

**600-PLUS FROM CHEVY'S 427**

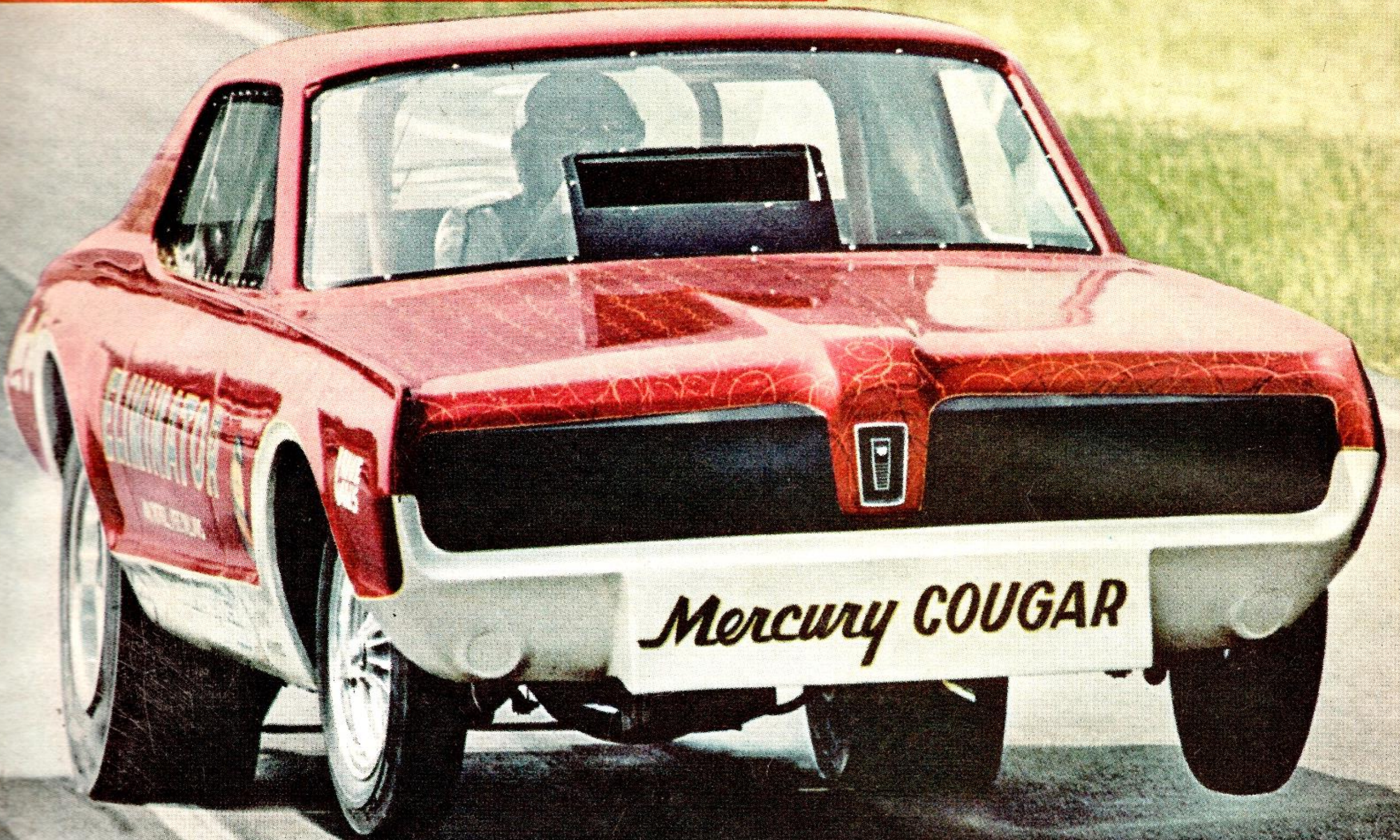
50c SEPTEMBER 1968

