

ONE-DAY EFI INSTALLED BY IDIOTS AND RUNNING GREAT IN NO TIME!

ELECTRONICALLY REPRINTED FROM DECEMBER 2011

HOT ROD



**FIRST-TIMER'S
GUIDE TO
BONNEVILLE
ADVENTURE**

OUTRAGEOUS!

**RETRO RIDES THAT
DARE TO BE DIFFERENT**



POW! LIFTED 2 FEET



**VIDEO
PREVIEW**

'55 CHEVY STREET FREAK

- '49 CADILLAC: 600HP ROAD RACER
- '24 T-BUCKET: 1978 TIME CAPSULE!
- '66 NOVA: DURAMAX DIESEL POWERED
- '69 ROAD RUNNER: '70s MAKEOVER

**ENGINE
STAND
DESTRUCTION**
PG. 78

HOT ROD

2011

SPEED PARTS HALL OF FAME

The Class of 2011

By Mike Finnegan Photography: HRM Archives and the manufacturers



> HOT ROD's Crusher Camaro wears Center Line Auto Drag wheels, much to the delight of street machine lovers and to the chagrin of the Pro Touring crowd that likes its previous look.

CENTER LINE AUTO DRAG WHEELS

In the '70s, Ray Lipper virtually launched the spun-aluminum wheel industry with his lightweight, two-piece drag racing wheels. The Auto Drag was an instant hit with the racing community, a favorite among the Top Fuel and Funny Car ranks and muscle car fanatics alike, who wanted the look of speed for their street machines. Pro Street lovers embraced the riveted, machined finish hoops, and eventually, like every other trend-setting wheel, the knock-offs arrived. But the original is still in production, and was a shoo-in for the Hall of Fame.



> In the '90s, you either ran an illegal set of slicks on your Pro Street ride or a fat set of Mickeys.

MICKY THOMPSON SPORTSMAN PRO TIRES

Mickey Thompson held more than 480 international racing records and was a pioneering driver, engineer, and racing promoter. In 1963, engineer Gene McManus left Goodyear and started Max Trac Tire Inc., using Mickey's name as the DBA and paying him royalties for a new line of Mickey Thompson racing tires. The company revolutionized the tire business with innovative, low-profile rubber and created the tire that changed the street car world, the DOT-legal Sportsman Pro. This tire was epic because it was the widest street tire you could buy in 1991, and you could let the air out for that wrinkle-wall effect—something every drag race-worshipping fairground cruiser could appreciate. Pro Street lovers no longer had to settle for running sketchy, 33-inch slicks on the street, and Sportsman Pro tires had a drag compound that hooked on the strip. It was the best of both worlds.



> Vince Piggins headed up the ZZZ350 engine program with Ron Sperry as the lead engineer. Ernie Callard, known as "The Godfather of GM Performance Parts," led the marketing and distribution efforts. It worked—variants of the ZZZ had six-digit sales figures.

GMPP ZZZ350 HO CRATE ENGINE

The crate-engine business is huge, thanks in large part to the ZZZ (the name came from a manufacturing code stamped on the block), GM's high-output crate engine, which was released under the direction of the Chevrolet engineering department, before GM Performance Parts had its own engineering team. It wasn't the first crate engine to hit the marketplace, but it came with a factory warranty, and that cemented its status as a reliable powerhouse. Released in 1989 with aluminum cylinder heads derived from the Corvette engine program, a forged-steel crank, a high-rise, a dual-plane intake, and a hydraulic roller cam, this one had 9.8:1 compression and pumped out an underrated 355 hp and 405 lb-ft of torque—perfect for the rodder who needed a new engine and didn't want the hassle of dealing with a rebuilder or making a mess of their own garage.



> J.V. Brotherton admitted to us that the Speedmasters heads were direct copies of the ported small-block Chevy castings that he pulled from his race car and used for the pattern, stating, "We didn't know much back then, so we copied what we figured was a design for a 300hp head."



> Jim Deist is no longer with us, but his advancements in racing safety equipment, like the firesuit and parachutes, have left a lasting impact on the racing community.

DEIST SAFETY DRAG PARACHUTES

Jim Deist was a self-taught hot rodder and frequent dry lakes racer with a knack for finding solutions to mechanical problems. While working for Irving Air Chute as an engineering assistant, a random call from a Lockheed employee whose son had trouble stopping his Plymouth race car resulted in the first safety parachute for straight-line racing use. Deist fashioned the chute from a discarded Air Force, ribbon-style parachute. It worked surprisingly well, and Jim improved the design with a springboard to help clear the chute of the rear of the car and eventually installed one on his own '54 Lincoln, debuting the new safety device to the approval of the crowd at Lions Drag Strip. Deist Safety was born, and any racer wanting to exceed triple-digit speeds was soon placing orders for chutes that were made in Deist's home garage.

SPEEDMASTERS' ALUMINUM SMALL-BLOCK CHEVY HEADS

Aluminum heads would eventually knock over the cast-iron market no matter what, but amazingly, the hills of rural Arkansas would be the epicenter of the quake. J.V. Brotherton of Brodix Cylinder Heads married the daughter of a struggling foundry owner named Francis Dix (the first three letters of both partners' last names form Brodix), and in an effort to come up with a viable money-making product, he delivered a ported stock Chevy head to a local pattern maker. A pattern was produced, a new set of heads was poured in aluminum, and the duo slowly began selling the bare castings to Midwest speed shops. John Doss owned Speedmasters Inc., a Chicago-based engine builder and parts retailer, and he began marketing the lightweight heads under the Speedmasters moniker, ultimately garnering a two-page spread in HOT ROD in 1973. The business relationship between Doss and the foundry ended almost as soon as it began, but the foundry grew into what is now known as Brodix, producing aluminum heads, intakes, and cylinder blocks for most V6 and V8 engines. Sure, aluminum heads were cast as far back as the '30s, but the Speedmasters parts were the first-known small-block Chevy heads available to the average Joe and were responsible for really kicking off alloy mania.

PAST INDUCTEES

2007

Iskenderian Cams
American Racing Torq-Thrust wheels
Bell Helmets
M&H Racemaster tires
Hurst four-speed shifters
Hilborn fuel injection
Cragar SS wheels
Holley 3310 carburetors
Flowmaster mufflers
Auto Meter Monster Tachs

2008

Detroit Locker
K&N air filters
Garrett turbochargers
MSD 6A ignition
Nitrous Oxide Systems

2009

Sun Super tach
Cherry Bomb mufflers
BFGoodrich Radial T/A
Edelbrock Performer intake manifold
Simpson Safety equipment

2010

Ardun cylinder heads
Moon Discs
B&M Hydro Stick transmission
Holley Dominator carburetor
Hooker Super Competition headers

HRM