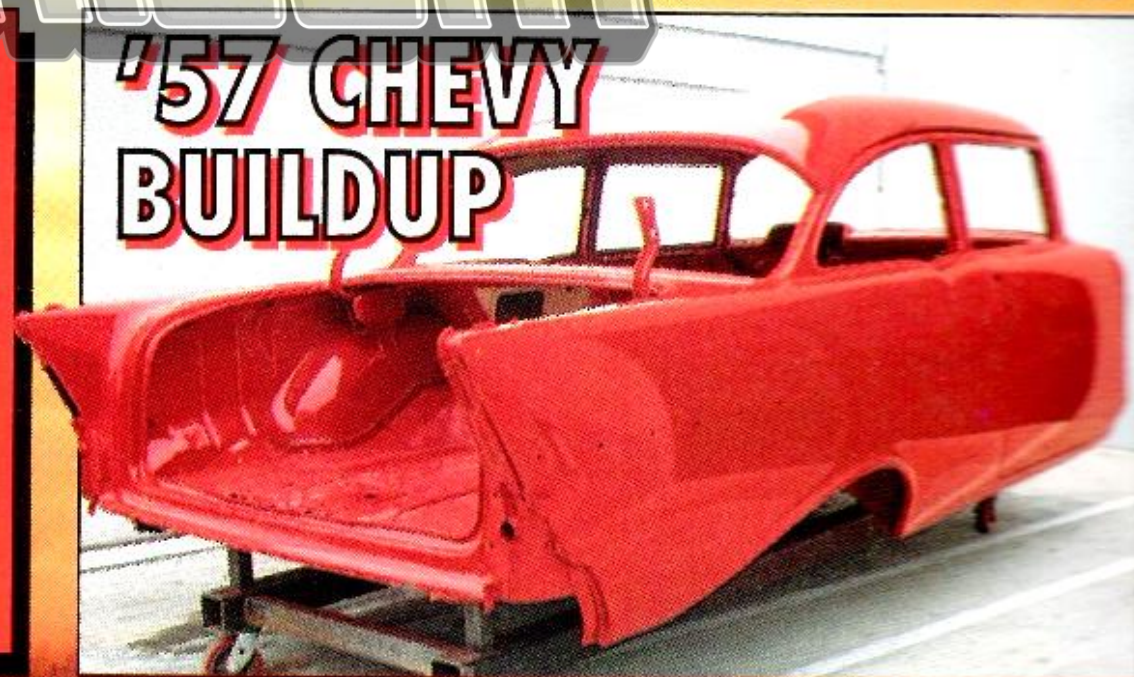


LOW-BUCK SMALL-BLOCK: \$1995 GM V8

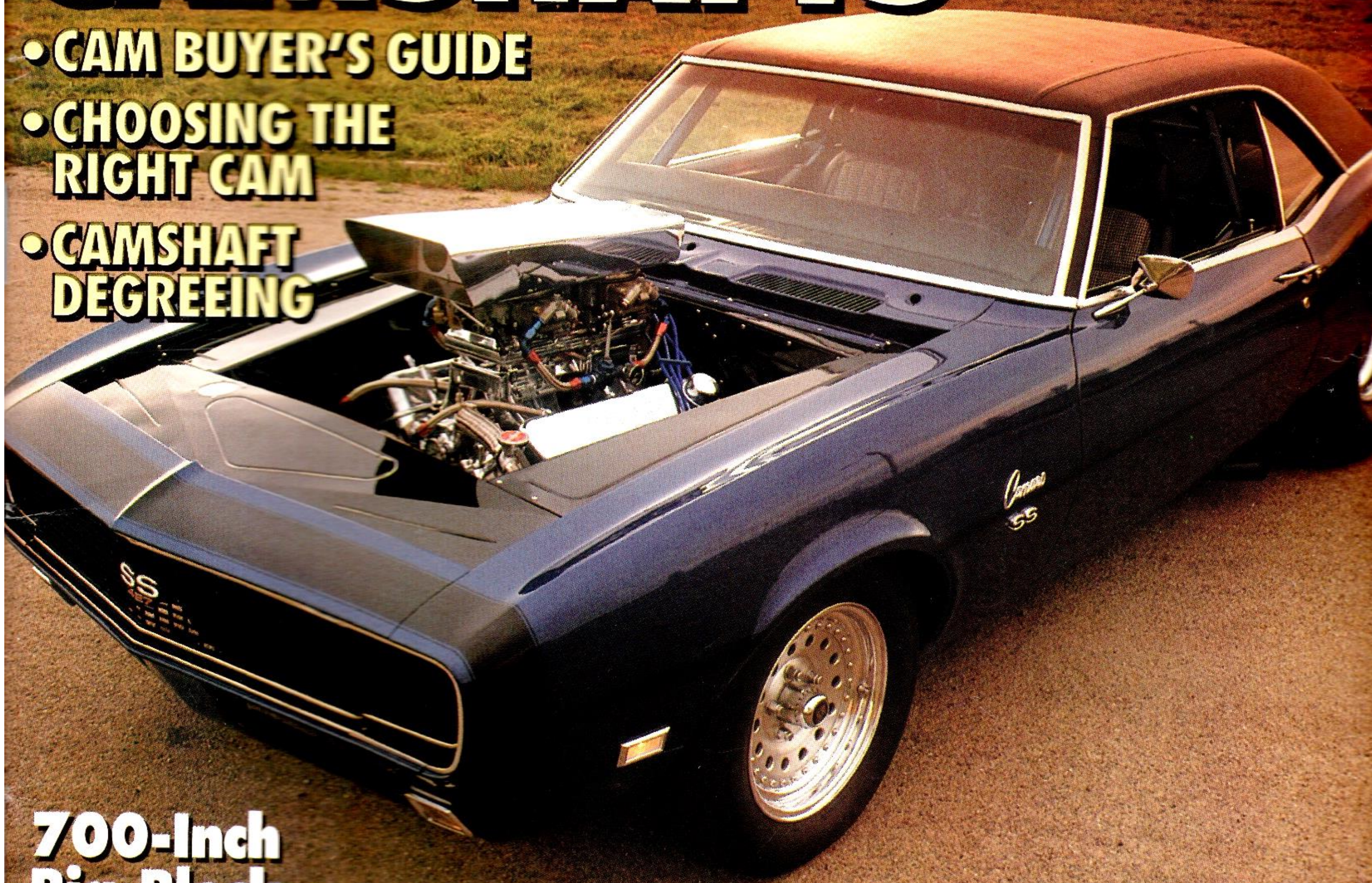
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FAST '62



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DYNO DON NICHOLSON'S FAST TO THE FUTURE '62



DYMANO

By Jeff Smith

When you get to the point in life when Denny's knocks 10 percent off your bill because you experienced the Great Depression first hand, people expect you to take it easy. But for Dyno Don Nicholson, that isn't the way he plays the game. Moss won't grow on a rolling stone for Dyno, and even at a healthy 66 years, he and his '62 Chevy roller are anything but stones when they launch those Hoosiers to 7.50s at a screamin' 179 mph!

But wait! Dyno Don's a Ford guy, right? He raced Fords long before Bob Glidden steamrolled the Blue Oval through the Pro Stock ranks in the late '70s and early '80s. Actually, Dyno Don claimed the Winston Pro Stock title in 1977 in a Ford, and before that his name was synonymous with Ford and drag racing back into the mid-'60s. So what's Dyno doing wearing a white Bow-Tie? For those old enough to remember, Dyno Don won his first big race in a Top Stock '61 Chevy Impala at the very first NHRA Winternationals in

