

aftermarket swap kits for putting an Olds in a Chevy, but someone with basic fabricating skills should be able to accomplish the task.

The place for parts and information on making the big-block Olds engine perform is Mondello Performance Products, Inc. (Dept. ST08, 8164-66 Orion Ave., Van Nuys, CA 91406, 818/994-6910). Joe Mondello is the authority on Oldsmobile high-performance engines. The big Olds has lots of torque and can be a real powerhouse with basic modifications.

Our first choice for a performance drivetrain would be a 454-cubic-inch Chevy big-block, backed by a Turbo 400 automatic transmission and a 12-bolt Posi-Traction rearend. To keep costs down and reliability up, we would blueprint and balance the engine. Install a performance oiling system for durability. Basic aftermarket parts such as an aluminum intake manifold, performance four-barrel carburetor, headers, a hi-po ignition system, and a carefully selected camshaft (and related valvetrain components) that match your other components should get you cooking. You might also consider some basic cylinder head work to improve the flow of gases. You shouldn't need a lot of exotic parts to get into the 13s. The engine should be backed up by a built transmission with a modified valve body, a higher stall-speed converter, and auxiliary cooling in the form of a separate transmission cooler. Rear gears in the 4.11 to 4.30 range should provide ample dig while still allowing the truck to be street driven. You might need some traction aids since a big-block truck is definitely nose heavy. All the power in the world is useless if you can't get it to the pavement.

### Budget Syclone

**Q** I really enjoy your magazine. I'm looking for a truck with car-like handling and power. What I'd like to know is if I could take a four-wheel-drive truck, lower it, add a handling kit and a turbocharger to obtain Syclone-like performance? Would the four-wheel-drive hardware be too cumbersome? The truck would be a Chevy S-10 or GMC S-15.

*Will Olson, El Toro, CA*

**A** It sounds like a good idea, but making it work would be a big job. There's a reason that new Syclones and Typhoons cost so much. A lot of sophisticated engineering and parts go into making these rocket trucks.

A major flaw in your plan is that there is considerable difference be-

tween four-wheel-drive and all-wheel-drive as used in the Syclone. The all-wheel-drive allows the vehicle to be used on either wet or dry, paved, or loose surfaces. Four-wheel-drive is meant for snow, mud, or dirt.

You could take an S-10 or S-15 with two-wheel-drive and add handling upgrades, lower it, and install a turbo charger to achieve drastically improved performance and handling, but it still won't match a real Syclone.

### Shrouded In Mystery

**Q** I have a super-nice '50 Ford F-1 panel truck. I have been trying to restore it while adding some modern touches. I am primarily interested in improving the truck's reliability. It still has a flathead engine, but I added Edelbrock finned cylinder heads and a tri-power setup. I also installed headers. The truck is pretty quick, but overheats in summer cruising traffic. Do you know of a fan shroud that would fit my truck?

I also thought about installing a traditional Halibrand rearend, but I haven't had any luck finding one at local swap meets. Do you have any tips on finding a quick-change unit?

*Bradley Morrison, Tempe, AZ*

**A** The old flathead Ford engines have a reputation for overheating problems, especially when the engines have been modified. Having a relatively heavy panel truck and living in Arizona doesn't help. Several firms make fan shrouds that will work on your truck. Walker Radiator Works, Inc. (Dept. ST08, 694 Marshall Ave., Memphis, TN 38103, 800/821-1970) is a leader in the specialty radiator field. It makes the Cyclone fan shroud out of high-density polyethylene. It claims coolant temperature drops of up to 30 degrees. Walker also makes heavy-duty custom radiators for older trucks and cars.

Michael Thomas Enterprises (Dept. ST08, P.O. Box 234, Mauston, WI 53946, 608/787-7058) makes a universal-fit fan shroud that is available in either steel or aluminum.

For Halibrand quick-change components, contact the Halibrand Company (Dept. ST08, P.O. Box 711389, Santee, CA 92072, 800/824-7947 or 619/562-7930 [in CA]).

### First Truck

**Q** I'm 13 years old and have loved trucks for as long as I can remember. I've got my eye on my grandma's '66 Chevy half-ton. I've