UK 4'3 Sweden KR. 3.95 Inkl. oms

# HOT ROD

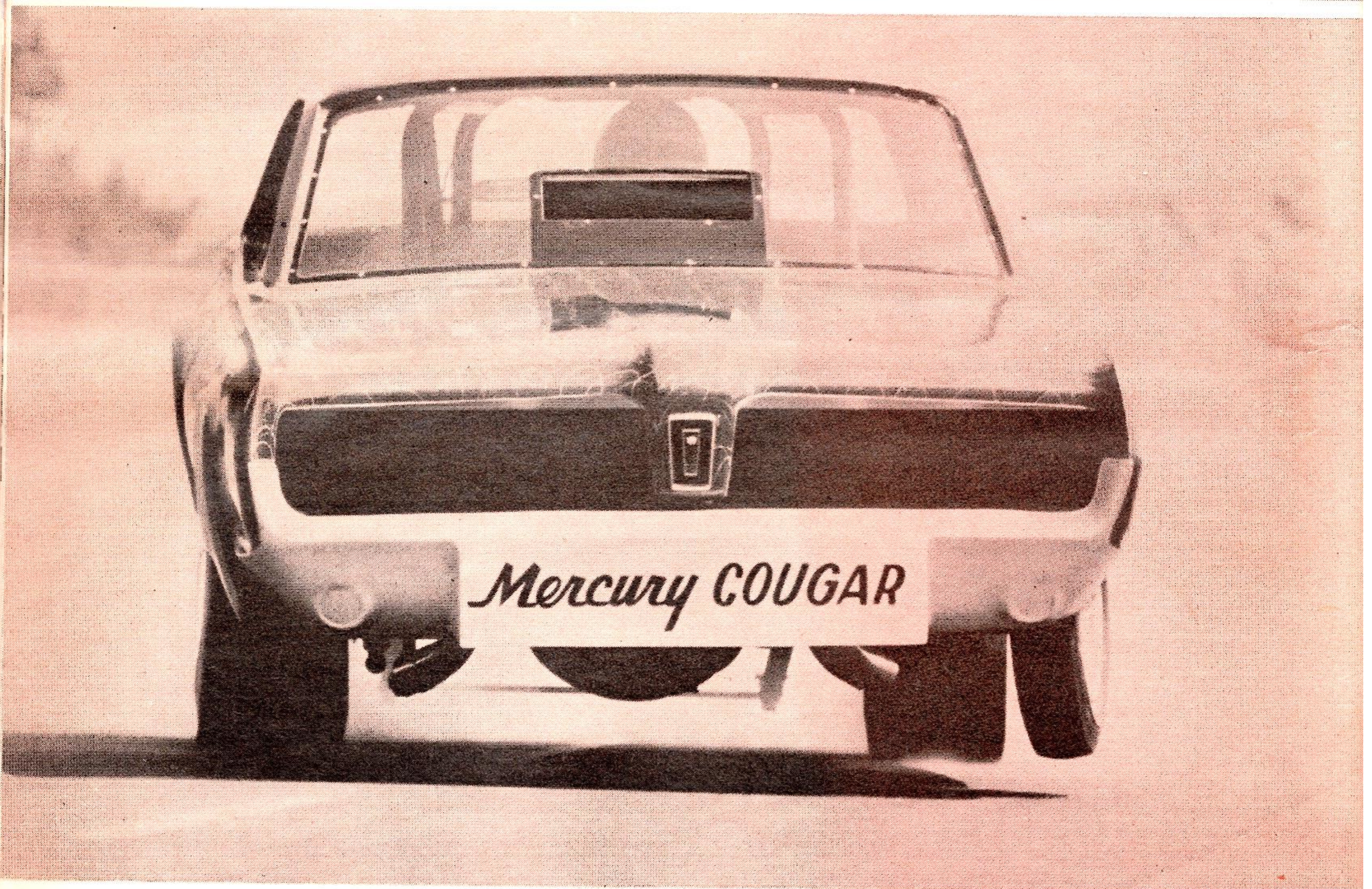