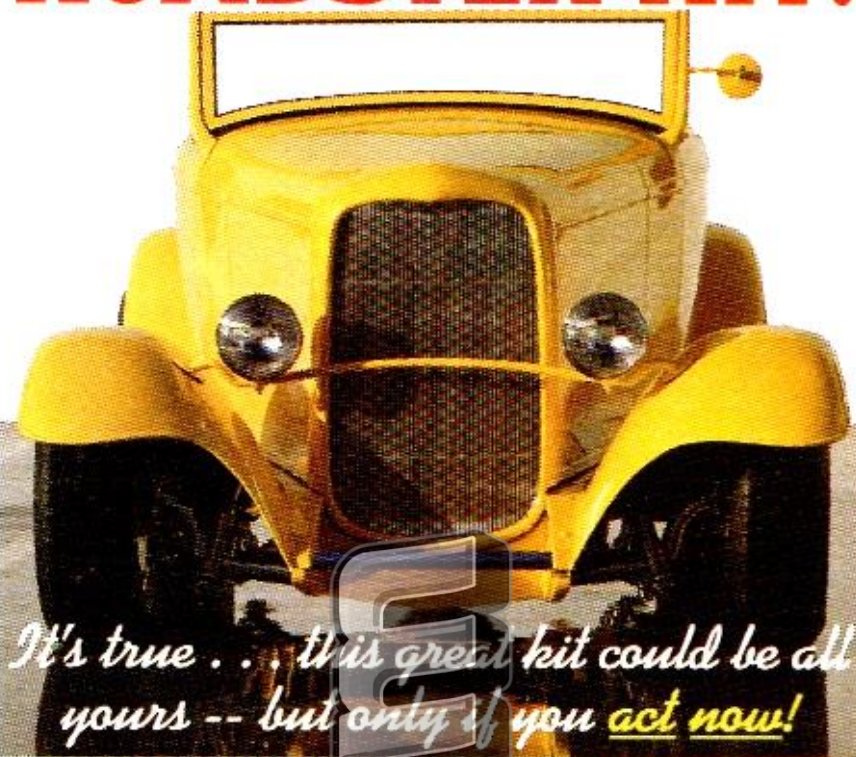


This is no time-capsule car. With a Funny Car-style cage supporting a Victory Race Cars chassis, Dyno's turn-back-the-time '62 is certainly closer to a Pro Stocker than it appears.

Photography: Auto Imagery & Jeff Smith

HOT ROD JULY 1994 69

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To enter, complete an Official Entry Form and mail according to directions. In addition, you may also enter the sweepstakes by hand-printing (in plain block letters) your name, address and ZIP code along with the words "Petersen's '32 Ford Kit Sweepstakes" on a plain piece of 3" x 5" paper. Please mail this 3" x 5" piece of paper in an envelope, to the address mentioned in the next paragraph, only one 3" x 5" piece of paper per envelope. Any entries that have been photocopied or similarly reproduced will be voided.

Enter as often as you wish, but each entry must be mailed separately via first-class mail. Mail all entries to: Petersen's '32 Ford Kit Sweepstakes, HOT ROD, P.O. Box 51397, Boulder, CO 80322-1397. Where this sweepstakes is promoted at a show or other event, you may also enter directly at that location.

This sweepstakes will be presented in conjunction with various offers sponsored by Petersen Publishing Company.

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A grand prize winner will be selected in a random drawing conducted on or about January 25, 1995, from among all eligible entries received. The decisions of the judges are final. Odds of winning are determined by the total number of eligible entries received.

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In order to be awarded a prize, residents of Canada will be required to correctly answer a time-limited arithmetical skill-testing question. In the event the skill-testing question is not correctly answered within the time limit, an alternate winner will be selected.

The grand prize consists of a '32 Ford component kit. The approximate retail value of this prize is \$18,000.00. No substitution of the prize, except by sweepstakes sponsor (due to prize unavailability) in which case a prize of equal or greater value will be awarded. Value of prize stated in U.S. currency. Taxes, duties, licensing and registration fees are the sole responsibility of the winner.

