selling souvenir buttons. Millard is VP of Tidewater SRA.



1923 Ford roadster pickup, custom built by the Tidewater Street Rod Association and given away by lottery. Lucky winner was Denny Ondo of Monroeville, Pennsylvania, out near Pittsburgh. Denny was an excited young lad, appeared to be almost in state of shock, but fiancé, Judi Cepko, kept her cool, took it all in stride. Denny would arrange later for a trailer to take it home. Spirit of '76 took one year to build, is valued at about \$6,000. Fiberglass body sits on a homemade frame, and that's a Chevy 350 with GMC blower. Artwork is fantastic. The club worked right up to drawing time to put the finishing touches on the rod, including the firewall engraved with the names of the major donors.



by Dale Krutz



RA-76

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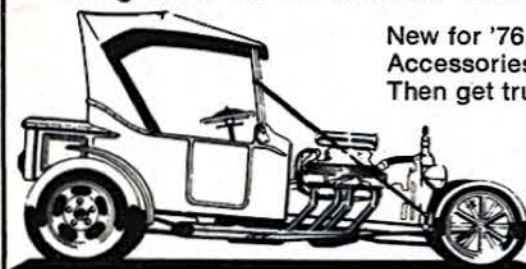
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SEMA

(Continued from page 7)

but government would provide the jobs for the unemployed, at the expense of the private sector and taxpayers. This means you! The most dangerous part of the bill would require the President of the U.S. to submit to Congress each year a series of plans establishing specific numerical goals for employment, production and purchasing power for every part of the nation's economy. **This would give our government total power over economic planning.** The bill is dead for this session of Congress, but is sure to be revived next January. For a starter, you can voice your opposition to this bill to your Congressman.

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Champion has utilized every media means in existence to get their story (and SEMA's) out to the American people, and it is a tremendous challenge to get the job done with a continual barrage of down-to-earth material to offset the anti-business propaganda which seems to make such sensational news. R. A. Stranahan, Jr. President and Chairman of the Champion Spark Plug Co., remarked in a recent speech that "President Ford said that government big enough to give us everything we want is big enough to take away everything we have. Freedom of choice in this country has certainly been one of our most cherished possessions, and I think each of us has an obligation to preserve it. You, through your activities and programs, can encourage action on the part of you friends and business associates."

SEMA has joined in Champion's crusade—why don't you! A copy of Mr. Stranahan's remarks is available from the SEMA office, as is a copy of a pamphlet on "How to Write your Congressman." This is your call to action, and it is needed now! You may contact SEMA at 11001 East Valley Mall, Suite 200, El Monte, CA 91734.

By Donna Imrie  
SEMA Communications Director

# ASK CARL!

(Continued from page 9)

Dear Carl:

I recently acquired a '37 Ford Slantback that needs some minor bodywork and rust removal. There was a small dent in the driver's side door that I filled with no problem except for the fact that the paint won't feather properly around the fix. The paint simply flakes off, rather than blending smoothly down to the bare metal. What I'm wondering is, whether or not this paint will provide a good foundation for the paint I'm going to lay on?

Louie Fisk  
Del Monte, Ontario

Dear Louie:

It sounds as though you've fallen prey to an old trick used by old folks trying to sell old cars. It's called "the quick and dirty lay on some paint without the benefit of primer to make an old car look better fast" trick. If you're going to keep the car awhile and don't want to make use of the same trick, you'd better strip the car chemically down to metal and start over with several good coats of primer. If you don't, moisture will surely lift your paint in short order!

Dear Carl:

I enjoy your column. It's been a long time coming! My question is of simple nature. I painted my '33 Ford sedan a little over a year ago to make the trip to the nationals. I shot the car in enamel. The job came out so-so. Now I want to make the car super. That means a lacquer job. Can I shoot lacquer over the aged enamel?

John Sherwood  
Midland, Texas

Dear John:

If the paint you're speaking of is acrylic enamel with hardener additive, you shouldn't have any problem. Even without hardener it may work o.k. Either way, I would definitely seal the old paint. Use a fast thinner and shoot it fairly dry. Try not to "wet" it. If it's air dry, you may have to strip it and start over.

