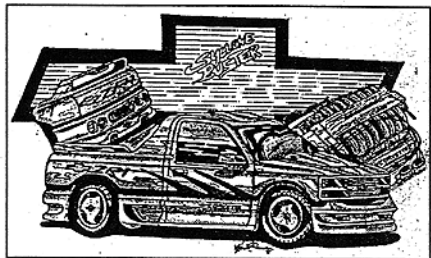


Syclone Buster

In your May '92 issue, I read James Allen's letter and agree with him. *Sport Truck* offers a great opportunity to get ideas out in to the open. Here is



my mixed media (pen, pencil, and Magic Marker) drawing of a Corvette ZR-1 C1500 pickup. With all the high-performance trucks out there such as the 454 SS, Syclone, and soon-to-be Ford Lightning, I thought this would be a great limited-edition production for Chevrolet.

Ryan McClanahan, Delbarton, WV

Tangle In Texas

I am an avid reader of *Sport Truck* and have been into hot rodding for many years. This letter concerns some legislation that the Texas legislature may be attempting to pass.

The bill states that new vehicle owners will not be able to purchase any new aftermarket parts until 10 years after the production date of the vehicle. Apparently the owners have to purchase parts from the dealer until the time limit is fulfilled. There have been many lobbyists for the dealers at the legislature, but so far I haven't heard anything from the aftermarket. I don't know if this bill includes all parts or only major mechanical parts like cams, cranks, blocks, and suspension pieces. The reason I'm writing this letter is to let sport truckers know about these goings-on and to get my fellow Texans to write to their representatives.

Duane Dixon, Houston, TX

This certainly sounds like a scary proposition. Consider your fellow sport truckers notified and on alert. Truckers and aftermarket companies residing or doing business in Texas should definitely make sure this bill is met with formidable opposition.

Pennsylvania Pals

I am interested in starting a sport truck club in Pennsylvania. I would

appreciate your help and would like you to print my address for starters. Sport truckers in the Lehigh Valley can contact me at 450 Mickley Rd., Whitehall, PA 18052, 215/435-8861. Thanks for a great magazine.

Neil Kline, Whitehall, PA

Consider your wish fulfilled. Good luck and let us know how your club turns out.

S-10 Performance Search

I have an '83 Chevy S-10 longbed that I purchased new. It has a 2.8-liter V6 and a 5-speed manual tranny with a Posi-traction rearend. The motor runs well despite the 200,000 reading on the odometer. However, it is getting tired and something will have to be done soon. I do not have the fabrication skill or proper facilities to do a V8 swap even with one of the available kits.



I plan to rebuild a 2.8 and would like to squeeze out a little more power this time. Can you suggest some available cams or trick parts that will accomplish this goal?

Ed Brouillard, Woonsocket, RI

It's good news and bad news time. Although you should have no trouble finding power parts for the 2.8 V6, the good news is that this issue is packed with engine swap info and performing the task is easier than you might think. Swapping a V8 into your S-10 would yield more performance than an exotic 2.8 rebuild. The bad news is that whatever route you choose, your S-10 project is going to require a moderate to serious amount of cash depending on the level of performance you desire.

Kid With A Dream

I'm 15 and dream of being a custom painter. I can draw well but have no experience with an airbrush. Should I pursue this career? I'm a big Bow-Tie fan and have drawn a concept of a '95