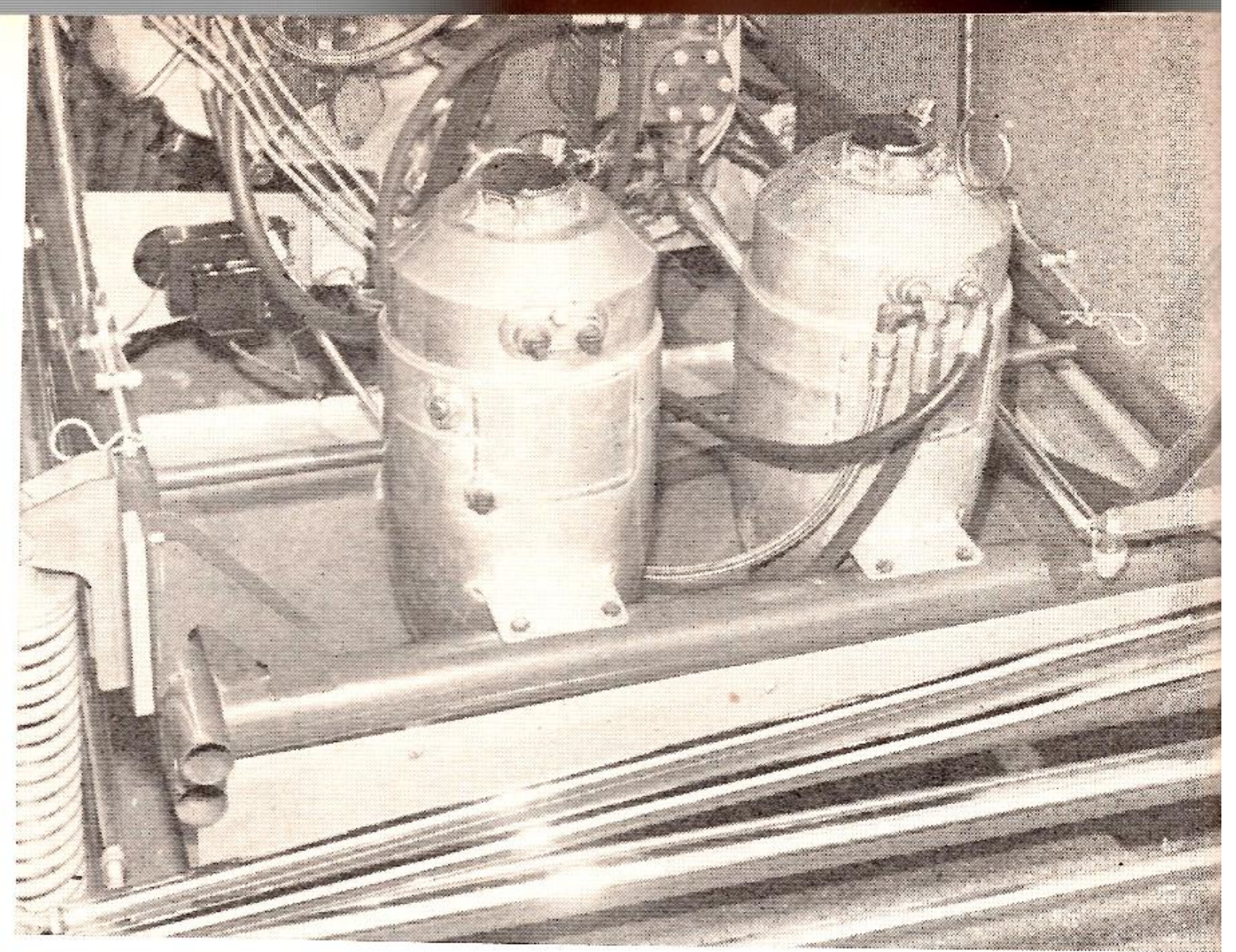
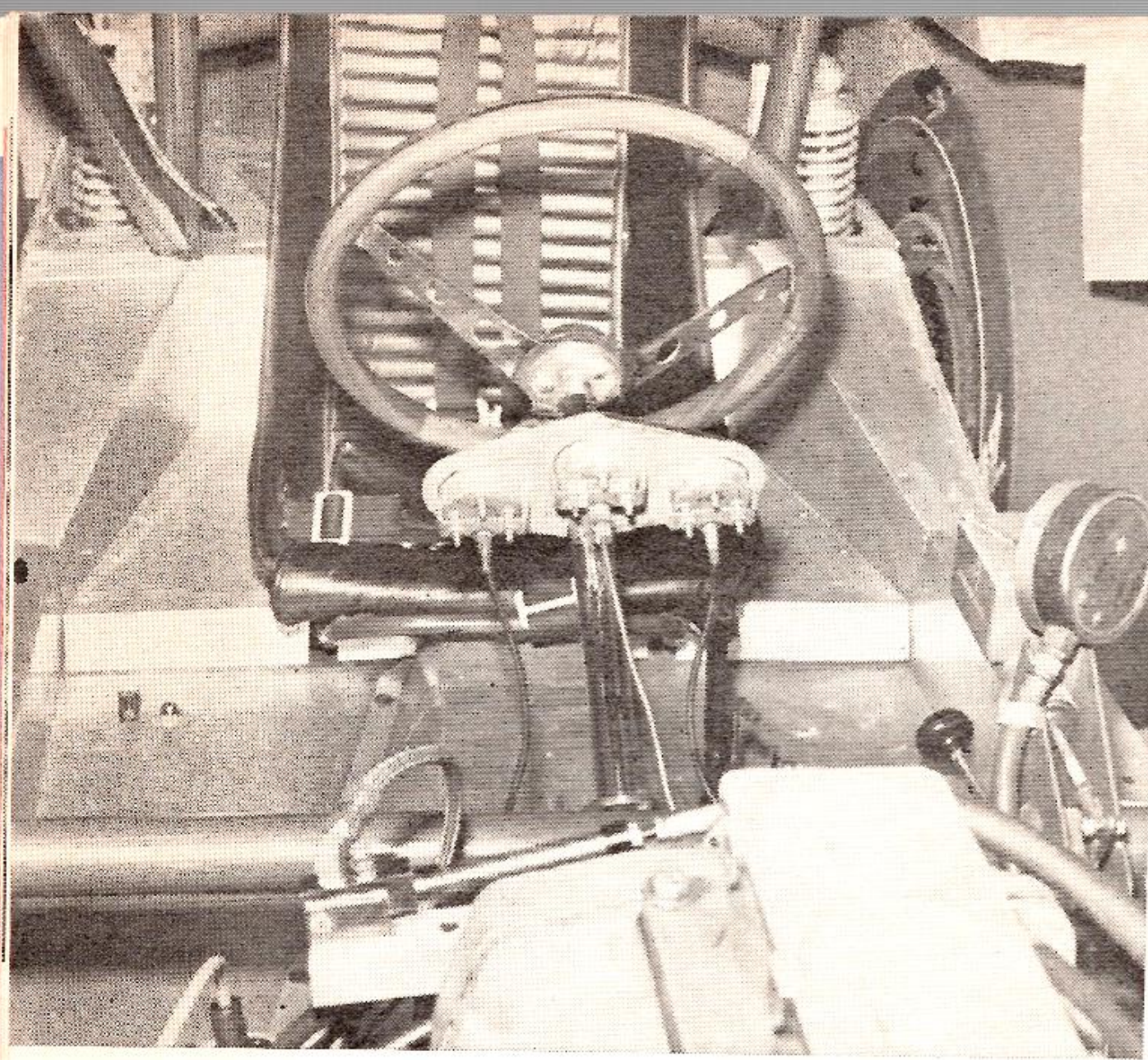
EVERYBODY'S AUTOMOTIVE MAGAZINE

