

DEVOTED EXCLUSIVELY TO FACTORY ALTEREDS—ALL STOCK CLASSES

DRAG strip

NOVEMBER 1966

ACTION PHOTOS IN COLOR!

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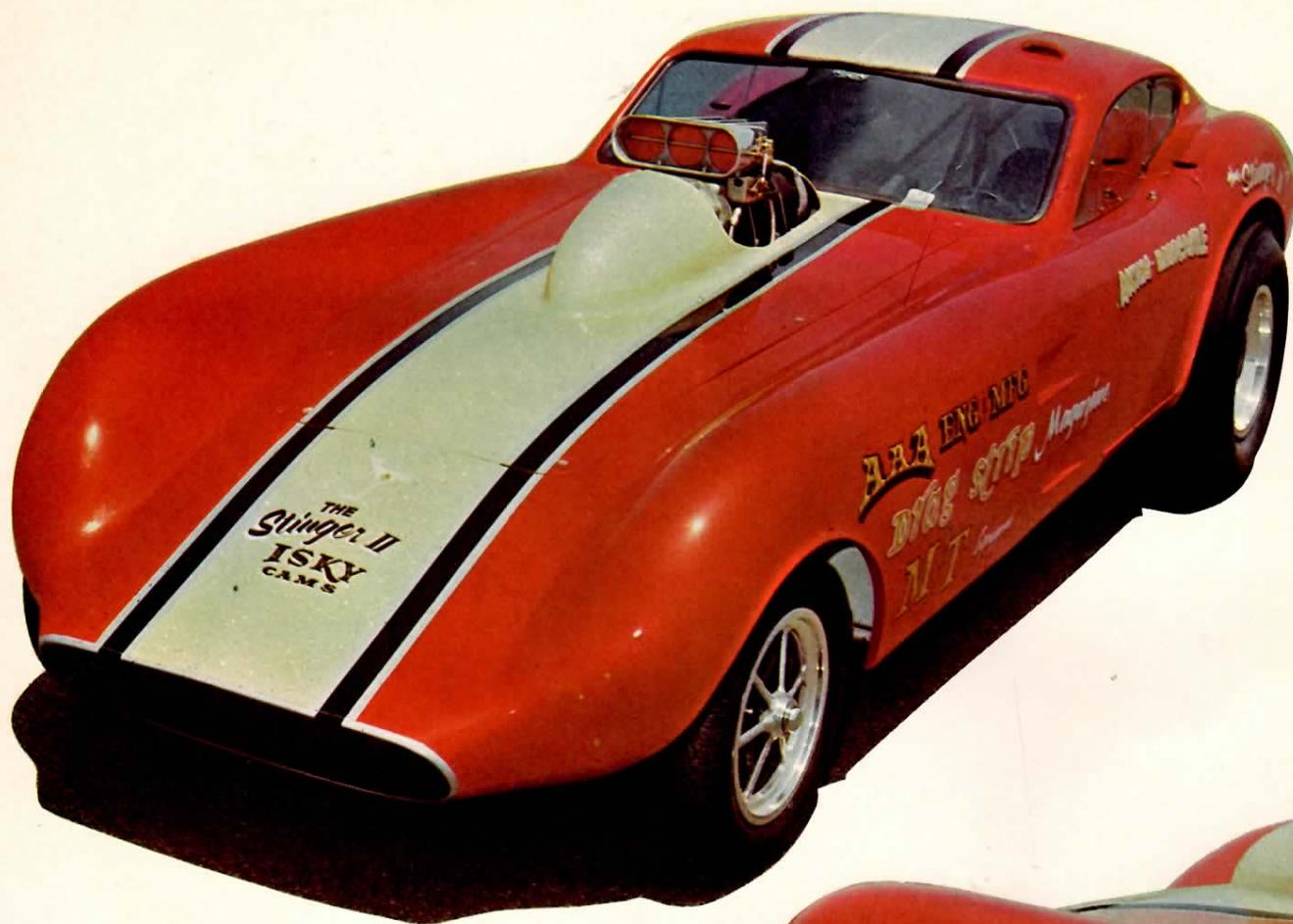
COLOR FEATURES GALORE Sites Bros' "Skootin Cuda" from Missouri
 Fenner Tubbs's Plymouth Stocker from Texas The "Brutus" Pontiac
Match Racer and the "Quarterbender" Funny Dart from California



World's Fastest and Quickest "Sporty" Funny Car

What Is Racing Safety? Part III

Tuning Tips for the Holley Carburetor



STINGER II

The Akins-Hardcastle-Drag Strip Magazine "sporty" car boasts of being the World's fastest and quickest

