PHOTO: MATT POLITO

PROJECT GETAWAY

WHEN YOU SPEND THE MAJORITY OF YOUR PROFESSIONAL TIME ON TWO WHEELS, IT'S NICE TO BE ABLE TO GET AWAY WITH FOUR.

By Dan Ryder | Photos by the author , Bob Carroll, and Eddie Krawiec

When you tear down the quarter-mile at nearly 200 mph on a motorcycle for a living, you need a way to blow off some steam. For Eddie Krawiec, Pro Stock Motorcycle racer for the Screamin' Eagle–sponsored Vance & Hines Harley-Davidson team, his own version of the getaway vehicle is the '66 Nova you see being built here.

Currently 31 years old, as a youngster Eddie was a frequent spectator at the dragstrip watching his father Eddie Sr. run in the Super Pro bracket. Living near Old Bridge Township Raceway Park in Englishtown, New Jersey, also instilled racing into Eddie's blood as he rode his bicycle there just to watch events. One day Eddie was hanging around when he was approached by then track manager Jimmy Napp, who asked if he would like to fill in working the water box at the strip. Ever since then, Eddie has been an employee of Raceway Park, rising to the title of track manager of daily operations in 2001.

When Eddie was 15, he purchased a '79 Camaro. With the help of his father, he worked on the car for two years. Once he was able to legally drive, Eddie recorded a 12.9-second pass in only his second time down the quarter-mile. Having been bitten by the "never satisfied bug," Eddie had a rollcage installed during the winter months, among other modifications, ultimately turning the Camaro into a 9-second performer. While this was pleasing and extremely satisfying, the daily driveability of the Camaro had diminished in a big way.

Eddie ended up selling the Camaro, and then he went for some two-wheel fun with a streetbike. Knowing that he wanted to race, Eddie had engaged in conversation with six-time NHRA motorcycle champion Dave Schultz. After about a half hour or so, Eddie was determined to make it as a professional motorcycle racer. Coincidentally, Eddie later purchased a motorcycle from Dave for NHRA competition in 2003. While Eddie had much success on the AMA Prostar tour, netting nine wins in 23 final rounds, he had consistently been on the outside of the bubble looking in when participating independently in the NHRA Powerade Series.

In early 2007, a position opened up for a rider of the second bike of the Screamin' Eagle Vance & Hines Harley-Davidson NHRA Team next to now three-time Powerade Pro Stock Motorcycle champion Andrew Hines. Eddie got a tryout, and his dream came true—he made the cut. In his rookie season, he had two runner-up finishes and multiple round wins; his goal for 2008 is to improve on this. To date, Eddie has gone down the 1320 in as fast as 6.94 at 192 mph.

Needing to get away from all the craziness, Eddie wanted to return to his roots and build another Bow Tie—this time tying together streetabil-

ity with huge amounts of unleashable fury. Vinnie and Alex Napp of Raceway Park had purchased a '66 Nova to be built as a father-son project back in 1995. After Vinnie died, the car lay dormant in an airplane hangar in Englishtown. After a brief discussion with Alex, Eddie obtained the Deuce for a mere $5,000, not bad considering that's what the Napps paid 13 years ago. Obviously, the car had lost its "mint condition" status by enduring the weather in New Jersey, but all in all it wasn't too bad. The '66 contained the front face from a '67, a straight-six powerplant, Powerglide transmission, and 10-bolt rear. All will be stripped and redone to Eddie's liking in order to create his dream car.

For Project Getaway, Eddie wanted to combine a little of everything into his ride with a mix of g-Machine and the ability to hit either the dragstrip, road course, or Main Street USA. Prebuild thoughts included a lowered stance with 20-inch wheels out back and 19-inchers up front, a custom 9-inch rear housing, and an aftermarket subframe and custom backhalf with a twin turbo powerplant backed

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Here the deuce sits as pulled from the airplane hangar in Englishtown. It appears this was a show cruiser back in the day, with moon caps, custom seats, and "Help me Rhonda" painted on the quarters. Well, that didn't last too long. Eddie and Bobby had already torn off the hood, fenders, grille, and headlamps, dropped the Powerglide transmission out, and began to pull the straight-six.

Once the drivetrain was removed, Eddie and Bobby unbolted the subframe from the deuce and rolled it away from the cockpit. The old unit will be replaced with a Chassisworks Direct-Fit g-Machine subframe, which is a total bolt-in unit. Getaway was then put back up on the lift to remove the 10-bolt rear, fuel tank, and brake lines.

by an overdrive transmission.