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**DON NICHOLSON'S COUGAR AIMS FOR LOW 7's**





# **"DYNO" DON'S NEW CAT**

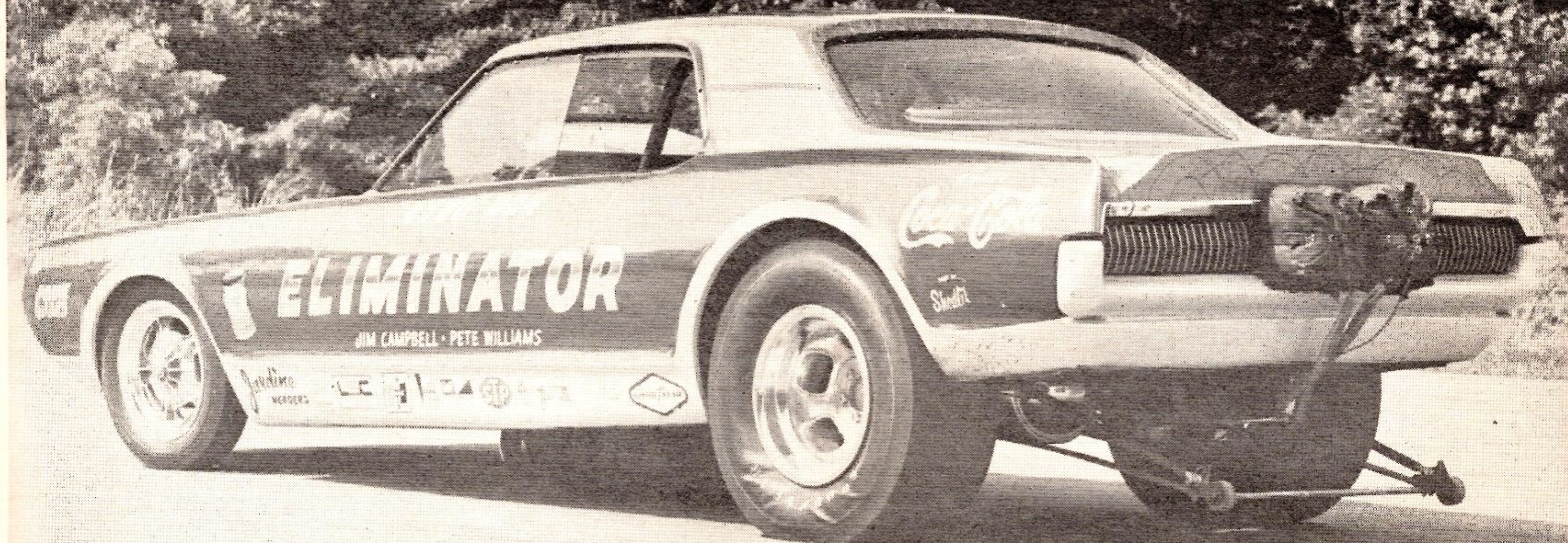
*Nicholson's newest carries his trademark of workmanship, safety — and quickness*