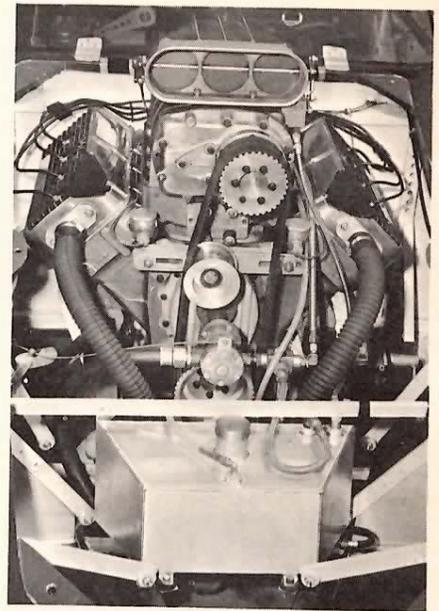
For Roger Hardcastle, the threat of meeting with fierce opposition has never been a deterrent, but rather an inspiration to work harder and come out on top of the pack. He has an admirable record of accomplishment in all types of racing. He has been at it for sixteen years, and was acclaimed for his hard charging "Stinger I." Shortly after an accident destroyed his first version, the "Stinger II" was on the drawing boards. A great deal more planning went into producing "the world's fastest stock-bodied legal exhibition car," and a partner, Pat Akins, was acquired. Among his primary accomplishments in twelve years of racing, Pat set the world quarter-mile speed mark at 190.26, and held seven out of nine competition coupe records at Bonneville. He is now the head of AAA Engineering in El Monte, California.

An outstanding example of the forethought that went into the "Stinger II" can be seen in the construction of the chassis. It was made from one of the strongest and lightest metals known, titanium. Mounted on this well-engineered chassis is an aerodynamically styled Astra fiberglass body designed for speeds in excess of 300 mph. To give the

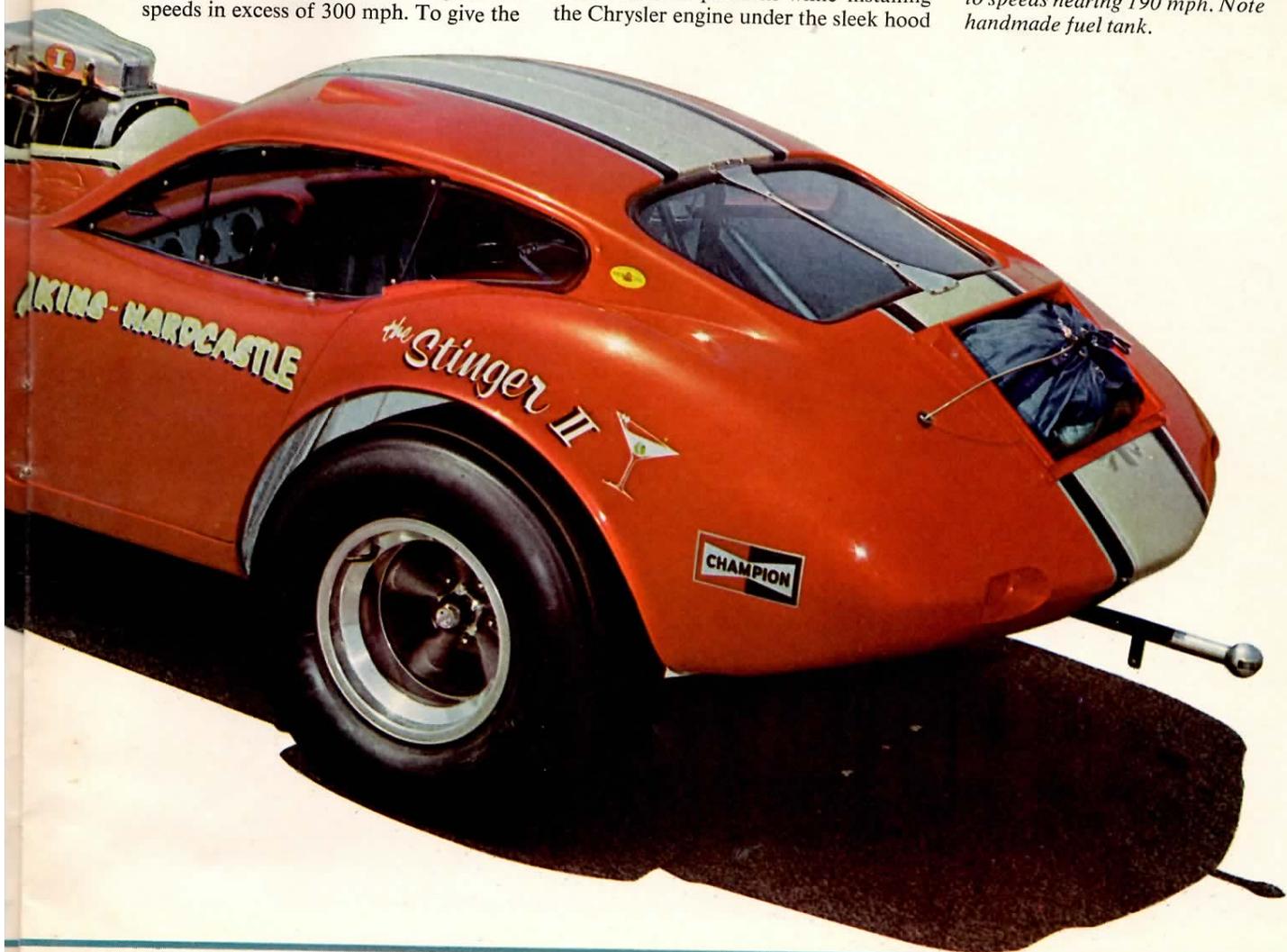
body a luxurious finish, it was painted a beautiful candy-apple red, featuring a broad white racing stripe dusted with industrial diamond chips. A coat of almost indestructible epoxy was sprayed over the unique paint job to protect it from fuel and the elements, showing once more the first-class treatment given to every detail on the car. This car must be rated as one of the most beautiful as well as one of the most well-constructed cars in drag racing.

