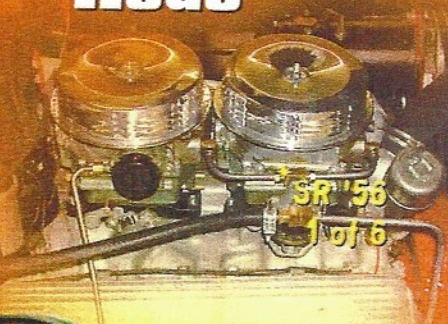


BUILD-UP BASICS: HOW NOT TO BREAK YOUR SMALL BLOCK

CHEVY RUMBLE

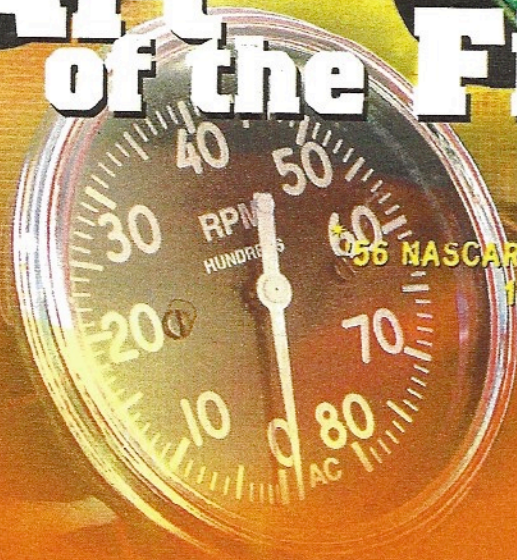
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May 2002

'55-'57 Installs: Electric Wiper & Rear Disc Brakes

CREAT CARS! Twin-Mill Chevy II, '55 Two-Door, '62 502 Super Sport

POSSIBLY THE THREE RAREST BIG CHEVYS ON EARTH:

Dick Harrell's Aluminum-Front-End '62 SS and Frank Sanders' and Terry Prince's '63 Z-11 427 Impalas

STORY BY DOUG MARION • PHOTOGRAPHY BY DOUG MARION



Utah's Willie Smith graduated high school in 1959. Since there were no dragstrips in the area, he became a customizer and a master cruiser. Everyone knew him because he always drove a cool Chevy. Fast-forward some 35 years, and Smith is now a happily married family man and successful business owner with a building full of super-nice '50s and '60s Chevys, plus a few Caddy convertibles.

How he came to own these three ultra-rare factory race cars began when he needed some parts for his '63 four-speed Impala. Someone mentioned Kansas City, Missouri's Phil Reed as a source. As we've mentioned before, Reed's Classic Chevrolet Motor Company specializes in '55-'70 high-perform-

ance Chevys. During one telephone conversation, Smith casually mentioned his desire to own a "409," and Reed replied, "Why don't you consider a Z-11?" At first, Smith was silent, and then he said, "What's a Z-11?" After Reed picked himself up off the floor, he gave Smith the lowdown. Smith

then asked Reed to call around to see what was available. We told you Smith was a customizer, not a racer in the 1960s!