*photography: Jim Kelly*

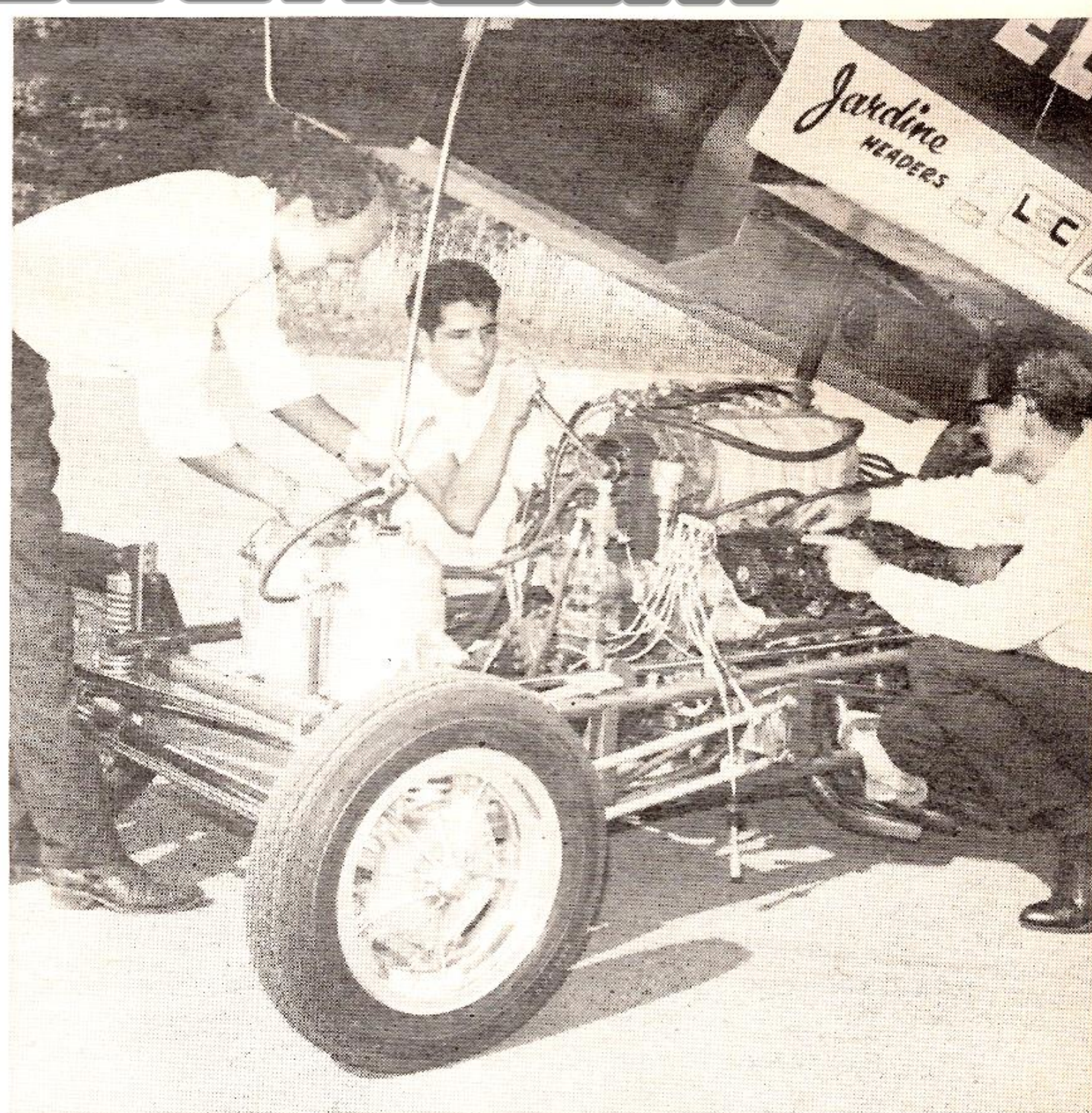
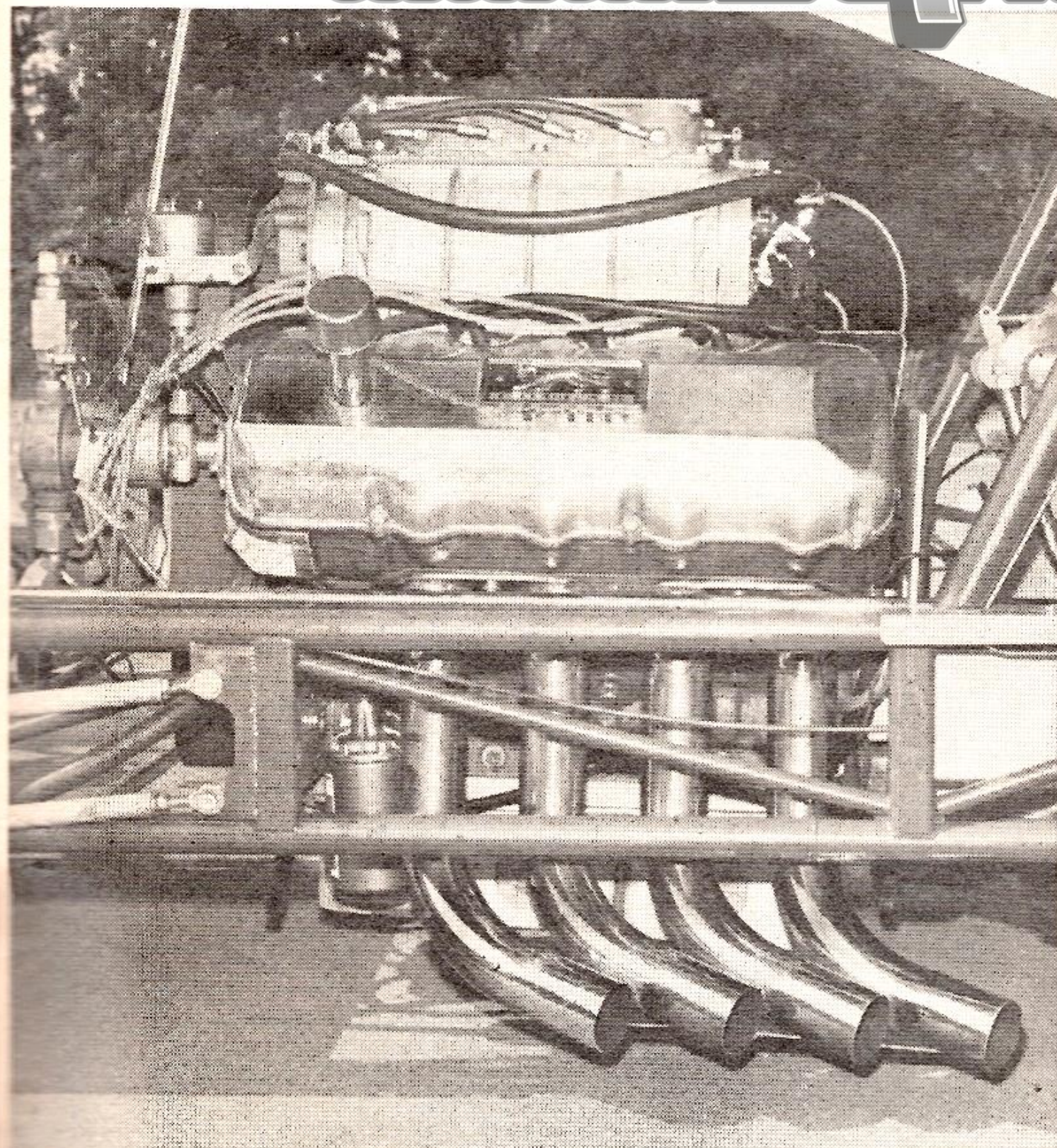
[www.DynoDon.com](http://www.DynoDon.com)

