

COMPETITION PREPPING A



Note how high the front end becomes when the suspension is raised. Body fit is excellent. The car weighs-in at just about under 3,600 pounds.



Here's Bill Kolb and his hot, ready-to-race 427.



A comparison of the stock Galaxie and dragging version indicates the modifications that were made to the 'glasser's shocks, springs, stabilizer bar.

'GLASS 427 FORD

By MARTYN L. SCHORR

BILL KOLB JR., is a dynamic salesman during normal working hours at Larsen Ford in White Plains, New York. When the showroom closes for the day Bill dons his working clothes and heads for the service area and his pride and joy . . . a 427 Ford drag car. Bill maintains and drives one of the truly hot-trot, lightweight 427 drag Galaxies complete with the latest fiberglass and aluminum goodies. An honest-to-goodness Super/Stock machine, Bill's hairy mount has turned a top speed of 116 mph in 12.7 seconds and has won S/S hardware both times out at the local Dover drag strip. Still in the experimental stages, the 'glass Ford has the potential to turn the quarter in less than 12 seconds.

Big FoMoCo boosters like Bob

Tasca, Gas Ronda and Les Ritchey have been turning the quarter-mile in the very low 12's. In fact, Bob Tasca's "Go Getter II" recently cranked a 12.0 second ET at a Rhode Island strip. Bill was more than happy to pass on the "speed secrets" that he has learned for setting up his "lightweight" 427 and he advised us that he can deliver and service any high performance Ford ranging from the Falcon Sprint to the fiberglass 427 Galaxie. The service department has complete facilities for competition tuning as well as installation of all kinds of drag equipment.

Before we go into the actual modifications, let's see what the basic lightweight 427 Galaxie offers for serious drag competition. Although the car is set up at the factory for

dragging, it cannot be successfully raced off the floor. This is one serious drawback of the Ford.

Available in the Galaxie hardtop model only, the hairy drag 427 comes complete with a fiberglass hood, front fenders, doors and deck lid. Both the fore and aft bumpers are fabricated from lightweight aluminum and offer very little protection for street use. All soundproofing and insulation as found on the standard street models is left off the special lightweight version. Small bucket seats and seat belts grace the attractive interior. The engine that comes with the "lightweight" is also "a horse of another color." This baby is primed for the strip and is equipped with the latest factory-designed go fast goodies. The clutch is completely different

Carl Larsen, owner of Larsen Ford, congratulates Bill for having won Top S/S honors at the Dover strip.

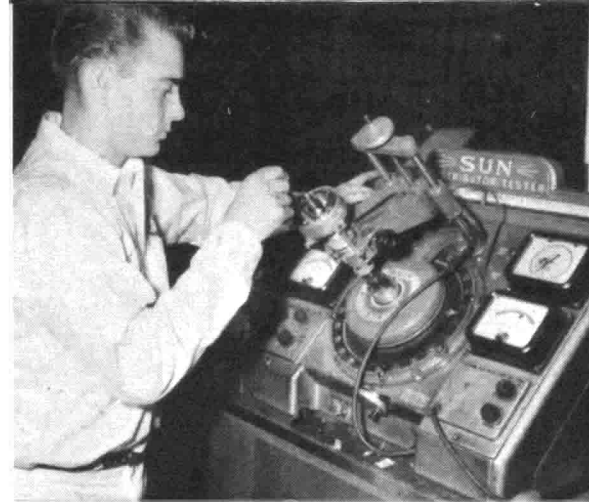
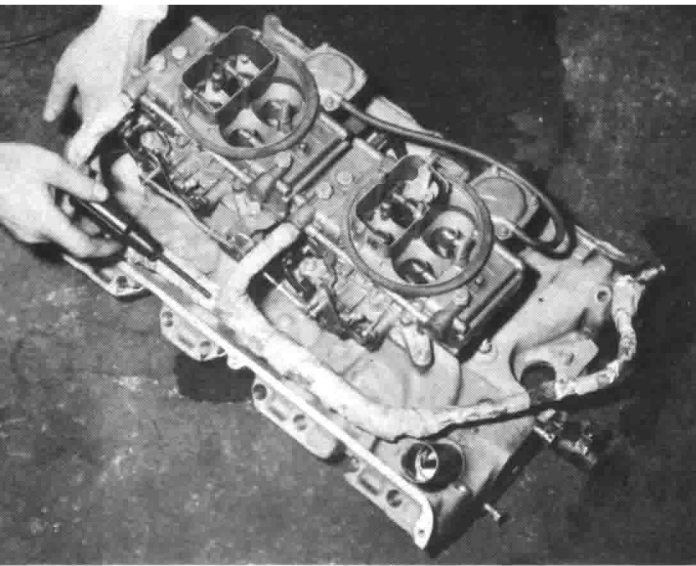
from the street 427 model and the stock bell housing has been replaced by an explosion-proof RC scatter-shield-bellhousing combination.

