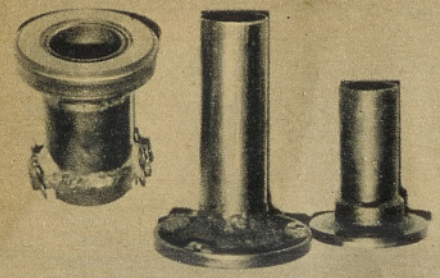
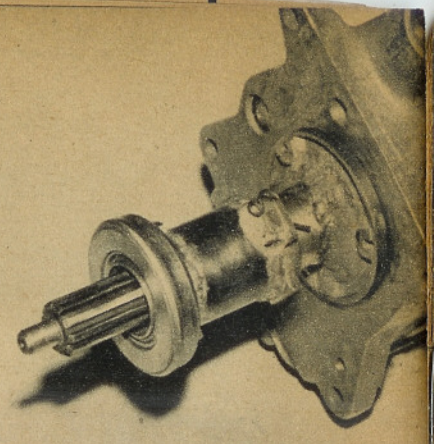
continued



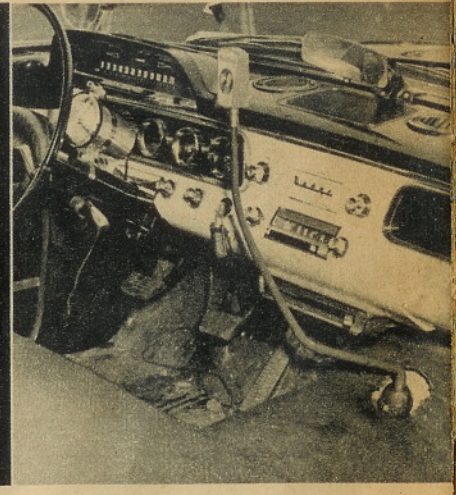
An entirely new front transmission bearing retainer and a throwout collar had to be fabricated. The stock La Salle retainer is shown at the left, with special components in center and at right. The pilot shaft . . .



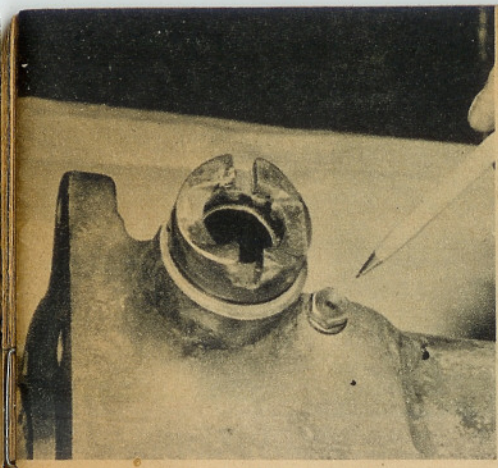
. . . had to be lengthened 2¼ inches, by welding stock to the original shaft, then re-machining and cutting splines, so the unit would reach the pilot bearing in the Chrysler flywheel. Now the unit is ready to be installed.

The final compression ratio worked out to 11:1. A Weiand Drag Star manifold running six Stromberg 97's allowed for plenty of fuel and easy breathing. Before mounting a new Spalding 'Flame Thrower' Dan modified the advance for full manual

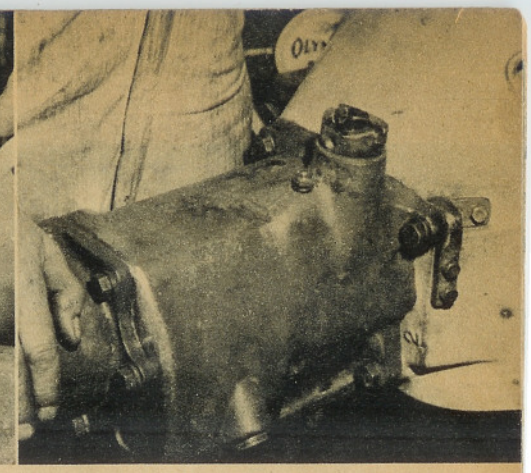
continued on p. 80



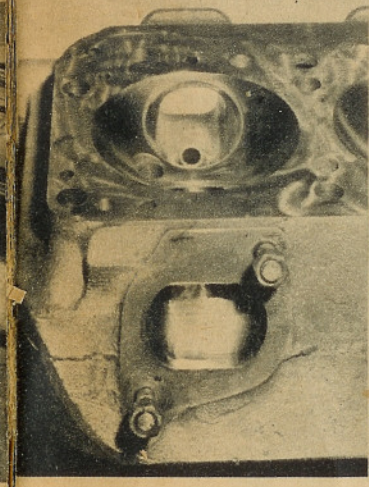
Following present practice, the longest lever possible was used. A hole was cut in the floor to allow protrusion of gear selector housing. Note electric tachometer mounted on steering column where it is easily readable by driver.



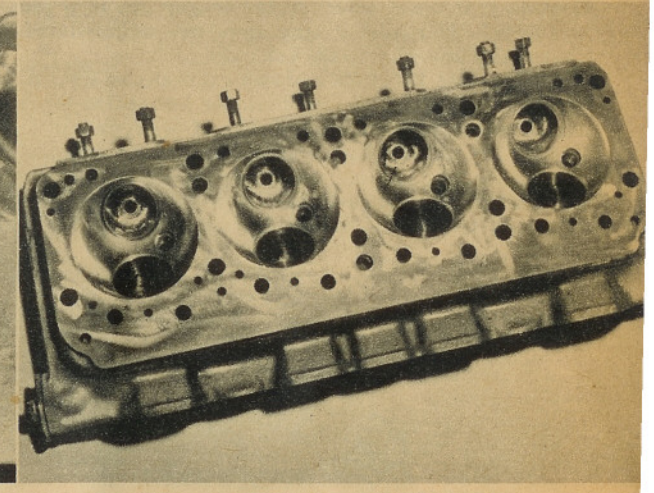
La Salle boxes were never made for continuous running at high speed. The pencil indicates a breather installed to prevent pressure from building up in the box and let foaming gear oil leak through the gear selector opening.



Bellhousing was smaller than face of transmission so a bracket had to bolted to it so upper right case ear could be bolted down. Note how far forward gear selector is, placing stick up under the dashboard.



The heads were really given the works — since they're perhaps the most important items in a healthy, power-producing engine. The intake and exhaust ports were enlarged as far as the gaskets would allow, then . . .



. . . all passages were polished to a mirror-like finish. Similarly, the combustion chamber surfaces were given the polish treatment. When openings matched gaskets, the heads were placed on engine and torqued down.