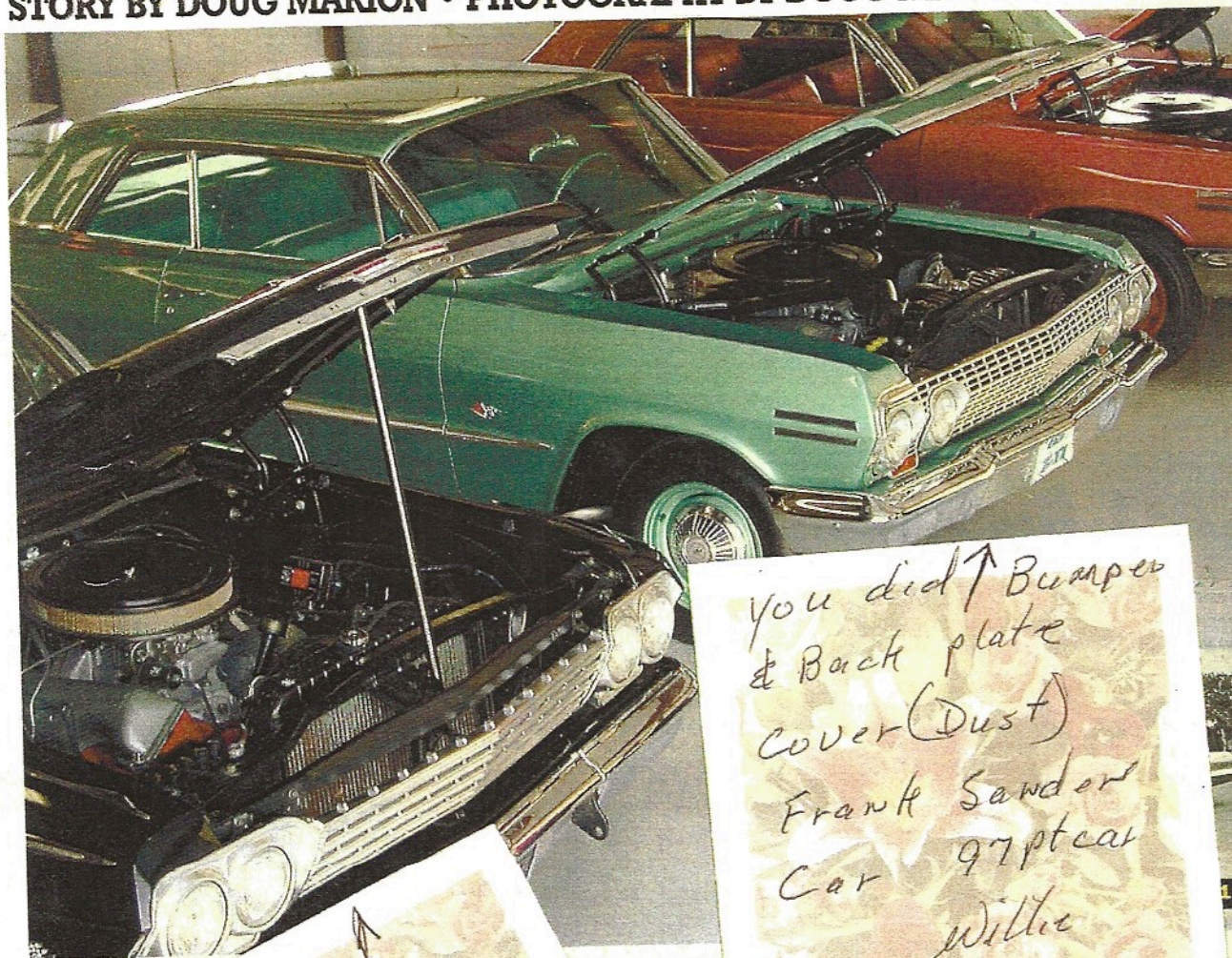
Soon thereafter, Reed uncovered the Terry Prince deep-red '63 Z-11 427 Impala in Southern California. It was purchased as a bare-bones shell, including the complete aluminum front end. Smith already possessed a cherry 283 parts car. Reed next uncovered Frank Sanders' aqua '63, under the auspices of Gambler Chassis honcho C.K. Spurlock in Nashville. It was complete and original and still had the clear plastic seat covers that dealers back then often installed.