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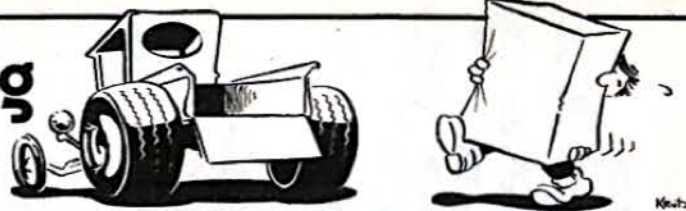
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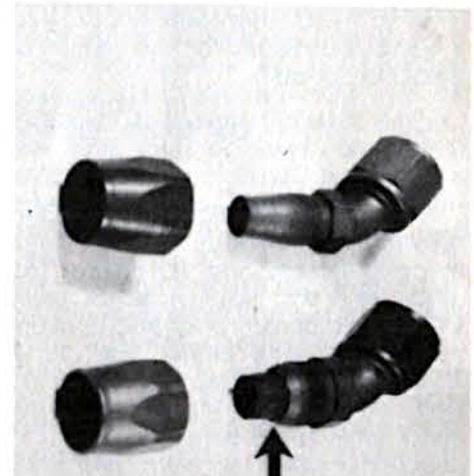
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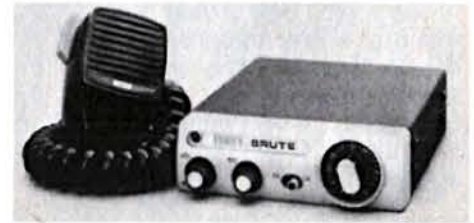
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A tiny 23-channel citizens band transceiver known as the "Brute," measuring 4.5" wide, 1.4" high, and 5.75" deep, was developed to meet limited mounting positions in compact cars, reports David Thompson, company president.

The front bezel was styled with

smooth corners to provide safety to vehicle occupants. Included in the front panel are controls for squelch, volume, channel selection, and a switch for the Public Address system, independent of channel selector. The large channel selector is night-lighted for easy viewing, and a red transmit light indicates "on-the-air" operation. The unit incorporates both positive and negative ground, for use in any type of vehicle.

The receiver section features single conversion with selectivity greater than 60 dB at +20 kHz, sensitivity at .5uV s +N/N.

The "BRUTE," priced at \$144.95, includes a dynamic microphone with full length coiled cord, mounting bracket, mike hanger, screws, and a public address and external speaker plug assembly. An instruction manual includes all operating and installation details. The "BRUTE" is identified as Model No. SBE-34CB.

Further information is available by writing SBE, Inc., Dept. P, 220 Airport Blvd., Watsonville, CA 95076.




**MODEL 'A' HEADLIGHT RIMS**

Having a hard time finding a pair of cherry headlight rims for that Model "A?" Specialty Cars Ltd. is now offering a very high quality headlight rim for the 1928-29 Ford. These headlight rims are nickel plated and come complete with polished stainless T-bar-spring assembly. Priced at \$27.95 a set plus shipping. For further information on other fine street rod products, send \$2.00 for catalog to: Specialty Cars Ltd., Dept. RA, 13060 "G" Tom White Way, Norwalk, CA 90650.


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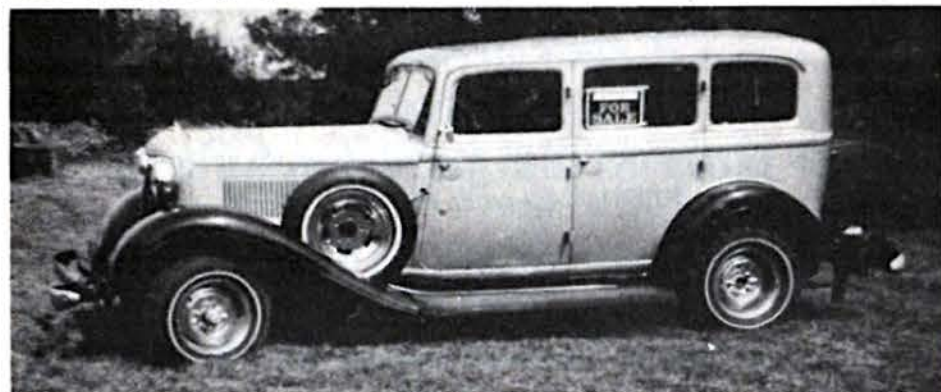




**FOR SALE:** 1938 Ford Tudor, \$3950. Also a 1947 Cadillac Tudor (nostalgia car) \$1495. Both cars are California cars. SASE for full details. Color pictures \$1.00. Write: Rocky, 331 Bellevue S.W., Wyoming, MI 49508.