To get started, Eddie called upon Bobby Carroll of Carroll's Rod and Racecraft in Spotswood, New Jersey. Bobby, as fate would have it, is a former employee of Raceway Park. He's also up and coming big time in the chassis fabrication world, having merged with well-known Outlaw guru Leo Barnaby of Neverlift Racecraft. Carroll's has recently moved into a new facility boasting 7,800 square feet of space, as well as the addition of a new water jet machine for custom fabrication purposes. Bobby was more than generous in helping with Project Getaway.

After having a sitdown with Eddie and Bobby, we decided to give Chris Alston of Chris Alston's Chassisworks in Sacramento, California, a call. Chassisworks is a multimillion dollar operation consisting of all the latest and greatest in fabrication techniques and equipment. Chassisworks also has most components in stock ready to ship. Chassisworks has been praised by many in the past for its NoFab Nova II components—all components are bolt in, allowing you to get behind the wheel faster than you think. Chris Alston houses a wealth of information whether you're building a cruiser or an all-out missile. With Chris Alston's background in fabrication and racing, the sky's the limit.

Let's start tearing into the box!

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Eddie proceeded by stripping the interior of its gauges and all creature comforts. After completely stripping the Nova, it was mounted to the rotisserie in order to be blasted with some baking soda. Did that sound right?

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Once mounted to the rotisserie, the Nova was transported to Raceway Park (where else?), where there's plenty of space for the unibody to be taken down to its birthday suit (bare metal). Eddie called upon Beau Gurlavich of The Blast in Trenton, N.J., to perform the blasting duties. Not only is baking soda environmentally safe, it's also less abrasive than most media, allowing the metal to retain its current form without any harmful distortion or pitting. The Blast has a mobile rig that can come to you—how's that for convenience?

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It was like Christmas morning at Carroll's Rod and Racecraft when the Chris Alston's Chassisworks components arrived. All the pieces were neatly packaged in a more than secure fashion. Each box is properly labeled, indicating the part numbers as well as a brief description of the part. The majority of orders are shipped by Chassisworks within 24 hours to get you going on your project rather than sitting around and waiting.

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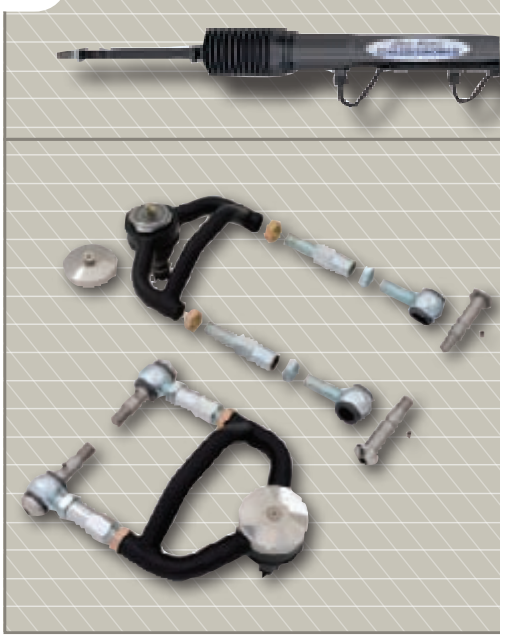

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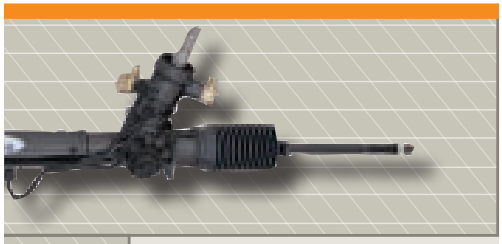
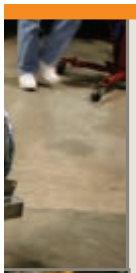


Showcasing a couple of the components to be installed is the Chassisworks g-Machine power rack-and-pinion, along with the g-Machine A-arms. The g-Machine rack provides responsiveness and excellent feedback to the driver. The rack body, control servo, and hard lines are all constructed of steel to improve durability and performance. The g-Machine A-arms feature a large-diameter tubular cross-brace design and TIG-welded mild steel contruction. They allow the use of both the VariShock coilover or ShockWave air suspension.

Eddie and Bobby wasted no time; the subframe was set up atop three jackstands and readied to be outfitted with all the necessary hardware provided. All Chassisworks components are direct-fit for the ’62–67 Chevy II Nova subframe. Beyond installing the g-Machine A-arms, the g-Machine spindles were also attached. These particular spindles are taller than their OEM counterparts, increasing camber gain during body roll. This helps keep your tires planted for maximum traction.



Once the subframe was completely mocked together, it was time to mate it to the Nova. Also obtainable through Chassisoworks is this shock simulator, which sets the vehicle at a 12-inch ride height. This is key when performing measurements, especially in a project of this magnitude—every measurement is crucial.