According to experts, there never was an RPO "Z-11" car in 1962. Today, most reference a '62 model as such when equipped

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& Back plate
cover (Dust)
Frank Sanders
Car 97pt car
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How he can
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Someone mentioned
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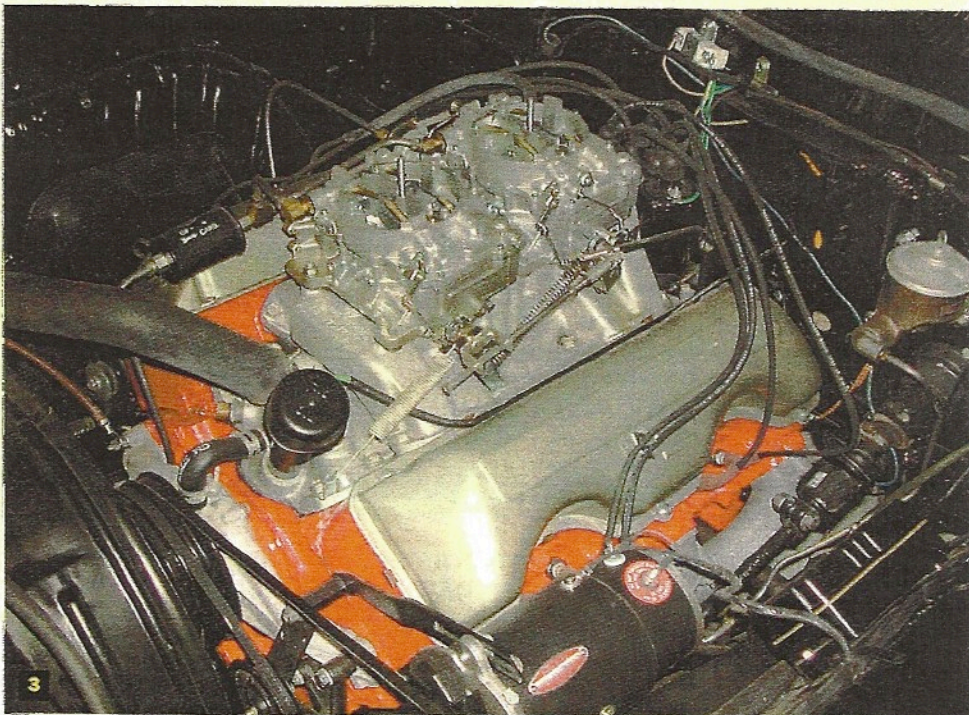
with "Z-11" high-port heads, camshaft and two-piece high-rise induction, parts that were sold or distributed by the factory to top 409 drag racers at the time. The factory also built as few as 12 and as many as 18 Impala Super Sport 409s with aluminum fenders and hood in 1962.

Smith bought the car sight unseen from a man who owned it for 25 years, Bill Warrick of Texas. Legend has it that the car was first owned by the legendary Dick Harrell of Carlsbad, New Mexico, or someone on his drag race team. Harrell indeed drove this car to a win in the B/FX class at the NHRA Winternationals. Later, it was sold to someone in Clovis, New Mexico. A year or so later, it was sold to a pair of soon-to-be Texas Chevy legends, Don Hardy and Kelly Chadwick. Hardy told CHEVY RUMBLE that they built a new 396 for it in 1965 and won class at the AHRA Nationals at Green Valley Raceway in Hurst, Texas. A young man named Jimmy Oden then bought the car. His father owned a dealership in Texas. He tore up the engine and four-speed and sold it back to Chadwick, who then parked it on his father's property in Oklahoma for a long time. Then Glen Warrick, Bill's brother, ran across it and bought it. Bill then showed an interest in it, so Glen sold it to him for \$50 more than he paid. This was in the early 1970s. Except for the engine and transmission, the car was complete and in good condition. Bill then built a '62 409 short block and equipped it with correct Z-11 409 rectangle-port heads, camshaft and Z-11 two-piece induction.

Bill Warrick told CHEVY RUMBLE that someone from Washington state called and asked to buy the car. He stated a price and the fellow declined. A week or so later, Smith called and agreed to pay Warrick's price. Done deal. Warrick claims the car was never titled, or he could find no evidence of it, but Don Hardy told us he remembers once having the title and that it was either in his name or the previous owner's name. Note: some race cars, whether assembly-line built or not, sometimes never get titled. They were never intended to be driven on the street, so a title, some believed, was not necessary.