owner: Don Nicholson  
Atlanta, Georgia  
car: '68 Cougar Funny Car





[www.DynoDon.com](http://www.DynoDon.com)



• "Dyno" Don Nicholson has done it again! He's come up with one of the best-looking, strongest-performing funny cars in captivity. His newest creation, a 1968 Mercury Cougar, is truly his finest effort to date. With less than two months running on the new car, he came up with a fantastic 7.48, 185.86 blast at Milan, Michigan, to best his Mercury teammate, "Fast Eddie" Schartman. Don expects even lower

e.t.'s in the near future. Power for Don's Cougar comes from the same Ford SOHC engine that he has had so much success with in the past three years. The 427 SOHC has had little internal alteration with the exception of a pair of Crane experimental cams and the coordinated kit and a Milodon support. Hilborn injectors on a Pete Robinson-prepared GMC 6-71 blower sit atop the engine, a Mallory magneto sparks the

nitro and the exhaust gases from the 1000-plus hp engine exit through Jardine headers. Don uses twin tanks up front, one to hold the fuel and one for water. The forward position of the tanks helps keep the weight on the front end of the Cougar during those wild 7-second runs. The "Eliminator" employs a radical "nose-down" attitude to prevent the car from lifting off the ground at speed, an occurrence that Don has ex-

perienced before. The Logghe chassis actually sets fairly level; the fiberglass Cougar body is positioned lower to the frame in front to present the low-nose attitude. Twin Simpson chutes help bring "Dyno" to a safe stop. The sanitary interior of the "Eliminator" features only the essentials needed to guide it down the quarter-mile. Don and his crew, Jim Campbell and Pete Williams, work very hard on car.

