



The engine bay on the left is stock. Then engine in the middle is my engine bay. Far from stock. Lots of chrome and glitter along with performance decals dating back to the 1950's which were the rage at the time. Also note the 96 louvers and the pin stripping. Louvers were a big thing in the 1950's as was pin stripping. Louvers were more for appearance than anything but they did help cool the engine but were a pain in the rain. The ENGINE. Originally purchased a 454 big block but found that it was a marine engine and was rusted out and non usable. Ended up with a small block bored out to 406 cubic inches producing over 425 horsepower. This was mounted to a big block Turbo 400 transmission with specially modified 3 to 1 1st gear and a 12-bolt 3:73 Posi-traction rear end that would handle all the power without breaking. Took it to the drag strip once and all of a sudden I was 16-years old again. The car was quick, but had little traction, spun the tires wildly. Finally turned in the high 12's at 108 MPH in the quarter mile. The car was a great thrill and I loved to "get on it" but in the LA traffic it was difficult.