The four-speed T-10 box utilizes a gear ratio of 2.36 in First and a 1.66 Second gear. Gears are made from aircraft alloy 9310 steel to take the constant abuse of power shifting. Heads for these drag engines are indicated by the suffix "G" and sport larger ports that are highly polished, plus larger valves. The "straw that breaks the Ford's back" is its differential.

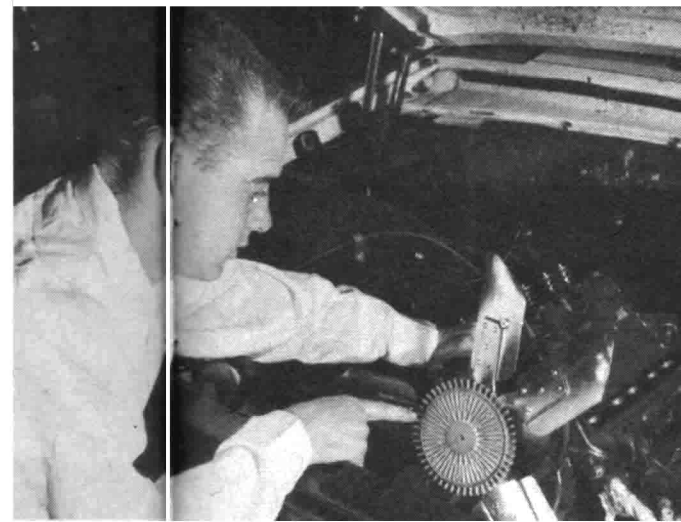
Ford still trails in this department and offers only a non-locking differential on high performance cars. Dealers or owners are saddled with the responsibility of installing the highly recommended Detroit Automotive locker. This is a 100-dollar-plus option! So much for the stock specifications. Let's see what can be done to them to increase performance.



**COMPETITION-PREPPING A
'GLASS' 427 FORD**



Fuel filter is removed (left) and the lines re-covered with aluminum foil to keep heat down. Bill sets up the distributor on the Sun machine (right) before buttoning the car up for a dragging day.

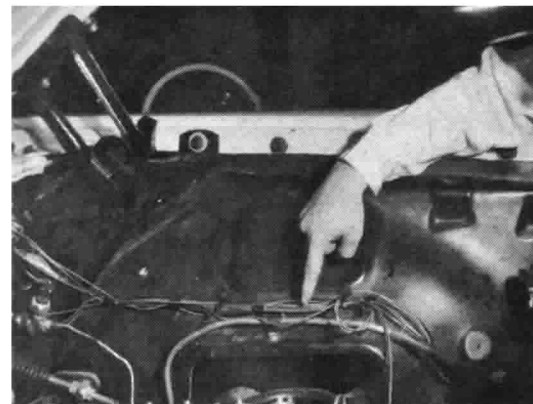


He installs a six-bladed clutch fan "rescued" from an air-conditioned Ford.