The two '63 cars were totally restored, and the '62 car was repainted/refurbished. Credit for all of the work goes to Mike Limon, a Native American of Ute ancestry who is a full-time employee at Smith's oil-pumping business. He really knows his way around wrenches, torches and spray booths, and is a superb craftsman.

Look for a complete feature on each of these full-size factory racers in an upcoming issue. **CR**



1. This photo was taken by NHRA at the 1963 Winternationals showing Frank Sanders receiving the LP/S class trophy. His e.t. was 12.01. Runner-up Terry Prince ran 12.03, about 1 inch behind! Sanders' 427 failed tech inspection because of too much valve-spring pressure, and the trophy was taken back but was not given to Prince, in accordance with the rules in effect at the time. Wonder where the trophy is today? **2.** Here's the totally restored Terry Prince Z-11. Guess who's at the controls? It's Prince himself. These photos were taken a few weeks before the Winter Olympics. Prince said he'd like to see this car replete with '63 body lettering and allowed to make exhibition runs. **3.** Here is the Z-11-equipped 409 in the Dick Harrell aluminum-front-end '62 Super Sport, with breather assembly removed. Note the high-rise two-piece intake manifold and the "90-degree cornered" valve covers at the top front corners. Regular 409 valve covers are rounded at the corners and won't fit.

Wayne
Some of your
work all looks
good
Willie



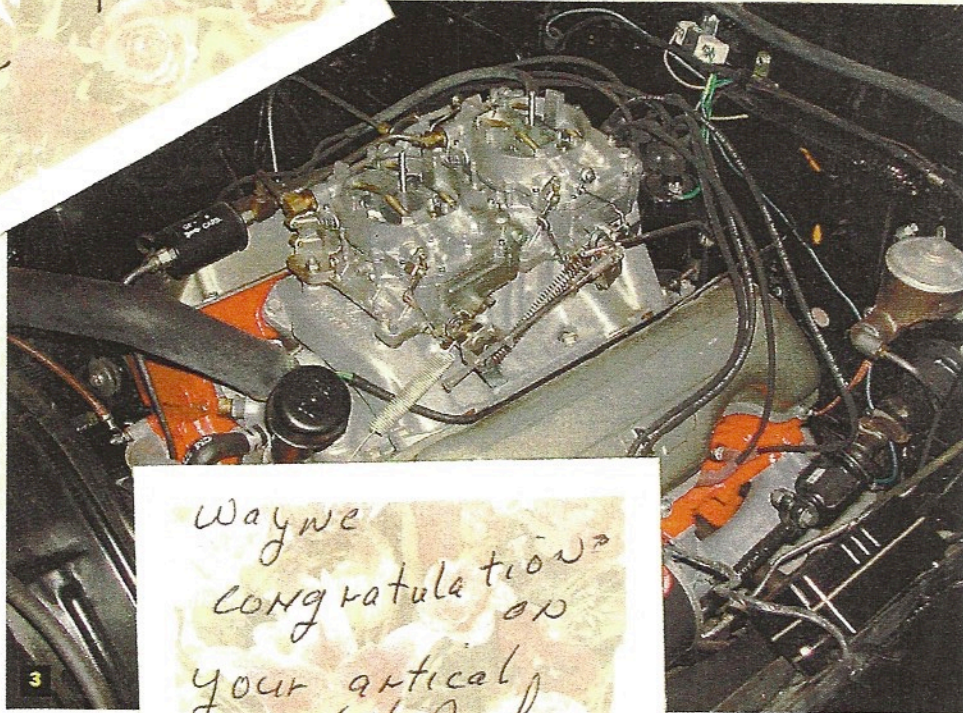
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Terry Prince
Car 98pt car



Wayne
congratulations
on
your article
in Hot Rod.
Looking forward
to video
eddie

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