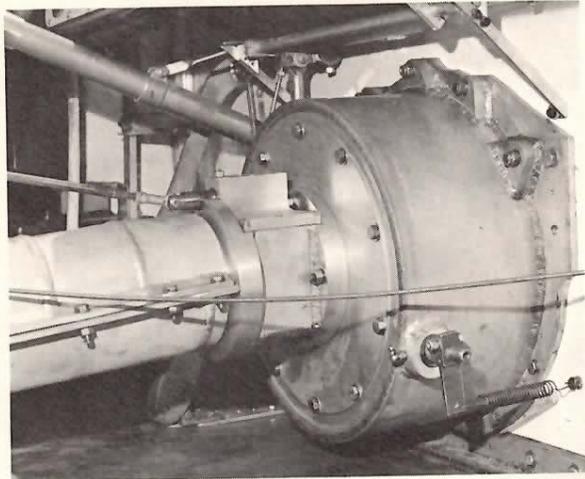
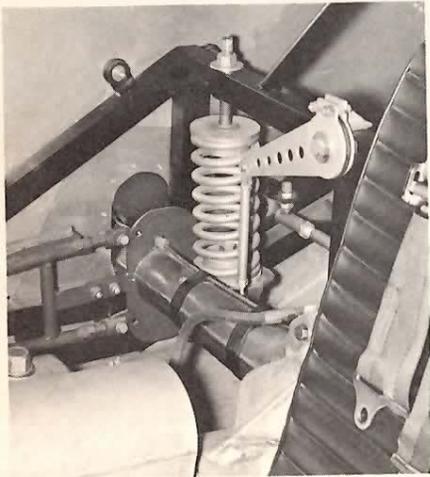
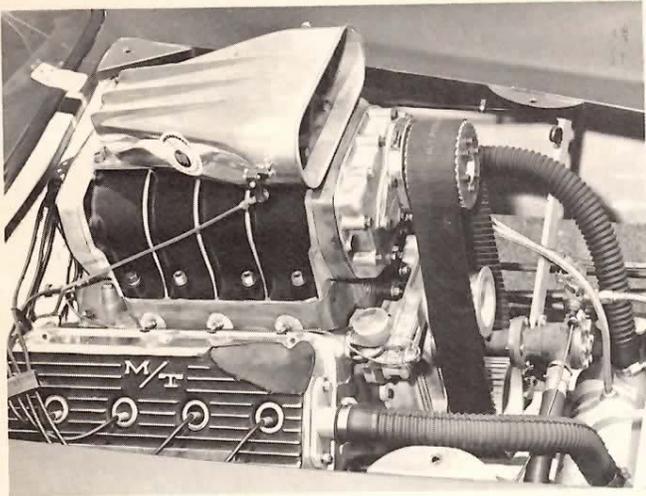
Knowing that the quickest and fastest of its kind must be massively powered, Pat and Roger installed a '58 Chrysler 392-inch engine into the coupe. To this were added Isky pushrods, lifters, and Super Le Gerra cam. Rocker arms are M/T, as are the 7:1-compression pistons. A stock crank with a support by AAA Engineering pushes M/T aluminum rods. Enderle injectors and a 6:71 blower were installed to feed the potent nitro solution to the ports. Spark is sent to the cylinders from a Scintilla magneto, and at the completion of the cycle, Jardine headers remove the exhaust and add horsepower.