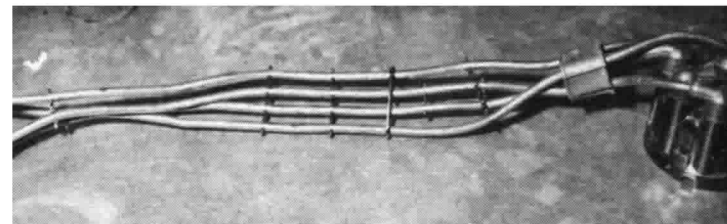
from the engine and coated with aluminum foil for running. This keeps the temperature of the fuel down as low as possible and prevents that nasty old plague, vapor lock. An electric fuel pump mounted at the rear away from the heat of the engine is an added insurance factor against vapor lock. Dry ice is packed around the stock fuel pump to keep temperatures down. A section of radiator hose or a tin can secures the ice.

B & J Automotive in White Plains made up a copy of the tuned Ford cast iron headers using lightweight exhaust tubing. This single modification takes quite a bit of weight off the front end. Running Castrol R 40 oil, Bill's stormer cranks 90 pounds of oil pressure once the engine is warmed up. Dual breathers on the stock valve covers and a six-bladed air conditioning (clutch) fan complete the modifications topside.

Most of the secrets of a successful Super/Stocker can be found in its chassis and suspension preparation. Weight transfer and traction are the all-important factors in the setting-up of a S/S machine. Bill raised the front end the legal limit by adding two air conditioner spacers atop each coil spring. The shocks are '57 Lincoln and the rubber snubbers between the A-frames and the chassis were removed to allow the front to rise. These shocks are modified and work the same as the popular Cure-Ride Up-Lok shocks. Extra bushings were



Fuel lines are relocated so that they aren't near most intense engine heat.



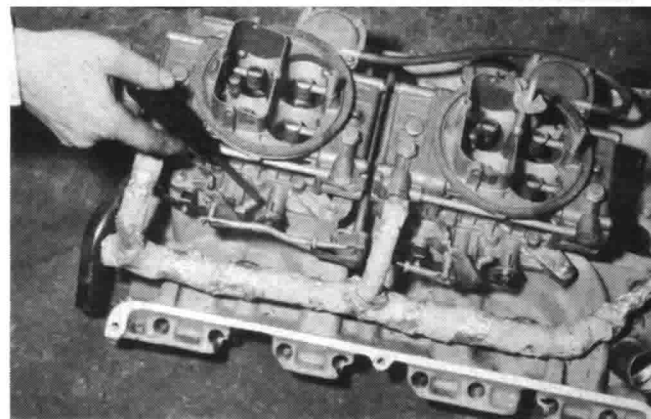
Rubber spacers separate the plug wires to the distributor, preventing spark from arcing between wires.

the opening in the manifold.

This anti-smog unit is fine for the Los Angeles Freeway, but has no place in a drag machine. All the jets were drilled out .075 inches and the linkage was modified to open all eight barrels at once. The vacuum-operated secondaries were revamped for straight mechanical operation. No fuel filters are used and approximately a third of the stock air cleaner is used to filter the intake.

The fuel lines were routed away

Standard vacuum-operated secondaries are converted to mechanical operation. All barrels open together.

