

TREMEC'S NEW T-56 MAGNUM

CUSTOM CLASSIC TRUCKS

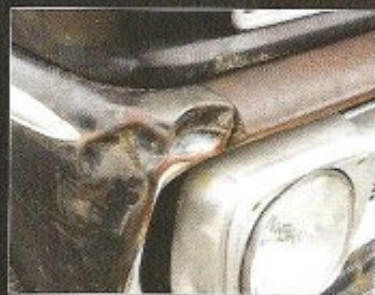
>BUILD>MODIFY>PERFORM

DESIRABLE DAILY DRIVER

JEFF HUEBNER'S
'76 FLEETSIDE



customclassictucks.com • \$5.99 • 01.13
A SOURCE INTERLINK MEDIA PUBLICATION



+BUDGETING
A NEW BUILD



+CHIP FOOSE
& WD-40 TEAM UP

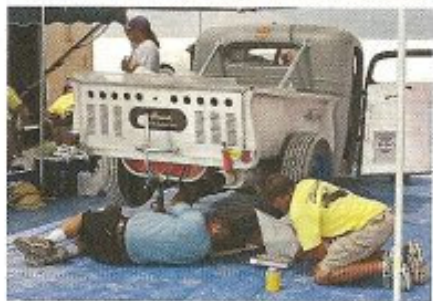


+DIGITAL GAUGES
FOR A VINTAGE DASH



SALT HAULERS

GOING FOR A RECORD IN STYLE



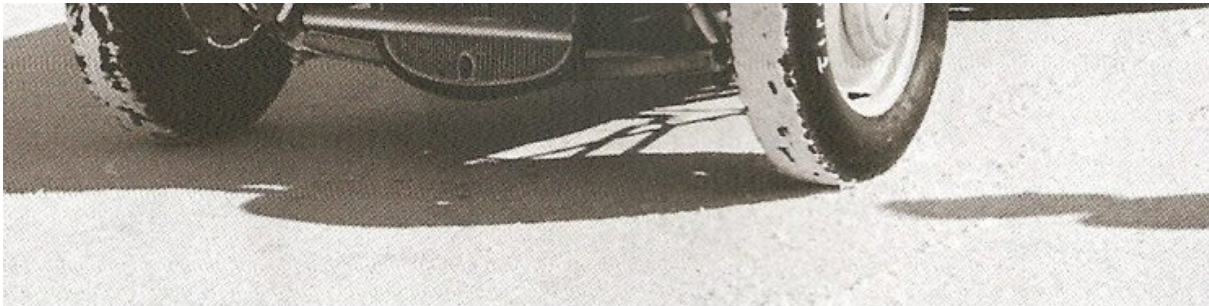
Trucks and Bonneville have gone together since hot rodders first attacked the salt flats after World War II, but not always in the role that one might imagine. Naturally, the majority of workhorse duty was handled by a truck. Hauling man, machine, and all necessary accoutrements, there wasn't a better option in the early days. It's much the same today, though what was contemporary 50 years ago is now classic and what's contemporary today is mostly in the diesel form. What's interesting is that today, the presence of classic trucks on the salt is stronger in the form of actual race vehicles rather than relegated to support status. And some of those trucks crank out some pretty impressive speeds as well. Not bad for a bunch of old farm trucks! **CCT**



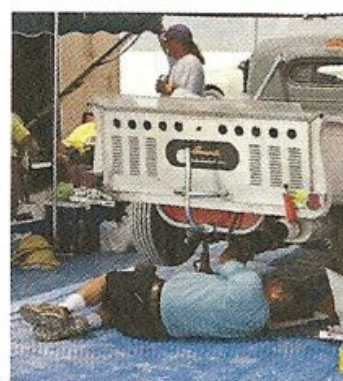
♦Y-Block Guy Racing's unibody Ford is powered by a...wait for it...301ci Y-Block Ford engine. Driven by Tim McMaster, the Guys pushed the old Ford just past 140 mph, not bad for a 50-plus-year-old engine design!

♦Flying under the Bonneville Special banner and running a 2.3L Ford engine in an early Chevy pickup, the guys ran up to 112.138 on Sunday in a "time only" fashion, meaning their speed won't be calculated toward a record. The crew used an early F-1 to push their race truck 'round the salt.