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Eddie and Bobby merely put a jack under the crossmember and wheeled it up to the firewall for installation. Here Eddie finishes up by installing high-clearance forward struts. These units feature mandrel bends that assist in routing the tubes tightly along the inner fenderwell, creating additional room for clearance around the engine, headers, and whatever other modifications you have planned.

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Here's a view from the top showing the heavy-duty construction of the bulkhead where the A-arm attaches, as well as the zinc-plated adjuster hardware. The brake rotors are of the 14-inch Wilwood variety and feature directional vaning, slotting, and cross-drilling. The Chassisworks billet aluminum hubs and hats reduce unnecessary weight and allow easy replacement of a worn component. We will install the Wilwood six-piston calipers at a later date as well as complete Wilwood stoppers out back. The deuce will roll on custom Intro wheels wrapped in Nitto rubber.

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Now that the subframe is completely mocked up on the deuce, the entire car will be properly fitted to a jig before any further work is performed. This will ensure the car stays true and deters any sort of body flex, especially when cutting the floor to install the Chris Alston's Chassisworks rear frame and Fab 9 rear.

SOURCES

CARROLL'S ROD AND RACECRAFT
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CHRIS ALSTON'S CHASSISWORKS
800/722-2269
www.cachassisworks.com

INTRO WHEELS
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www.introwheels.com

NITTO TIRE
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THE BLAST
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WILWOOD ENGINEERING
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FULL FRONTAL

PROJECT GETAWAY GETS SOME STEEL AS WELL AS SOME WHEEL.

By Dan Ryder | Photos by the author

We last left Project Getaway completely stripped of its glory with a partially installed new front subframe and front suspension components courtesy of Chris Alston's Chassisworks in Sacramento, California. Our next mission is to progress from there in hopes that we don't encounter any major issues along the way.

After a brief inspection of the old front clip on this '66 Nova project car, we were reluctant to reuse any components that we didn't have to. The fenders were somewhat rusted on the inside toward the bottom, and though they may have been brought back to life, owner Ed Krawiec decided to find a set of re-bops or better. After perusing eBay Motors, Krawiec located a set of reproductions collecting dust in somebody's garage. After winning the auction for a mere $600, the fenders were on their way to Carroll's Rod and Racecraft in Spotswood, New Jersey, where they would be mated to the deuce.

Next, we needed to find a suitable replacement for the radiator support, as well as some insight into a custom hood for Getaway. After some research we called upon the professionals at Ground Up in Meriden, Connecticut. It was there that Paul Wolfer introduced us to the radiator support we needed as well as a steel (not fiberglass) 2-inch cowl induction hood. For the past 15 years Ground Up has been a leader in restoration parts and components for Chevelles, El Caminos, Camaros, and—most important for us—Novas.

When building a project of this magnitude, keep in mind that what we've done up to here and what we will do beyond this point is purely mock-up. We are out to rough-fit everything, which requires hours of measurements, multiple trial fitments, and most of all, patience (coupled with a love for what you're doing). Once the entire car is mocked together and satisfaction is achieved by both Krawiec and Bobby Carroll (the builder), then it will need to be completely disassembled for bodywork, painting, powdercoating, and any additional detailing work. Then and only then can Getaway be prepped for final assembly.

You're probably wondering what's going to power this beast. At first we discussed a stout LS-based engine with twin turbos backed by an overdrive tranny. While we know it can be done (anything can be done with a welder and a torch), it would probably require hours of fabrication to effectively route the piping for the turbo system as well as the intercooler. After giving Kory Enger a call at Turn Key Engine Supply in Oceanside, California, we were introduced to one of the many drop-in engine packages it provides. After a little back and forth, we've pretty much settled into a combination containing an LS2 block and Dart 72cc cylinder heads with a Kenne Bell Twin Screw supercharger mounted up top. Early indicators put this mill at 700-plus horsepower, which is no slouch in our opinion.

Follow along as we try to make the disassembled deuce look like a car again.

ILLUSTRATION: **JAMIE SEYMOUR**

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Pictured here is the new radiator support as received from Ground Up. Unfortunately, we must remove the support's lower core section according to the subframe installation instructions from Chris Alston's Chassisworks.

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To remove the core, Bobby first drilled small pilot holes over the spot welds in the core. Next, he used a special spot-weld cutting bit to remove the core in a cleaner fashion.

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With the core removed, the support fit into the frame perfectly (as indicated). No further modifications were necessary to seat the unit. Bobby installed the three mounting bolts on each side of the frame through the integrated flanges.

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Now that the radiator support is bolted in place, we popped the box for the fenders. As of now we've heard of some issues with the tooling for these fenders; however, these particular units seem OK at this time. Some of you may be asking why we have '67 fenders for a '66 Nova—as we noted last month, once upon a time someone had installed a '67 nose on the '66, so we're going to go with it.