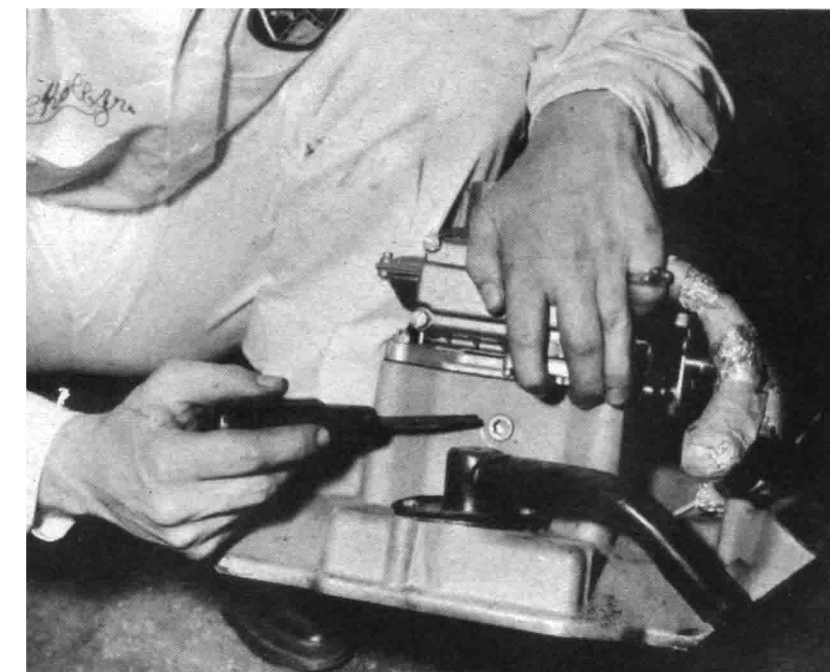


tive results are not yet available.

Using a Sun distributor machine, Bill sets the total timing at 36 degrees at approximately 3,000 rpm. Running on 280 Sunoco gas with this timing, Bill uses Champion 63 R plugs with the stock gap.

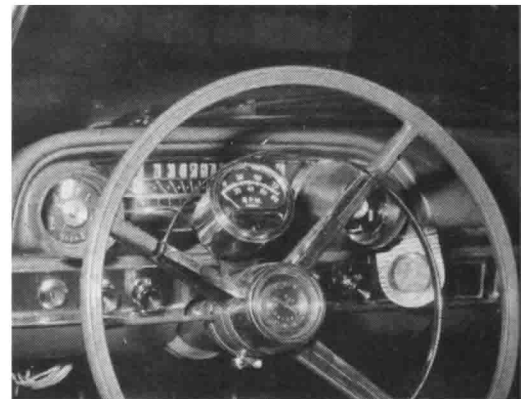
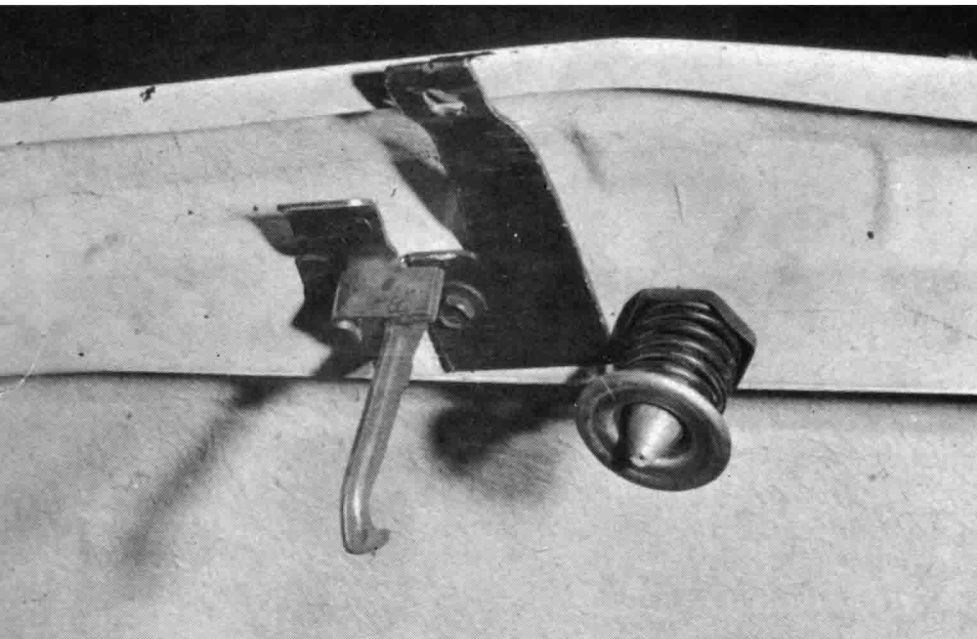
Quite a bit of work went into the intake system before it was ready for competition. Bill removed the stock smog control setup and blocked

Hose around fuel pump and line is used to secure dry ice for keeping temperature down at the strip.