**FOR SALE:** 1956 F-100, excellent condition, driven daily. \$3600 or best offer. Telephone (713) 782-6389 after 5 p.m.



**FOR SALE:** 1933 DeSoto 6-wheeler, 1960 Olds engine and automatic. Street driven, body excellent. Luggage rack and trunk. \$4500. Ph. (516) 732-0338, Bob Arey, 18 Honeysuckle Lane, Holtsville, NY 11742.

**FOR SALE:** 1936 Chevrolet Standard Sedan Delivery. Chevrolet 327 with Powerglide trans, complete car, painted, needs interior. Has stock wheels and all trim. Drive anywhere. \$3995 firm. Pictures on request. Keith Baldwin, Baldwin Tire & Auto Sales, corner Shoup and "D" Streets, Idaho Falls, ID 83401. Ph. (208) 524-3133.

**FOR SALE:** New '55-'57 Chevy parts, Shop Manuals; '55 \$20.00, '56 \$10.00, '57 \$20.00. Owners' manuals \$4.00 each, '55 taillight "V" \$30.00 pair. A lot of other parts. SASE for reply. Rod Brookman, Box 172, Elmwood, IL 60421.

**FOR SALE:** Reasonably priced, dependable street rod; 1939 Ford DeLuxe Coupe, 283 Chev. engine with 3-speed, new paint, many extra parts. \$2500 or will trade for Vette roadster plus cash. Ph. (414) 733-2942, Dave McGuire, 32 Linden Lane, Appleton, WI 54911

**FOR SALE:** 1948 Chevrolet Woodie, 35,000 original miles, no rot. Second owner. \$4000. Ben Cross, 20 Station St., Lake Placid, NY 12946. Ph. (518) 523-2583.

**FOR SALE:** 1930 Ford Roadster, full fendered, all steel. Grey w/black fenders, 283 Chevy w/350 Turbo, Pinto front end w/rack and pinion. Will consider trade for sedan or closed cab P.U. Ray Parsons, 8530 Stonehaven, Boise, ID 83704. Ph. (208) 345-5000, Ext. 5056 days or (208) 376-1978 evenings and weekends.

**FOR SALE:** 1937 Ford P.U. truck, body work half done, all original tin except back fenders (fiberglass), mounts set up for Chevy small block and Chevy trans. Has Chevy 10-bolt rear end and '57 Chevy front end. Needs interior, tailgate, bumpers, taillights, engine and trans. Call or write for details. Merlin Jensen, 14 Harris St., Petaluma, CA 94952.

**FOR SALE:** Repro cast aluminum 1933 Plymouth taillight stands, \$15.00 each. Ph. (309) 582-2070, Jerry Mattson, 608 N.W. 3rd Ave., Aledo, IL 61231.

**WANTED:** Any and all speed and/or dress-up accessories for early ('49-'56) Olds Rocket engines, also B&M parts or complete transmissions, (4-speed Hydros) for same. Am interested in complete engines ('49-'63) if condition, modifications, and price are right. Have cash, want to deal. Jim Dennis, P.O. Box 11, Lakeside, CA 92040. Ph. (714) 561-1524. No collect calls. ■

## KERNVILLE '76

(Continued from page 69)

had three in presence and six were needed to compete. After seeing the competition I knew this wasn't going to be a pushover for the L.A. boys and some help of our own was needed. The Unassociated Street Rods of Bakersfield, who put the event on and were the eventual winners, were the first competition for the L.A. Roadsters. Granted, numerically the teams were even at six apiece. However, weight wise it would have taken eighteen other guys added to our team to get close. I mean there couldn't have been a guy on their team under 250 pounds while there wasn't a guy on our team who was close to that. Not even puggy Magoo is that heavy. So we were in trouble. But Brian Brave came to the rescue, he cheated. When the opposition wasn't looking I tied the end of our rope to a mighty good sized tree. At first things went pretty much the way they had it planned until our ace in the hole shall we say took root. Boy you never saw so many surprised looks on guys faces in all your life. As they were pulling with everything they had and we were using only one hand a piece they knew something wasn't right. They complained to the official and were awarded the win. Shucks I thought we should have won something for ingenuity. The tug-of-war games continued on for some time until the winner was declared. Good times, you bet. Even the spark plug changing contest had a bit of an unusual twist to it. After 45 seconds no matter if you had removed and replaced your plugs first or not a sprinkler head came on and gave you a bath. That way both the winner and the loser had something to talk about.

This was a weekend of fun. The event was to be low keyed and it was. Nothing fancy and nothing to get up tight over. The idea was to spend a relaxing weekend in the mountains and that is exactly what happened. In my book this was most definitely one of the best runs of the season. If you want to relax, aren't interested in awards and the like 'cause there are none but would like to meet some nice people and see some pretty rods and country then drop by. Next year we will be looking for you on October 1 and 2. You will know if you have the right rod run or not because the dash-plates have no adhesive on the back you have to nail them to your dashboard!

