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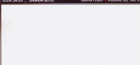
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MARCH 2007 • VOLUME 26, NO. 3



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Product Preview

COMPILED BY ROCKY ROTELLA



STRIPE-GRIPE RELIEF

As Second-Gen Firebird popularity soars and the prices of early T/A's skyrocket, many enthusiasts are finding that later Trans Ams of the same generation make excellent restoration candidates. There were a few unique, limited-edition models produced during that time that included special decal treatments. As a greater number of these cars are restored, we are seeing increased availability of restoration parts for them.

Phoenix Graphix has gotten into the action with its recent release of reproduction stripe kits for the '79 10th Anniversary and '80 Indianapolis 500 Pace Car Trans Ams. The company says that the hood decal and stripes included in either kit are produced from 2-mil, automotive-grade vinyl and are exact reproduction of the originals. Base-kit prices start at \$369, and correct Indianapolis 500 Pace Car door decals are available at an extra cost.

For more information, contact Phoenix Graphix Inc., Dept. HIPP, 400 S. 79th St., Chandler, AZ 85226; (800) 941-4550; www.phoenix-graphix.com.



I'D LIKE A FRESH FORGED CRANK PLEASE

A new aftermarket, forged-steel crankshaft for the Traditional Pontiac V-8 is available through a partnership formed by AllPontiac.com and BOP Engineering. Previously, racers had to search for an extremely rare factory forging, spring for a billet crank, or make do with a factory or aftermarket cast piece.

This new crankshaft is made from 4340 steel and is a non-twist forging designed to withstand power levels up to 1,800 horses. It is available in three strokes, 4.00-, 4.25-, and 4.50-inch. All three versions use 2.200-inch rod journals to accept readily available big-block Chevy rods and 3.00-inch main journals. A 3.25-inch main version is not available at this time.

By the time you read this, the crank will be in stock at both companies, so order from the closest one and pay \$1,295 FOB from the nearest shipping point.

For more information, contact AllPontiac.com, Dept. HPP, 11010 Trade Rd., Richmond, VA 23236; (804) 794-6777; www.allpontiac.com; or BOP Engineering, Dept. HPP, N3651 Schmidt Rd., Jefferson, WI 53549; (920) 674-6058; www.bopengineering.com. —Don Kade



CUSTOM-CALIBRATED CARBS

Though Holley-type carburetors were never factory installed on any regular-production Pontiac, they are used in a wide range of performance applications today. With a straightforward design and generous fuel and airflow capacities, these carburetors typically perform suitably right out of the box. But fine-tuning the fuel curve to match an engine's requirements in every condition can have dramatic effects on idle quality, part-throttle performance, and fuel economy. This is not, however, something everyone has patience to do. If this describes you, then Diamondback Engines' line of carburetors might be an alternative.

By supplying your combination's specifics to

Diamondback, it can provide you with a new, custom-calibrated 4150 or Dominator carburetor built using the highest quality parts. Available with airflow capacity ratings ranging from 750 to 1050 cfm, the company claims that each carburetor is dyno-tested and tuned before being shipped.

If a natural finish is too bland for your taste, your carburetor can be powdercoated in any of 30 available colors. Pricing starts at \$500.

For further information, contact Diamondback Engines Ltd., Dept. HPP, 7725 FM 723, Richmond, TX 77469; (281) 668-5810; www.diamondbackengines.com.

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