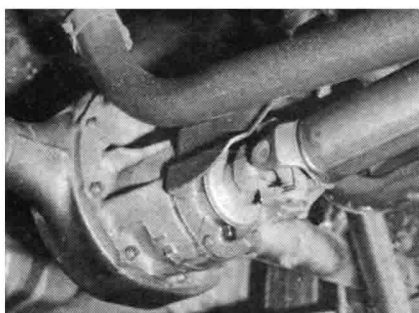


Out comes the smog-control paraphernalia. The manifold is plugged up, too.

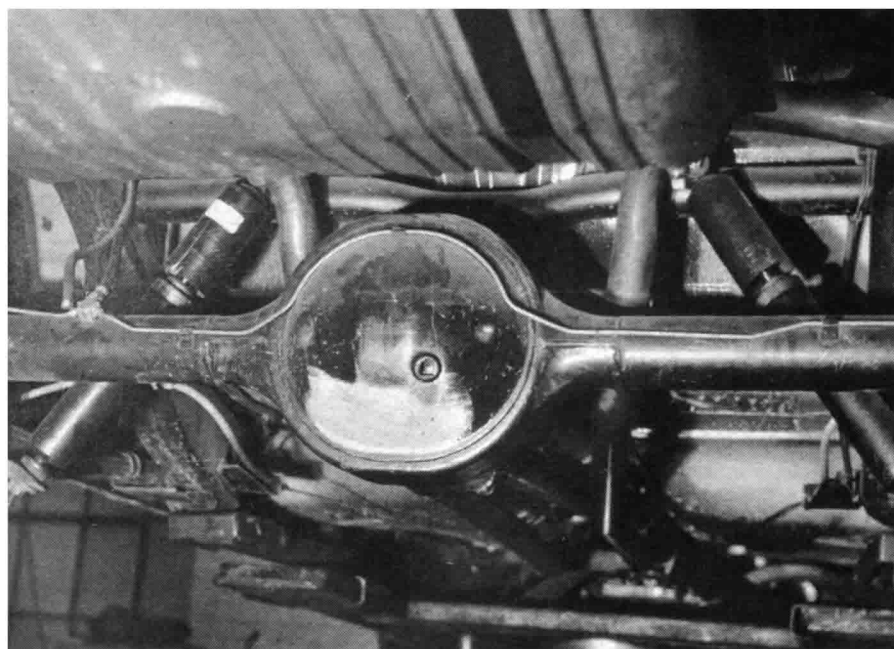
COMPETITION-PREPPING A 'GLASS 427 FORD



Extra bracket (left) secures lightweight 'glass hood in position. Hood would blow off without bracket. Sun tach goes to 8,000 rpm. Oil pressure gauge is at driver's right.



Detroit Automotive locking differential carries 4.86 rear gearing. It's a must for dragging and uses a raised pinion snubber for operation.



installed in the stabilizer bar mounts. Bill discarded the self-adjusting brakes and installed "tuned" standard brakes. Front wheel bearings were lubricated with a very lightweight grease and the front tires run 85 pounds of pressure . . . anything to keep rolling resistance down!