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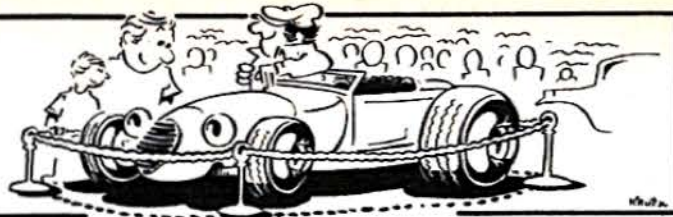
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**SHOW**

**JANUARY**

**LANCASTER, CA:** January 7, 8, 9, 1977; 2nd Annual Custom Car and Hot Rod Show by R. G. Canning. Antelope Valley Fairgrounds. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**PHILADELPHIA, PA:** January 7, 8, 9, 1977; Philadelphia Civic Center. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**HERSEY, PA:** January 7, 8, 9, 1977; Hersey Convention Center. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**PEORIA, IL:** January 14, 15, 16, 1977; Exposition Gardens. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**MONTGOMERY, AL:** January 14, 15, 16, 1977; Montgomery Civic Center. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**EL PASO, TX:** January 14, 15, 16, 1977; 5th Annual National Rod, Custom and Van Show, Civic Center. Starbird Productions, Hiway K-15, Box 385, Mulvane, KS 67110.

**GREENSBORO, NC:** January 21, 22, 23, 1976; Exhibition Hall (Coliseum). Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**WICHITA, KS:** January 21, 22, 23, 1977; 20th Annual National Rod, Custom and Van Show. Century II. Starbird Productions, Hiway K-15, Box 385, Mulvane, KS 67110.

**OAKLAND, CA:** January 26, 27, 28, 29, 30, 1977; Oakland Roadster Show, Coliseum. Starbird Productions, Hiway K-15, Box 385, Mulvane, KS 67110.

**ALBANY, NY:** January 28, 29, 30, 1977; Washington Avenue Armory. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**NORFOLK, VA:** January 28, 29, 30, 1977; The Scope. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**ALBUQUERQUE, NM:** January 7, 8, 9, 1977; 6th Annual National Rod, Custom and Van Show, Convention Center. Starbird Productions, Hiway K-15, Box 385, Mulvane, KS 67110.

**ABILENE, TX:** January 14, 15, 16, 1977; 3rd Annual Rod, Custom and Van Show. Big Country Pacers. Larry E. McBeth, 1025 Westview Dr., Abilene, TX 79603.

**DALLAS, TX:** January 7, 8, 9, 1977; Custom Van Show. Ron Griffith, phone 214-242-1246.

**TORONTO, ONTARIO, CANADA:** January 28, 29, 30, 1977; Custom Van Show. Ron Duguay, phone 416-781-2078.

**LOS ANGELES, CA:** January 14, 15, 16, 1977; 15th Annual Winter Nationals World of Wheels and Van-A-Rama. Convention Center. Pacific Promotions, P.O. Box 1518, Canoga Park, CA 91304. 213-884-5111.

**LAS VEGAS, NV:** January 21, 22, 23, 1977; 4th Annual International Autorama. Convention Center. Family Jewels. George Brancaccio, 4334 Alderbrook Court, Las Vegas, NV 89103. 702-873-1255.

**PHOENIX, AZ:** January 28, 29, 30, 1977; 8th Annual International Motorama. Civic Plaza. Arizona Street Rod Assoc., Ron Olmstead, 1828 North 11th Avenue, Phoenix, AZ 85007. (602) 271-9427.

**FEBRUARY**

**VENTURA, CA:** February 4, 5, 6, 1977; 2nd Annual Custom Car and Hot Rod Show by R. G. Canning. Ventura Fairgrounds. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**SAN BERNARDINO, CA:** February 18, 19, 20, 1977; 22nd Annual Custom Car and Hot Rod Show by R. G. Canning. National Orange Showgrounds. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**OKLAHOMA CITY, OK:** February 4, 5, 6, 1977; 20th Annual Rod, Custom and Van Show. Myriad. Starbird Productions, Hiway K-15, Box 385, Mulvane, KS 67110.

