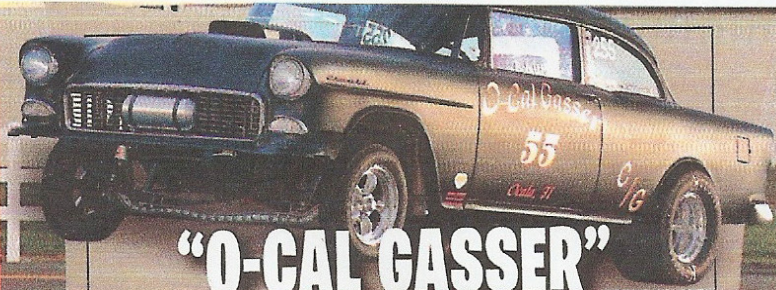


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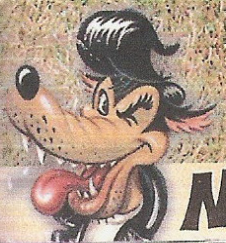
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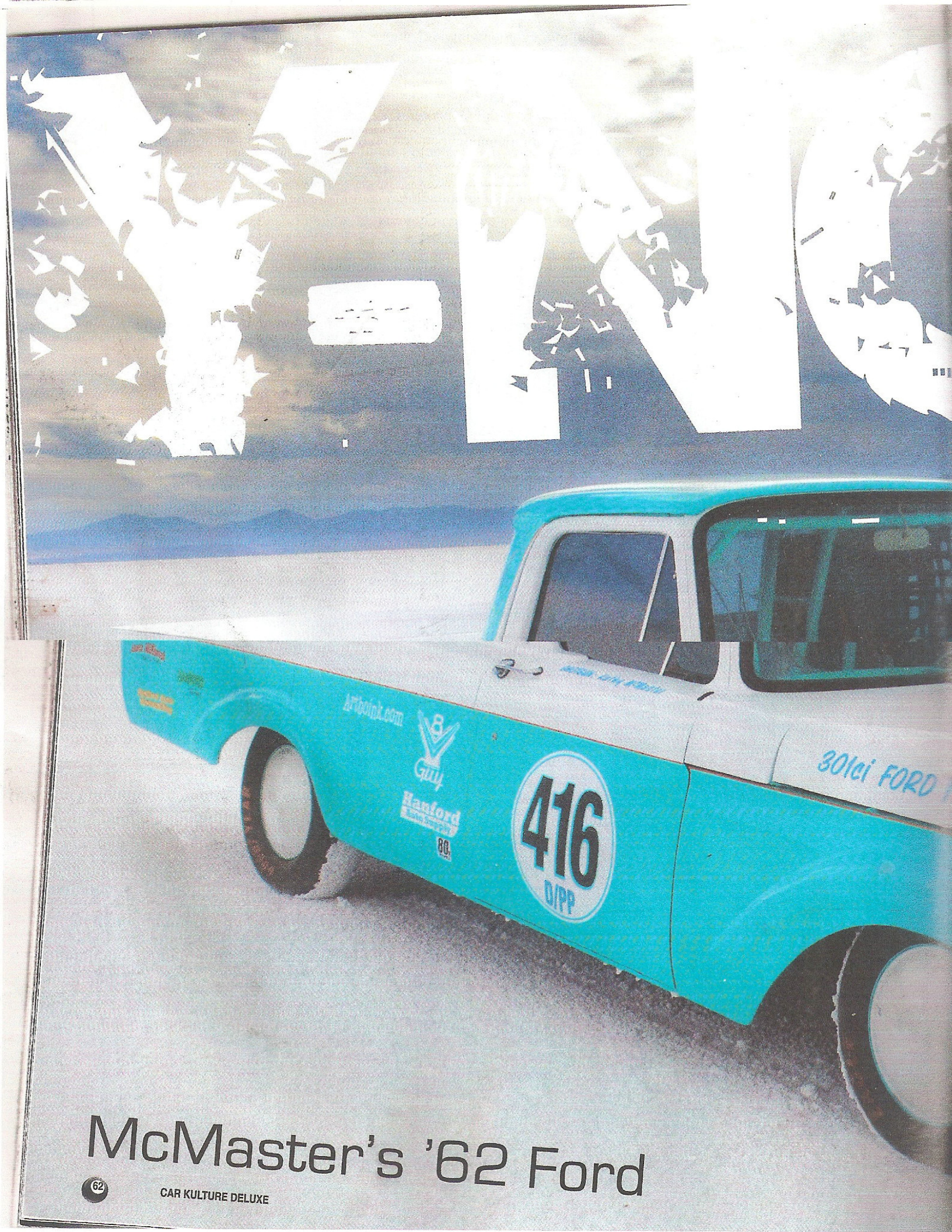
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# McMaster's '62 Ford