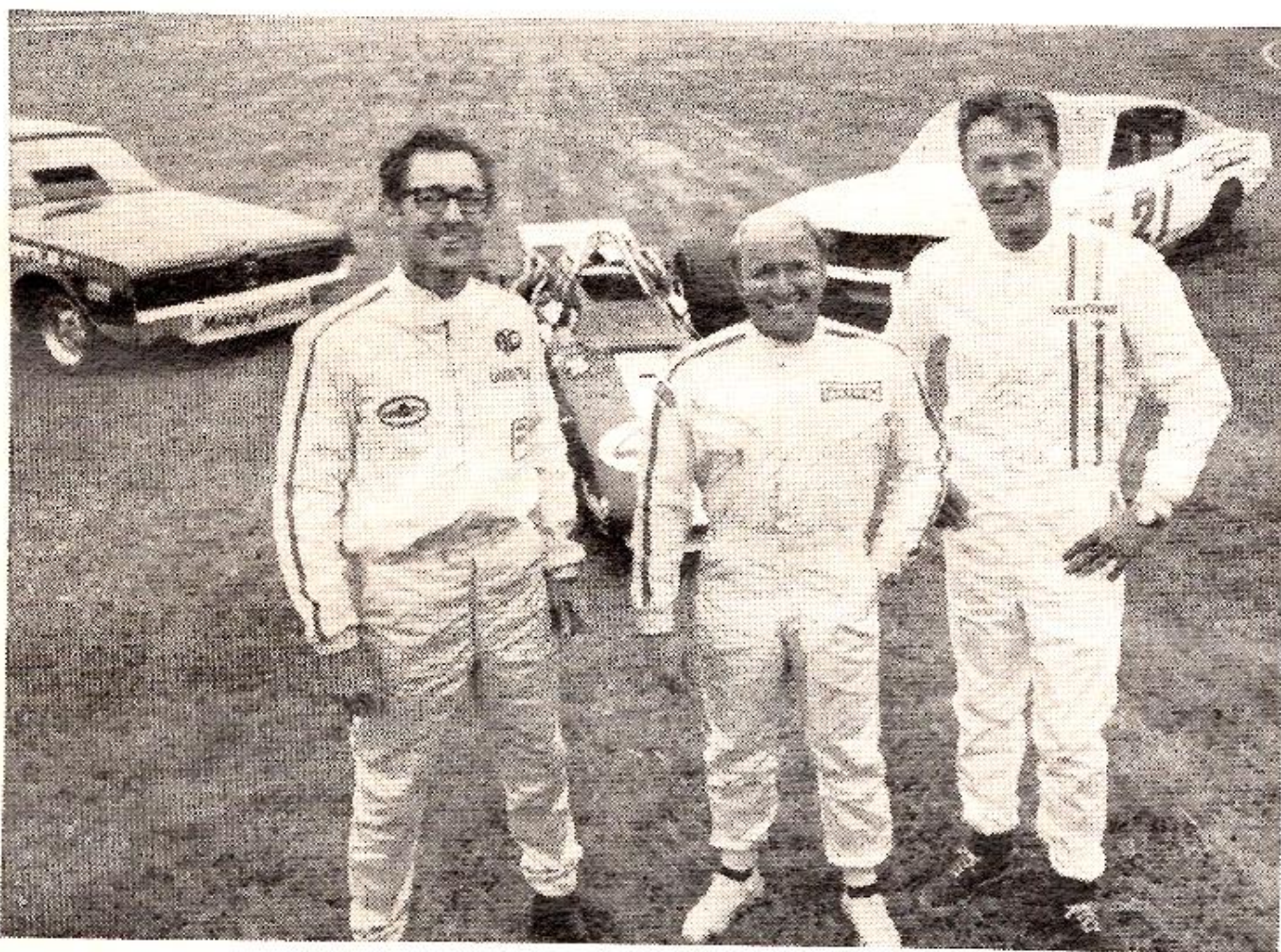


# RODDIN' AT RANDOM

www.dynodon.com

**MERCURY'S GOT 'EM**... This trio of drivers could well be termed the Big Three in American racing circles. Each is at the top of his particular brand of racing — Don Nicholson (left), drag racing; Cale Yarborough (center), stock car racing; and Dan Gurney (right), road racing.

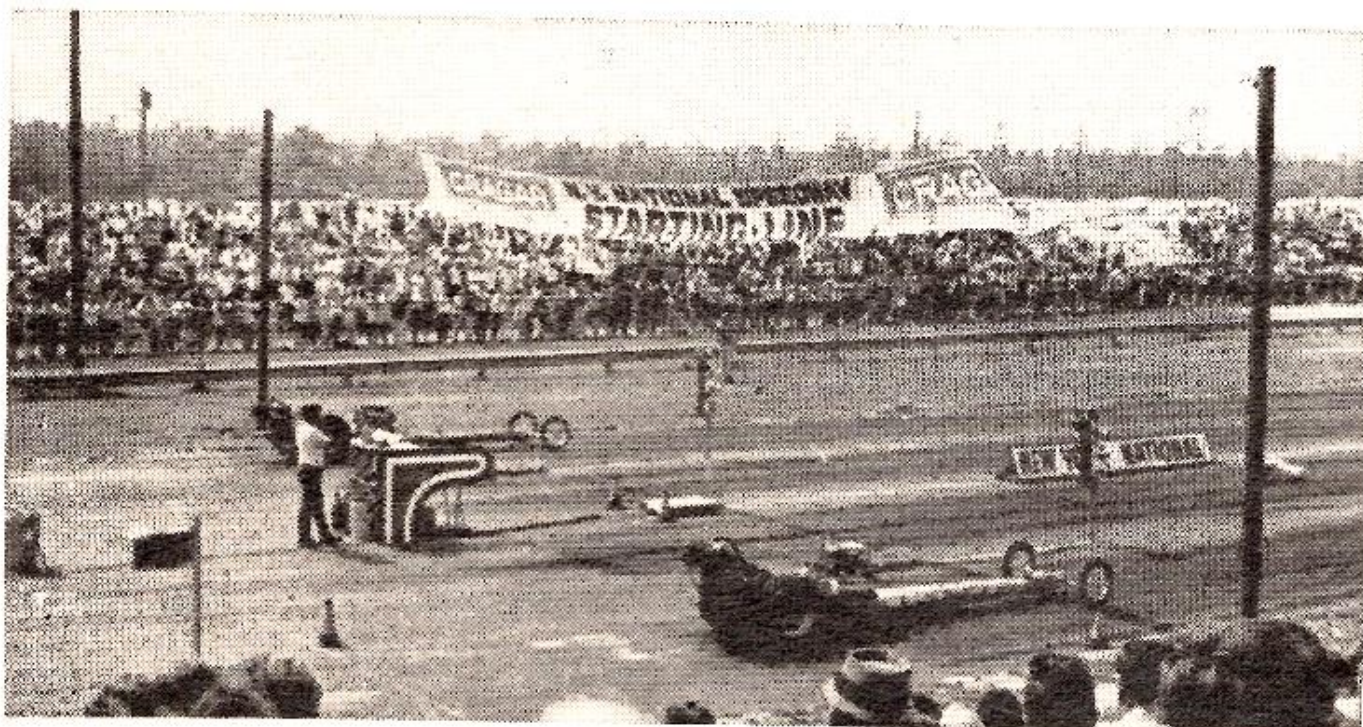
Almost unbeatable in match racing, Nicholson is currently campaigning a new Mercury Cougar funny car.



Yarborough has dominated major races in 1968 in a Mercury Cyclone Grand National car.

Gurney, who builds and drives his own racing cars, is a member of the Lincoln-Mercury Division's Panel and has a special edition of the Cougar named for him.