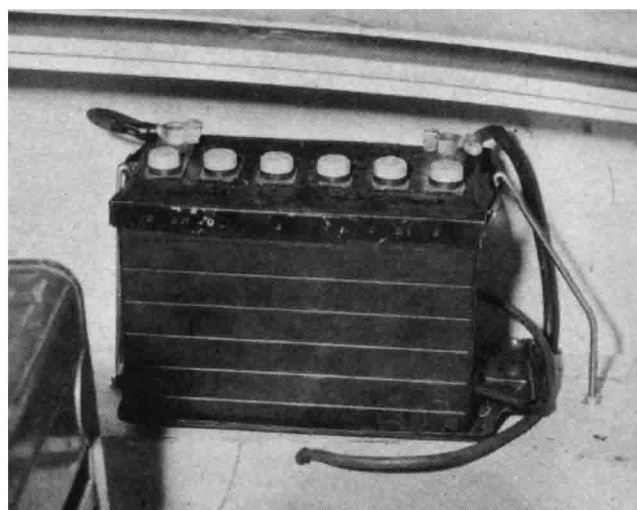
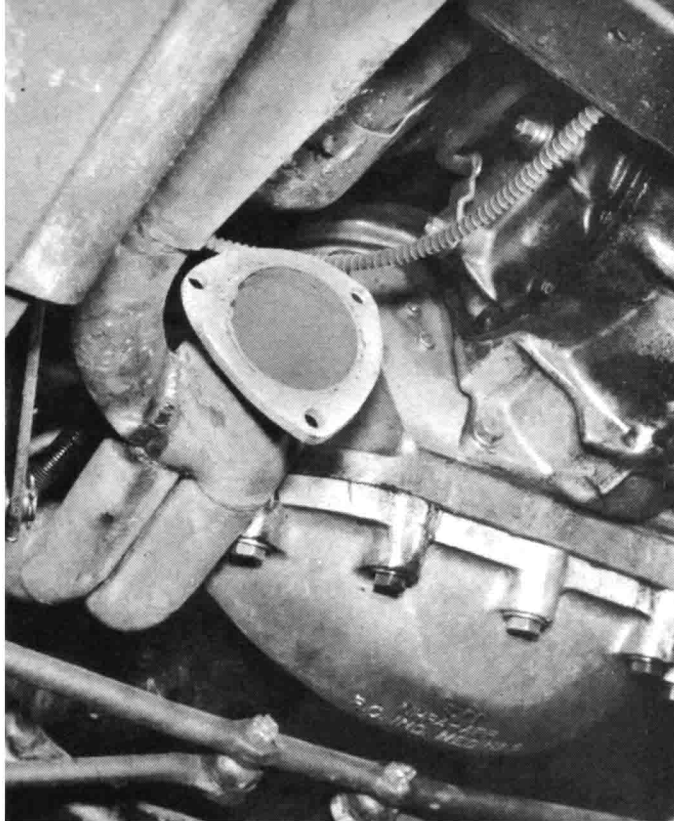
At the rear Bill installed a locker from Detroit Automotive with 4.86-to-1 gears and raised the pinion snubber so that the body doesn't come down too hard and snap an axle. Many an axle is snapped when the body settles after crossing the quarter-mile mark. Springs received the full treatment and Ford export 50-50 shocks were installed. All rubber insulation between the leaves was removed and one new main leaf was added to each side. The springs were

then de-arched 2½ inches. Clips were used at the back end of the springs only and Les Ritchey traction bars were mounted alongside the de-arched leaf springs.

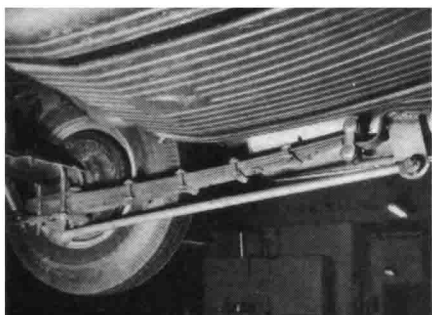
Bill is quite satisfied with the present suspension setup as well as weight transfer and traction. Big A-1 recap slicks (9.00 x 15) on Holman and Moody 15-inch X seven-inch custom wheels handle all traction problems. One controversial traction-improving item is the location of the

battery. Bill mounts his battery in the trunk compartment over the right rear wheel. This is just like the Ramcharger installation, but is illegal for Super/Stock competition on many tracks. If it's illegal at a location, Bill just moves it back up front! It might pay to install the smallest, lightest 12-volt battery up front and leave it at that. That's how Bob Tasca does it on his "Go Getter II."