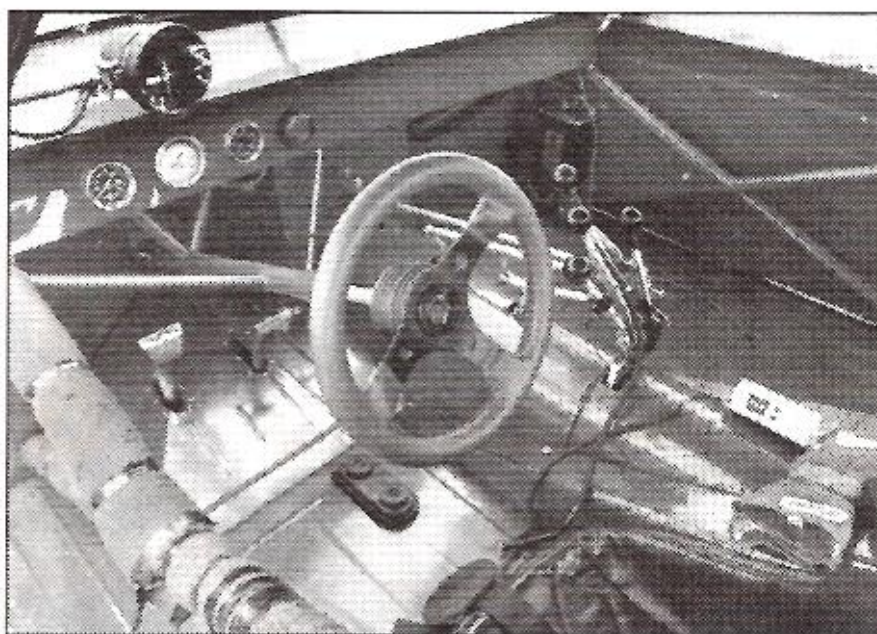
Sweepstakes open to legal residents of the fifty (50) United States and Canada who are 18 years of age or older as of December 31, 1994, and who possess a valid driver's license. Sweepstakes void in the province of Quebec, Puerto Rico and where prohibited by law. Employees (and their families) of the following companies are not eligible: Petersen Publishing Company, and any fulfillment, judging or coordinating companies involved, in any way, with this sweepstakes. All federal, state, local, municipal and provincial laws and regulations apply.

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For the name of the winner (available ca. 2/22/95), send a self-addressed, stamped (#10 size) envelope (unstamped for Canada) to: Petersen's '32 Ford Kit Sweepstakes Winner's List, Petersen Publishing Co., 6420 Wilshire Blvd., 8th Floor, Los Angeles, CA 90048-5515.



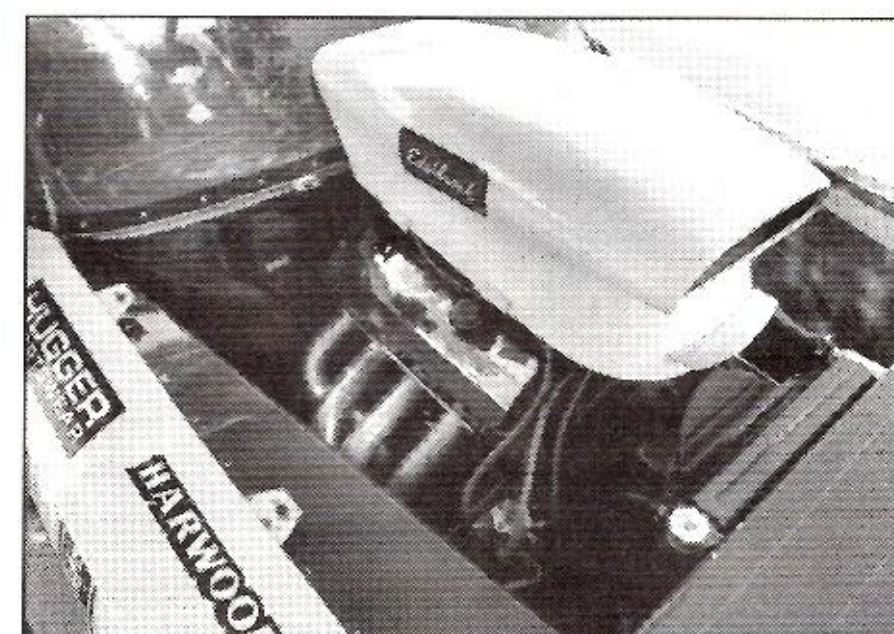
"Return with us now to those thrilling days of yesteryear...." Dyno Don (right) faces off with Dave Strickler's Bill Jenkins-tuned Chevy at the '62 NHRA Winternationals. Note how neither driver is wearing a helmet. The present action lead photo was also taken at the Winternationals—32 years later.