**BALTIMORE, MD:** February 11, 12, 13, 1977; Baltimore Civic Center. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**CHARLOTTE, NC:** February 18, 19, 20, 1977; Charlotte Civic Center. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**COLUMBUS, OH:** February 4, 5, 6, 1977; 9th Annual Auto-Rama. Veterans Memorial Auditorium, 300 West Broad St. Y-City Custom Car Association, Ken McPeck, Chairman, 2131 Norwood Blvd., Zanesville, OH 43701 or phone 614-454-0347.

**INDIANAPOLIS, IN:** February 18, 19, 20, 1977; Custom Van Show. Van/Expo, Inc. Phone 313-373-2500 or 776-6340.

**PONTIAC, MI:** February 11, 12, 13, 1977; Custom Van Show. Van/Expo, Inc. Phone 313-373-2500 or 776-6340.

**FARMINGTON, NM:** February 18, 19, 20, 1977; 1st Annual International World of Wheels. McGee Park. Four Corners Rods & Customs, Rody Kuschnereit, 400 Parkland, Aztec, NM 87410. 505-334-6243.

**MARCH**

**BUENA PARK, CA:** March 4, 5, 6, 1977; 1st Annual Custom Car and Hot Rod Show by R. G. Canning. Movie World Exhibit Center. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**SAN DIEGO, CA:** March 18, 19, 20, 1977; 24th Annual Custom Car and Hot Rod Show by R. G. Canning. Downtown Community Concours. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**PORTLAND, OR:** March 3, 4, 5, 6, 1977; 21st Portland Roadster Show. Memorial Coliseum. Bill Peterson, 4993 S.E. 30th Ave. Apt. #98, Portland, OR 97202.

**MOBILE, AL:** March 11, 12, 13, 1977; Mobile Municipal Auditorium. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**PITTSBURGH, PA:** March 18, 19, 20, 1977; Pittsburgh Civic Arena. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**PROVIDENCE, RI:** March 25, 26, 27, 1977; Providence Civic Center. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**CHICAGO, IL:** March 4, 5, 6, 1977; Custom Van Show. Van/Expo, Inc. Phone 313-373-2500 or 776-6340.

**MONTEREY, CA:** March 4, 5, 6, 1977; 22nd Annual Kar Kapades World of Wheels, Fairgrounds. Slow Pokes, 439 Ridgefarm Drive, San Jose, CA 95123, 408-227-5309.

**TUCSON, AZ:** March 11, 12, 13, 1977; 4th Annual International World of Wheels, Community Center. Tucson Street Rod Association, Dan Griffith, 7334 E. Toronto, Tucson, AZ 85730. (602) 790-8813.

**APRIL**

**BAKERSFIELD, CA:** April 1, 2, 3, 1977; 6th Annual Custom Car and Hot Rod Show by R. G. Canning. Kern County Fairgrounds. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**LOS ANGELES, CA:** April 21, 22, 23, 1977; 17th Annual Custom Car and Hot Rod Show by R. G. Canning. Los Angeles Memorial Sports Arena. P.O. Box 400, Maywood, CA 90270 or phone 213-588-1934.

**WORCESTER, MA:** April 2, 3, 1977; Worcester Memorial Auditorium. Alice Anne Robin, Custom Car Shows, C-11 Cedar Lane, Battery Ridge, Mountville, PA 17554 or phone 717-394-6298.

**GRAND RAPIDS, MI:** April 1, 2, 3, 1977; Custom Van Show. Van/Expo, Inc. Phone 313-373-2500 or 776-6340.

**YUMA, AZ:** April 1, 2, 3, 1977; 1st Annual International World of Wheels, Convention Center. Pacific Promotions, P.O. Box 1518, Canoga Park, CA 91304. 213-884-5111.

**EDMONTON, ALBERTA:** April 22, 23, 24, 1977; 3rd Annual Speed Sport Autorama. SportEx. Produced by Speed Sport Promotions-West, Ltd. in association with Pacific Promotions and Promotions-West. P.O. Box 1518, Canoga Park, CA 91304. 213-884-5111.

**CALGARY, ALBERTA:** April 29, 30, May 1, 1977; 11th Annual International World of Wheels. Big Four Building—Stampede Grounds. Produced by Speed Sport Promotions-West, Ltd. in association with Pacific Promotions and Promotions-West. Sponsored by Rod Squad, P.O. Box 1518, Canoga Park, CA 91304, 213-884-5111.

**GO  
MAY**

**JACKSONVILLE, FL:** May 27, 28, 29, 1977; 6th Annual North Florida Rod Run. Contact: Rod Runners Club, P.O. Box 10564, Jacksonville, FL 32207 or phone 904-764-1321.

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