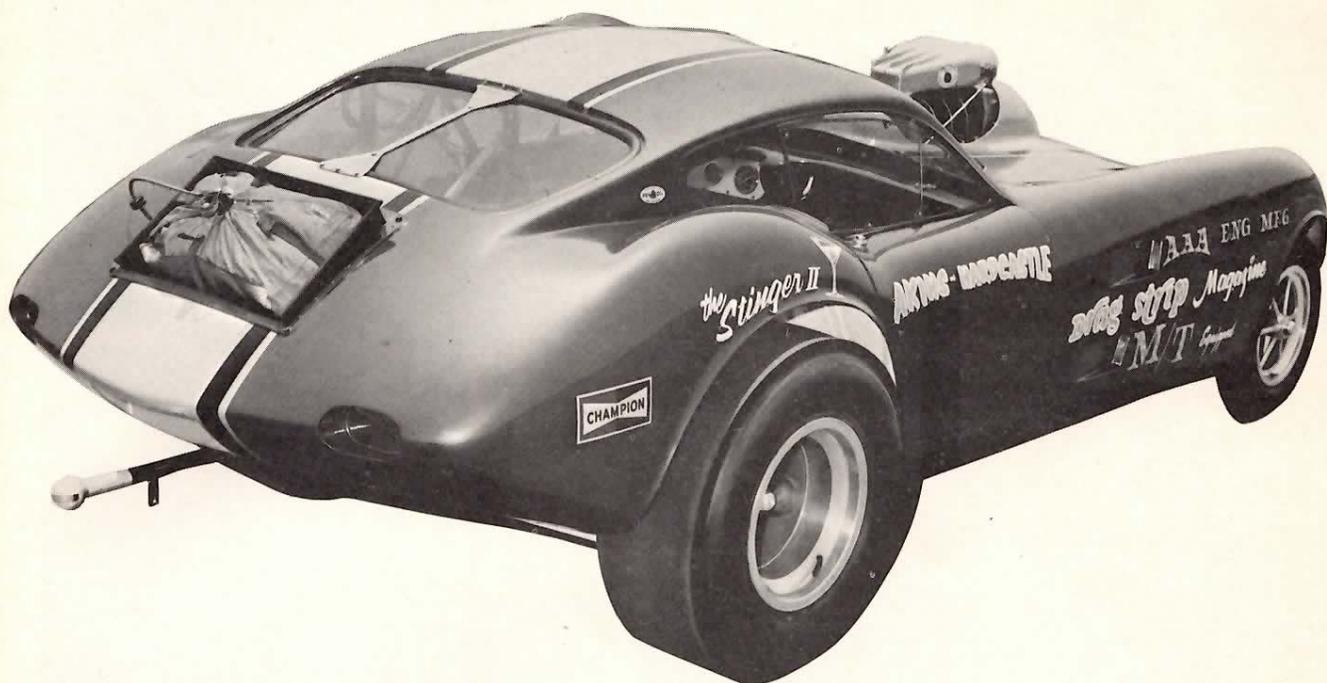
A clearance problem while installing the Chrysler engine under the sleek hood



One-of-a-kind styling and striking appearance make the Stinger a real crowd favorite wherever it appears. Engine (above) is a 392" Chrysler that powers the 2150-lb. "sporty" car to speeds nearing 190 mph. Note handmade fuel tank.







The blower (top far left) is a GMC 6:71 that is driven by an Isky 3" drive. Rear suspension is handled by using coil-spring/ friction shock absorber arrangement (far left center). Note adjustment screws at top of shock. Expert craftsmanship and care in detail is in evidence throughout car. Note addition of supports on top of in-out box, and sturdily constructed roll cage.

was cleverly overcome by cutting away the forward corners of the valve covers. One more of the amazing features of this car is the hood, which was entirely hand-formed from magnesium by Jack Haggeman, providing added strength and less weight.

Transfer of the engine's 1,200 horsepower to the rear wheels begins with a Schiefer aluminum flywheel and 11-inch Velvetouch clutch. A direct-drive in-and-out box is used for a transmission and a 4:11 ring & pinion was chosen for best performance in the rear end. To bite the asphalt, M/T or Goodyear tires complete the drive train. Since different strip conditions require different traction, Pat and Roger chose not to stick with one particular brand of tire.

To give the driver control of his super-

fast machine, 1966 Ford spindles are used, controlled by AAA Engineering steering gear. When he reaches the end of a run, a 20-foot ring-slot Deist chute helps bring the car to a halt.

It seems that no detail has been overlooked to get maximum performance from this 2,150-pound exhibition car. In addition to this, every effort was made to achieve a most beautiful racer. The beauty speaks for itself, and a world-record 185 mph with an 8.60 e.t. for the quarter-mile in the first week out with the car tells the performance story. The fine accomplishments of this car in the short time it has been racing have more than satisfied the sponsors, including AAA Engineering and Drag Strip magazine. If this is the beginning, what can be the limit for this most amazing car?