♦ BY RYAN MANSON ♦



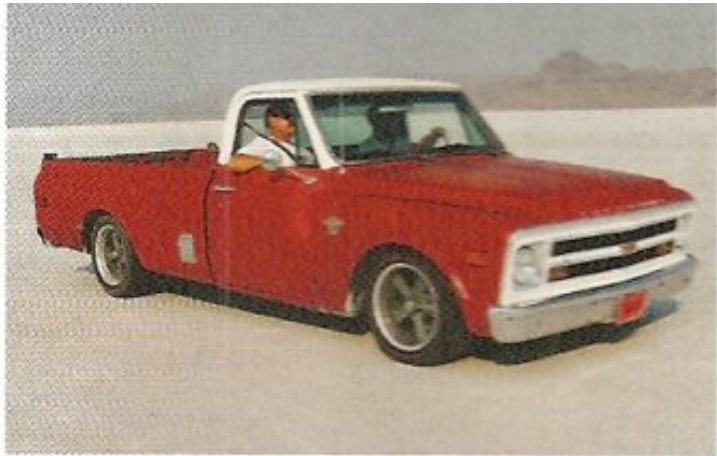
Trucks and Bonneville have gone together since hot rodders first attacked the salt flats after World War II, but not always in the role that one might imagine. Naturally, the majority of workhorse duty was handled by a truck. Hauling man, machine, and all necessary accoutrements, there wasn't a better option in the early days. It's much the same today, though what was contemporary 50 years ago is now classic and what's contemporary today is mostly in the diesel form. What's interesting is that today, the presence of classic trucks on the salt is stronger in the form of actual race vehicles rather than relegated to support status. And some of those trucks crank out some pretty impressive speeds as well. Not bad for a bunch of old farm trucks! *CCT*



◆Y-Block Guy Racing's unibody Ford is powered by a...wait for it...301ci Y-Block Ford engine. Driven by Tim McMaster, the Guys pushed the old Ford just past 140 mph, not bad for a 50-plus-year-old engine design!

◆Flying under the Bonneville and running a 2.3L Ford engine Chevy pickup, the guys ran up Sunday in a "time only" fashion their speed won't be calculated record. The crew used an ear their race truck 'round the salt

◆ BY RYAN MANSON ◆



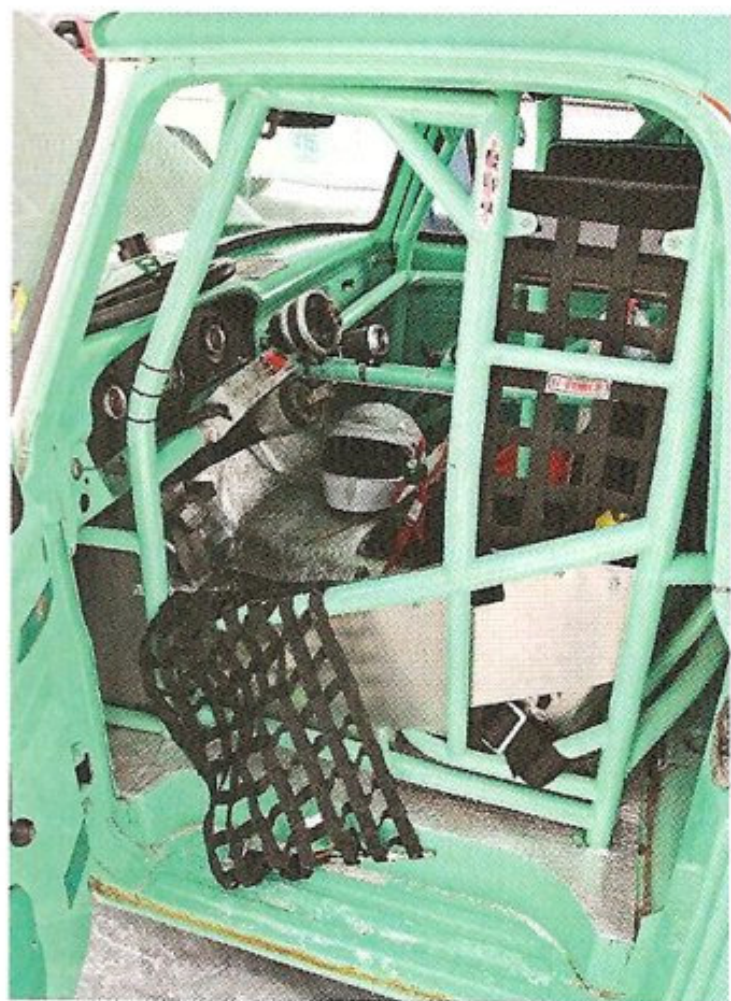
the salt performing "traditional" hauling duties, including yours truly.



Of course, you wouldn't think much of the Indian Land until you peek under the hood and see that this



◆ Another truck running a vintage flathead, this F-100 entered under the Black Creek Racing banner has seen many a Speed Week meet judging by the row of inspection stickers across the top of the windshield. The guys started off the week with a rookie pass of 97.867 mph on Saturday and finished the week with a speed of 113.293 mph on Thursday.



◆ While the exterior of most trucks competing at the Bonneville Salt Flats resemble their street brethren, the interior is a totally different story. Most of the same safety gear required in a 400-mph streamliner is required in a 100-mph street truck.