*By Mike Harrington*

They were never meant to go fast, ever, but this one does. The Ford F-100 unibody trucks were a short lived line that ran from 1961 to 1963. At the time of their introduction, Ford enthusiasts were left scratching their bewildered heads upon introduction of a full sized unibody truck. At the time, rumors abounded about body flex and misaligned doors on the new F-100 bodies. Those rumors may have led to the short three year life span of the unibody line, but looking back at the past with rose colored glasses, these atomic age trucks are rather beautiful and may not entirely deserve their sullied reputation. At least one man we know of thinks so. That man, Tim McMaster, is out to prove that his particular 1962 F-100 deserves some respect.

Back in '07, McMaster worked as part of the support crew on another land speed racing truck, a '57 Ford F-100 known as the "Flying Yellow Brick." In '09 McMaster, made his rookie run at Bonneville in the Flying Yellow Brick, and he was hooked on land speed racing. The old '57 race truck was retired by owner Charlie Burns and McMaster was left with an addiction and no cure.

Like a back alley junkie, McMaster was in search of a cheap speed fix. That fix came in the form of a \$300 '62 Ford found in the tomato fields of central California, near Stockton. It was on! From September 2010 to July 2011, McMaster, Todd Jolliff, John Garner and Lewis Milnich and a slew of volunteers transformed this former tomato picker's truck into a full-fledged, unapologetic race car. Excuse us, race truck!



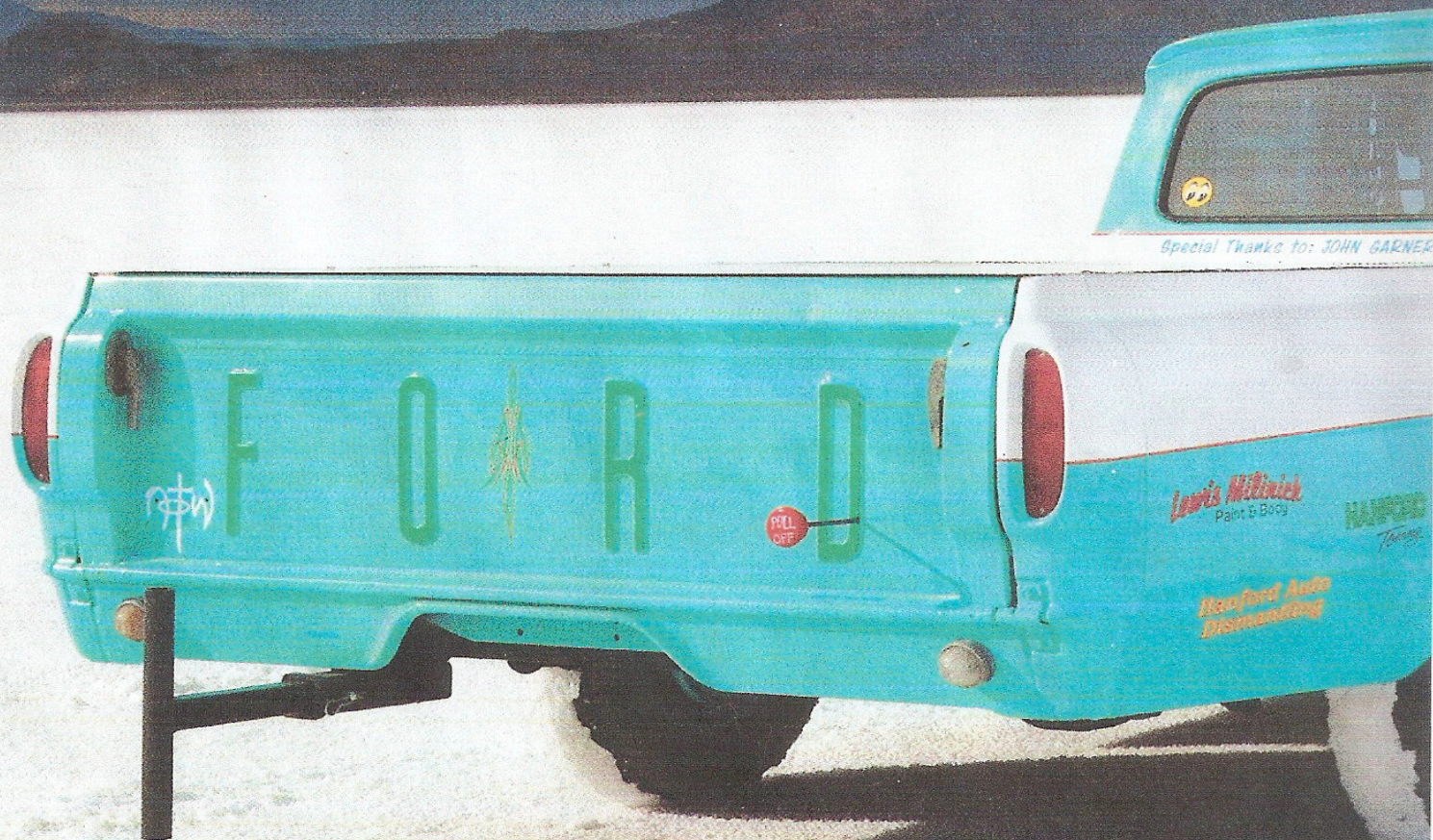
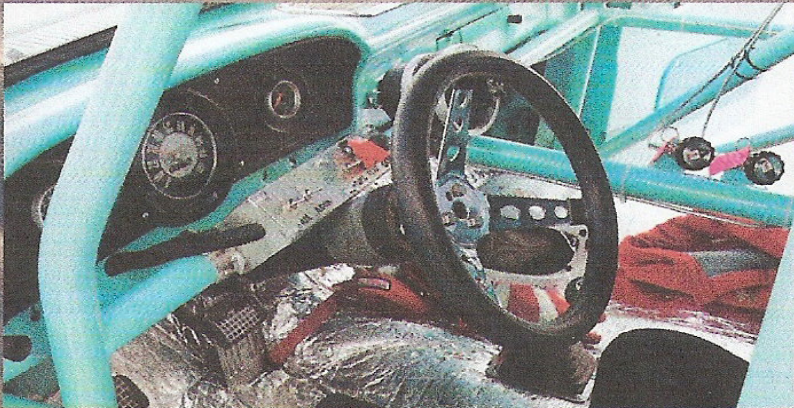
A lot of broken knuckles and late nights went into the buildup. It doesn't hurt that by trade, McMaster is an engine builder and machinist. He took on the job of turning the mild mannered 292 cubic inch Y-block into, well, a less mild mannered Y-block. He bored the cylinders .060 over then took a set of the more desirable ECZ-G heads, ported and polished the combustion chambers, then opened up the intake valves to 2.02" and the exhaust valves to 1.6" inches.