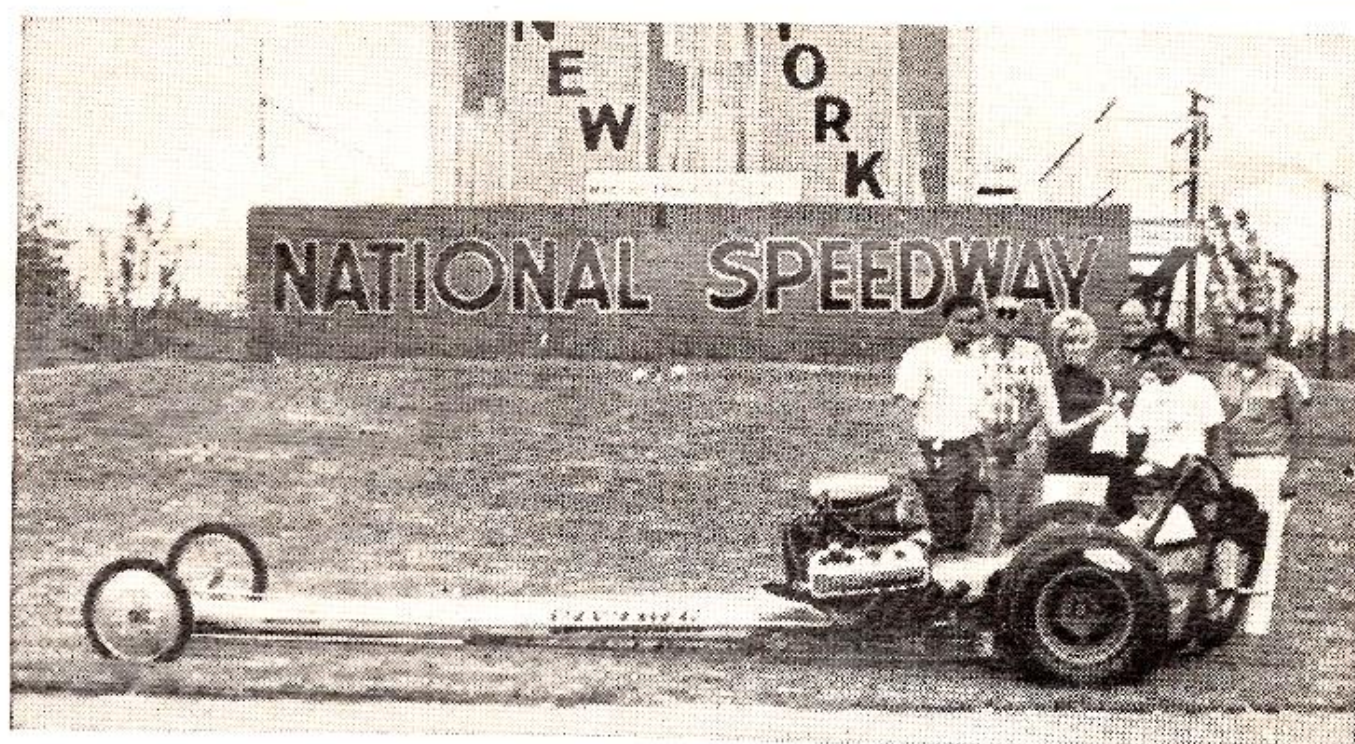
**FOR NINE YEARS**, the United States Fuel and Gas Championships were held in Bakersfield, California. The top dragsters from across the nation were attracted to this annual event, and it was soon established as one of drag racing's



legendary great meets. Then came the funny car invasion, and before long it was apparent that the meet was on its way out. The owners, Smokers Inc., decided upon some

drastic changes. To start with, they moved the meet to New York National Speedway, put up \$25,000 in cash prize money and installed one of drag racing's top directors, Ed Eaton. Funny cars, of course, were ruled out, and the list of competitors for this year's event included the Ramchargers, "TV Tommy" Ivo, the "Hawaiian" and Don "the Snake" Prudhomme — a list that read like drag racing's Hall of Fame.

The first night saw more excitement than the final day of some meets; the Ramchargers first broke the track record with a 226.50 mph run, and then Van Iderstine and Dauernheim set a new strip e.t. record with a 6.93 — soon to be broken. These were the fastest times ever turned on the East Coast, and they set the pace for the next day, when



the "Hawaiian" not only broke the Ramchargers' record by blasting out a 227.84 mph, but also turned around and broke their own with a 230.76 mph. But Sunday was the biggest day. An enthusiastic crowd and heavy competition made it all the more exciting when the Ramchargers broke the e.t. record with 6.67 — a time once considered impossible. Then came the final run — the one thousands of fans had been waiting for — the "Hawaiian" against Prudhomme. It was one of the closest races ever, and when the "Hawaiian" emerged the winner, the crowd roared, cheering their new king. It was just like the old days, and round after round brought proof that the United States Fuel and Gas Championships and the Smokers were living again.

**WINDSHIELD WIPERS**, having diligently guided us through blinding rainstorms since the advent of windshields, may soon be discarded and placed in the same nostalgic category as running boards and rumble seats.

This fall, the Montreal (Canada) pharmaceutical firm of Frank W. Horner, Limited, will commercially market the same rain repellent for glass windshields that helped Ford's advanced vehicles win races at Le Mans and Daytona. The firm has already retailed kits for plastic windshields on light aircraft, and the Canadian Armed Forces have coated the windshields of their aircraft with the product since 1966.