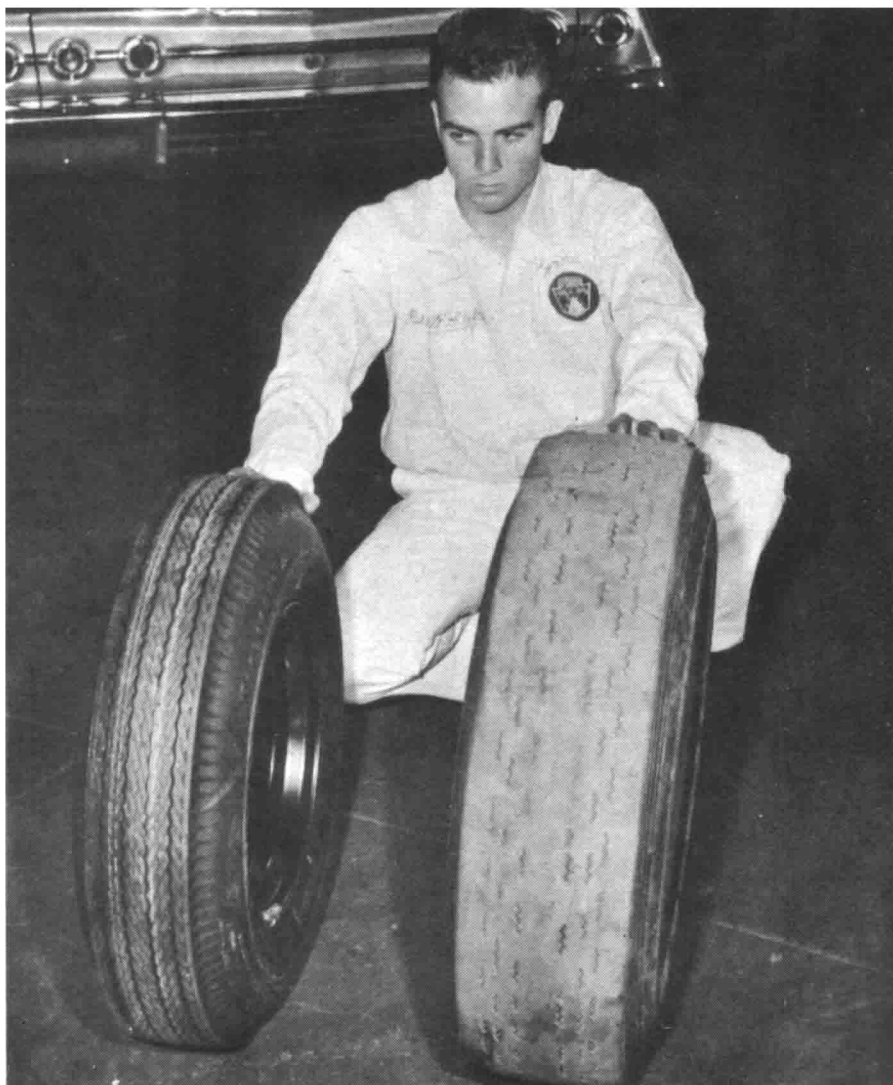
Bill has recorded his best times by power shifting all gears at 6,700 rpm,



B & J lightweight, tuned headers at left have huge dumps and are copies of Ford headers. Battery now sits over right rear wheel in the trunk compartment for top transfer.



De-arched leaves have clips at rear. All rubber insulation was removed. Traction bars are by Les Ritchey. Springs have extra leaves. Big A-1 drag slick is compared to stock Galaxie rear tire, mounts on Holman & Moody safety wheel.



keeping track of the revs on a Sun 8,000 rpm electric tach.

For a guy who's just starting out with a new car we think Bill is really on the ball. He promised that he would help any of our readers who had problems purchasing factory speed equipment for FoMoCo high-performance products or ran into walls on delivery of new high-performance machines. The service department is capable of tuning the beasts for strip or street.

If you're interested in the latest FoMoCo performance goodies why not stop in at Larsen Ford, 80 Westchester Ave., White Plains, New York, and see Bill Kolb. He knows just what it takes to make your Ford a *winning* machine!