For the record, it should be noted that McMaster is a Y-block guru and has

really sharpened his axe working these engines over. The 292 mill now displaces a respectable 301 cubes. The fuel and air collide via a 725 CFM Barry Grant Road Demon carburetor and run through a Blue Thunder intake into those wonderfully worked heads. The rotating assembly in the engine sports a stock cast crank along with stock connecting rods topped by cast aluminum flat-top Badger pistons. As for the cam, we're taking a don't ask don't tell policy; it's a special grind from Oregon Camshaft and that's all we know. So

what kind of power is this thing? The estimated horsepower is 7000 RPM, while the torque is estimated to be 350 lb. ft. @ 4800 RPM.

The current record in the class is 164.230 MPH. The D stands for the engine class of 261.00 up to 500 cubic inches (4.277L to 5.014L) which PP stands for production pickup. Ideally, the truck has to have a stock altered body in order to compete in that particular class. Since this was the truck's debut trip to Bonneville more or less a shakedown run; a



tomato picker and see what it is of. The truck ran a best speed of 1, a bit shy of the record. Already works is the buildup of a bigger after the 2011 race season is over. m says, "One day I hope to take ck over 200 MPH, with a few d engine changes."


fety is paramount when it o racing, especially land speed at Bonneville. The S.C.T.A. ern California Timing Associa- the governing body that has utting on Speed Week at the

Bonneville Salt Flats since 1949. The SCTA requires that roll cages, fire suppression systems and head and neck restraints be used in all vehicles. This '62 is no different. Inside the cab you will find a full "funny car" style roll cage, no carpet, one seat complete with restraints, basic Auto Meter gauges to monitor the engine's vital signs, a couple of toggle switches controlling the spark and fuel and that's it.

We asked Tim about the other Y-block powered truck in the pictures.

"The Red and White 1958 F-100

chase truck I have owned for five years," Time replied. "I first bought it because I had one when I was 16 and always wanted another. It has a 312 Y-block with a T-5 five-speed transmission. It cruises at 65 MPH at 2200 RPM and has made the trek to Bonneville twice with the 1900 pound 1958 Alaskan camper on back. The old Y pulls it across the high desert and over the passes with no trouble."

If you want to read more about Tim McMaster's Y block adventures, you can find them at [www.yblockguy.com](http://www.yblockguy.com) 

## McMaster's '62 Ford