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Here Bobby hangs the driver-side fender, securing it with only two fasteners at this time to allow for adjustability as needed. This box is starting to look awesome already. Not that this picture does it any justice, but the Wilwood rotor we're utilizing is 14 inches in diameter. You may be saying, yeah—so what? It seems kind of weird considering this car came with 14-inch wheels from the factory.

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Speaking of the massive 14-inch stoppers, here's a peek at the Superlite SL6R Wilwood six-piston (under 5 pounds) caliper being used up front. This narrow unit features an increased bridge radius to allow for proper pad alignment and bridge clearance when using 13- to 14-inch rotors. Radial mounting makes for a cleaner installation and provides two planes of adjustment for ultimate alignment possibilities.

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Before mounting the caliper, Bobby applied Bostik Never-Seez to the fasteners to ensure headache-free removal when needed. Once the caliper was mounted, we installed the Wilwood PolyMatrix disc brake pads. These particular units contain Wilwood's "Q" compound, which is ideal for disc brake conversions on street rods and musclecars. These pads offer improved friction over OE replacements as well as low noise and dust levels.

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Later on in the day we headed over to Jerry Noonan's Auto Center in Monroe, N.J., to pick up the custom works of art by Intro Wheels. Noonan's was gracious enough to mount the Nitto Invo rubber onto our wheels in a safe/clean manner with its state-of-the-art tire machine. The front and rear wheels are Intro's ID Luxury Wheel design #311. All ID wheels are a three-piece, 100 percent billet aluminum design. Ed chose a 19x8.5-inch wheel for the front and a massive 20x12-inch for the rear. In order to wrap some rubber around the wheels, we called upon Nitto for its new Invo radials, the front being 245/35ZR19s and the rear 345/25ZR20s. Obviously, extensive modifications will be made to fit the tire and wheel combination under the deuce.

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With the caliper mounted, it's a snap to install the brake pads. Bobby simply removed the nut, bolt, and spacer—which retains the pads—and slid them into place, then reversed the procedure. The rotor then spun freely, indicating that proper alignment had been achieved. Once Getaway is completed, we'll perform a series of tests to check the performance of these babies.

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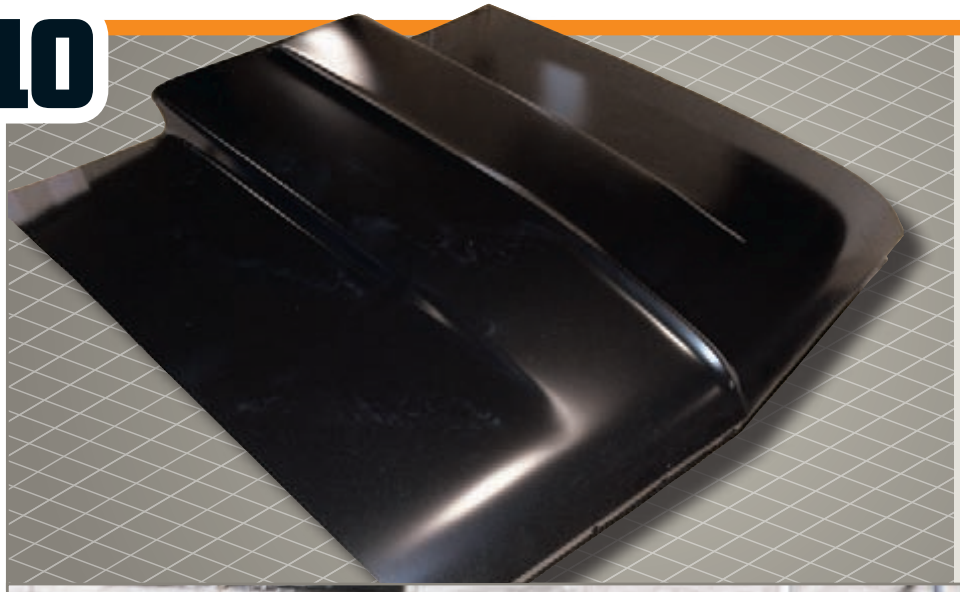

As we were about to call it a day, the 2-inch cowl hood from Ground Up came through the door. We laid it on the floor and popped open the box to check for possible shipping damage—none present. While the box was open, we figured we'd throw it on the car and check in on the wow factor. Looked pretty good considering it wasn't properly mounted yet. It's obviously a high-quality part. Getaway is really starting to come together. Next we'll move to the rear of the car and start measuring up to install the rear clip, as well as the Chris Alston's Chassisworks FAB9 rear housing, Wilwood brakes, and Strange internals.

SOURCES

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