Fast forward again to today, and this could be a Competition Eliminator car. Full tin hides the Victory Race Cars tube chassis, but you can pick out the Hurst-shifted Lenco, safety equipment and Auto Meter tach and gauges. Dyno spins this Rat to 9000!

1961. He repeated the feat the following year in a '62 Chevy. Don raced Chevys because he worked at Service Chevrolet in Pasadena, California, performance-tuning cars on a chassis dyno. And when it came time to go '90s fast in a match-race series against rivals Arnie Beswick, Dick Brandon, Malcom Durham and others, Dyno chose to complete the circle with a '62 Chevy.

Of course, 30 years of change make for a few subtle differences. Like the man and the race, the car he pilots is a bit more sophisticated than those W-motor "dyno-saurs" powered by Jardine header-equipped 409s and hooked by slicks that could have passed for petrified wood. Today's '62 is a closer kin to a Pro Stocker than a Pure Stocker. Victory Race Cars in Anaheim, California, started with a 116-inch wheelbase, chrome-moly tube chassis to mount the steel '62 bubbletop body. Fiberglass now trims weight in place of the original doors, the entire front end, the bumpers and the decklid, while 3M Mar-Guard Lexan® replaces the original glass. A Strange 9-inch rear hung



This is a Pro Stock engine from a couple of years ago. A fabbed-aluminum intake, EPD heads and twin Dominator Holleys put the power well above 1000 horsepower. Don says, if he's lucky, he won't have to change the valvesprings all season. Just put gas in it and go!

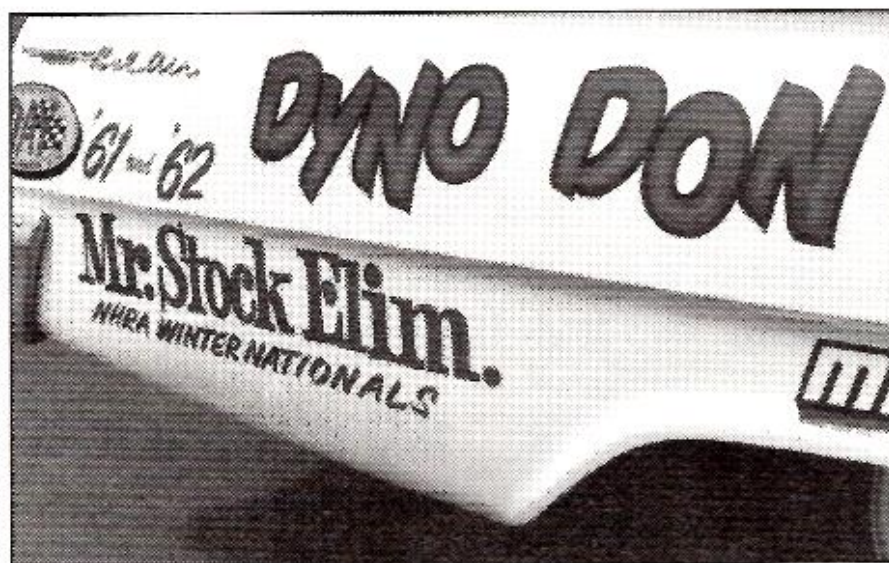
with a Strange four-link, springs, struts and brakes makes up the suspension that's tied to a Lenco four-speed through a Hays dual-disc clutch.

