

Speed & Chrome

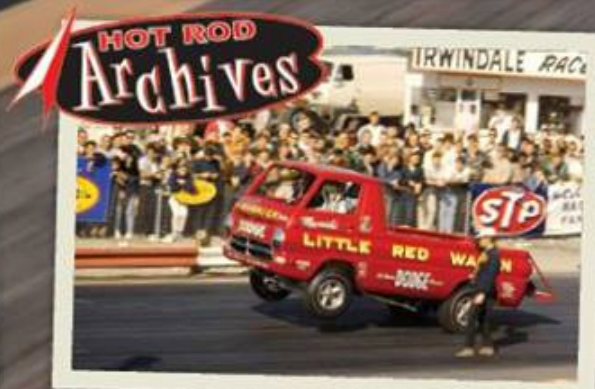
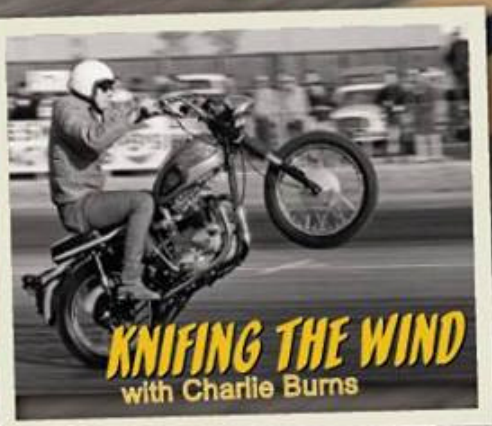
ILLUSTRATED
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THE
Y-BLOCK GUY
BUILDS "A"
SEDAN



*Kustoms, Hot Rods,
Gassers, Alteredes,
and more...*

*California Dreaming
with Brian Omatsu*





“Hazel”

Words by Lance James,
Pics by Kleet Norris,
Tim Smith & Lance James

Let me introduce you to Hazel, yes I am speaking of the green Ford sedan you see before you. A go-fast beauty, let me tell you her story.

Tim McMaster had an idea, a plan, he wanted to build a hot rod sedan, a fast one for racing. What he ended up with though is something closer to a show car, than a race car. The Y-Block powered sedan is stunning in person. With era correct green paint, the fit and finish are just stellar. I can attest to this as I've seen it in person.

Not only is she a beauty, she's very well motivated under what would be the hood, if she had a hood that is. Motivation comes from a very built Y-Block. Who built this Y you may ask. Well "The Y-Block Guy" did.

In the circles of Y-Block enthusiasts, "The Y-Block Guy" is the name Tim goes by, and for good reason. Famed Bonneville racer and engine builder, Tim's motors have propelled racer Charlie Burns "Flying Yellow Brick" to multiple land speed records.



Kiona and Kyra Bunch,
the "Y-Block Girls"

This sedan Y happens to have come from one of Tim's other cars, his FED named Elwood. With a cam change to quiet it down a bit to something a bit more respectable, the motor was a go for launch in the sedan. With the original cam in place, the little 338ci motor had propelled his FED to low tens in the quarter. Not bad at all. Specs on the sedan's mill are as follows, 292 crank with an offset ground creating a 3.580" stroke with 1.888" throws. 6.300" H-beam "NASCAR" rods with, 307 scrub (Chevy) pistons for a 3.875" bore. The heads are a set of ported 113 heads with 2.02" in and 1.6" ex.

Backing up the Y is a C4 from Jack Phelps (Hanford Auto Dismantling) with a 2500 stall. Further back is a 9" with some 4.11 gears that came out of an early Bronco which was a perfect fit for the sedan not requiring any cutting. Tim's buddy Greg Scroggins hooked him up with that.

Chassis, chop and fab work were performed at the Boling Bros. Early Iron shop out of Tulare CA, Derrek Boling and Jered Gilpin cut and shaped the metal pulling out 4" from the top, giving it "just the right look" Tim was going after. The craigslist sedan provided a solid founda-



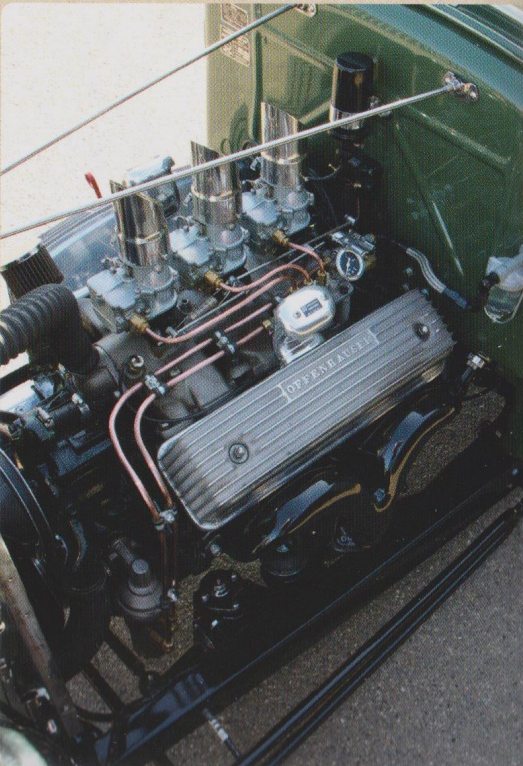


tion for this project. After the Boling Bros. were through with the chassis build, Pepper Sanchez from Royal Vintage Custom Finishes laid down its final black as night finish.

Tim blames Mark Skipper for hooking him on hot rods after letting him drive his Deuce Coupe, who wouldn't right? The sedan project took Tim

a little over two years from idea to driver. Those of us who have gone down that road know how challenging it can be to complete a project in a timely manner, but to create something this nice in that time frame is reason to celebrate.

Paint & Body credit goes to Frank Gonzalez, Jessie Gutierrez, Sheri at Schwans Paint Co.



and Marty's Hot Rods and Rust for getting the original green paint to look so amazing. Anthony Sweeny put the final touches on it laying out the stripes on Hazel.

Tim along with his buddy Bryan took care of the upholstery. Do you see a theme here? Friends helping friends, this is one of the best things about being into cars, the people, the friendships and the camaraderie. We can't all do everything

ourselves but with a few friends we can do just about anything. Tim's sedan is everything he set out to build and a little more. Every project changes as it goes along and this one wasn't any different. It looks and sounds amazing. Look up Tim's site at yblockguy.com and have a listen for yourself. The sound of a radical Y-Block is a very sweet sound. Hazel is a real darling.