The Pro Stock gene-splice extends into the engine compartment as well. The license plate on the '62 may say "Dyno's 409," but competition among even the senior-circuit match racers is keen enough that the original 409 was quickly cast aside in favor of a '91 Pro Stock 500-inch Chevy sporting EPD heads, a Greg Davis-built dual-Dominator intake with help from The Carburetor Shop, Crane valvetrain pieces, Bill Miller rods, Venolia pistons, Mallory ignition and Cyclone headers. Dyno then assembled the engine with help from Ford pal Earl Wade.

When asked if this was a return to his favorite race car, Dyno's answer was a bit surprising. "Actually, my favorite was the '66 Comet Eliminator car. It was the first flip-top Funny Car with an injected Cammer." It was called Eliminator I and ran for a while with a 6-71 blower on nitro, placing Dyno at the interesting apex in history when gaso-



Standard trunk fare includes a fuel cell, a battery and the usual killer fuel pumps.



Where were you in '62?

Dyno's granddaughter, Candace Christy, adds youthful enthusiasm to Dyno's entourage, which includes Ken Lukins who helps out at local races. When you're only as old as you feel, you can still crank out mid-7s at 179 mph, even at 66 years old.



line-powered A/FX cars began to evolve into nitro Funny Cars. His choice of carburetors and gasoline over blowers and nitro was admittedly influenced more by self-preservation than an unwillingness to go faster. Back then, those blown nitro motors were prone to spectacular feats of pyrotechnics, which actually hasn't changed much in 30 years. According to Dyno, burying your foot into a carbureted door-slammer seemed a much safer route than those Funny Car fiberglass antics. It's this commitment to the sport that recently landed Dyno a spot in Don Garlits' Drag Racing Hall of Fame, a nomination for which he is extremely proud.

So now Dyno loads up for another season, stuffing his white mastodon into its too-narrow trailer and hitting the road for the summer's 25-stop match-race schedule. Dyno is in his element, chasing that narrow two-lane blacktop that has been his highway to life for over 30 years. **HR**

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Patent Pending

FLASHBACK:

COUNTDOWN TO 50

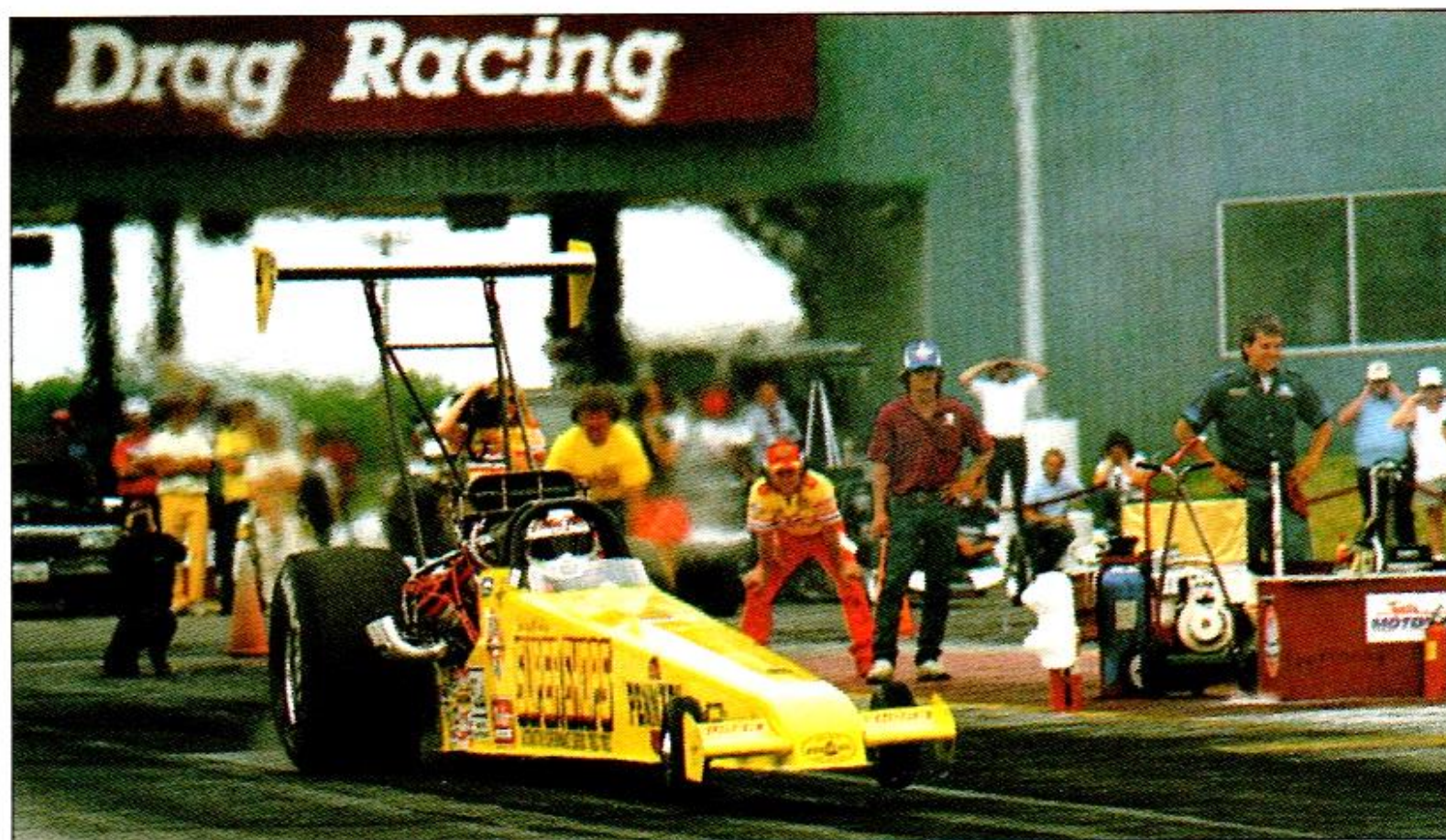
In January 1998, HOT ROD magazine will be 50 years old. In other words, we're golden. Since 1948, HOT ROD has operated on a very simple premise. The editorial policy was and is to show hot rodders—identified as those who modify their cars for better looks and performance—how to do so in an educational and entertaining manner. To say that that policy has worked is akin to saying that Henry Ford built a couple of cars. What has made HOT ROD so successful is that it was part of and publicized a form of motorsports that was virtually unheard of 50 years ago. How we did it was easy. We simply hired hot rodders to write and photograph hot rods, then placed those images on the pages of HOT ROD magazine. Many of those images have disappeared. But many remain. So beginning with this presentation, we're going to revisit the cars, people and events that moved and shaped this phenomenon called hot rodding. And should our readers wish to contribute to our tribute, please feel free. Meanwhile, Flashback: Countdown To 50 will focus on the past that will shape our future. **HR**

HOT ROD MAGAZINE REPLAYS ITS ROUTES

By Gray Baskerville



August 1988: Because drag racing has always been an integral part of hot rodding—"Chevys for plow, Fords for go!"—a major part of the magazine's editorial content was dedicated to the sport of sprint. Media developments during the '80s caused us to back away from the digs, but we remained interested in certain facets



of this most ancient form of hot rodding. And as luck would have it, we were there when Eddie Hill made the first four-second run at the Texas Motorplex near Dallas.

April 1966: Drag racing, the short form of competitive hot rodding, had achieved national recognition by 1966. That was due to the promotional efforts of the National Hot Rod Association under the leadership of Wally Parks, HOT ROD's first editor, through the pages of HOT ROD magazine. To better illustrate our influence, we were given this photograph (taken by Ford Photographic) of Dyno Don Nicholson's first modern Funny Car to place on the cover of our April issue.

Photography: PPC Photographic