

Bonus: 2002 Kit Car Calendar

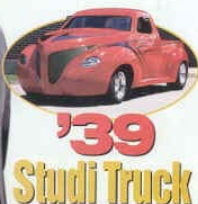
KIT CAR

ILLUSTRATED

THE LEADING MAGAZINE FOR COMPONENT CAR ENTHUSIASTS

Magnificent Mullen

The Mullen M-11 roars onto the kit car scene



- Carlisle Coverage
- Engine Tune-Up Tips
- Diablo Wows Them In Vegas
- Birkin, Cobra, and Sedan Delivery

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ON THE COVER

The magnificent Mullen M-11, photographed at this year's Knott's Berry Farm show, was also captured near a Southern California beach by Scott Allen, KCI Editor Mike Blake shot the D&R Lamborghini Diablo, and The Zach Attack '39 Studebaker truck kit was photographed by Darrel Arment.

RACING SNAKES

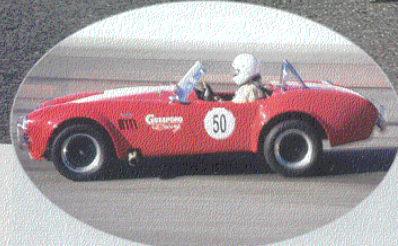
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Part Three

George Anderson's MidStates Cobra helps a machine shop owner fulfill his destiny



Although this MidStates Cobra is used almost exclusively for racing activities it still retains all of its street legal features—except the mufflers at this point.



For George Anderson, this car represents a dream...here at Gateway International Raceway, and at the other venues he attends.

By Darrel Arment

PHOTOGRAPHY BY THE AUTHOR AND MIKE BLAKE

When you own a machine shop that specializes in automotive engines, you will probably see everything from mild-street to all-out high-performance pieces pass through your doors. The mix will most likely vary according to your personal interests.

Several years ago he was called on by MidStates Classic Cars and Parts in Hooper, Nebraska, to build a 427 Ford engine for one of the kit Cobras they were building for a customer. The relationship blossomed, and Gessford Machine started building more engines for MidStates cars. Of course, all of this 427 Ford engine activity peaked Anderson's interest and he just had to see where all the engines were

As we all tend to be a bit better at what we are really interested in, it is no surprise that a car guy who has a car shop would also own a great car.

Case in point: George Anderson, owner of Gessford Machine in Hastings, Nebraska, has always had a keen interest in high-performance vehicles. So naturally, the shop's interest leans to the race side of the engine-building side of the business.

going and how they were being used.

In the end, Anderson got personally involved when he purchased a MidStates Cobra for himself in 1993. At first it was a safe car to go drag racing in—and a bit of fun-spirited driving. As time went on the involvement got deeper and the competition more serious.

Engine horsepower took a boost in 1998, when the compression ratio on his car went from 10:1 to 11.9:1. That was

the same year that Anderson purchased Hoosier road race tires and he got involved in autocross racing. From that point on it's been a streak of red (his fiery Cobra) blasting around whatever course Anderson has selected for the weekend.

Now, about the building of this cobra...

To get things started, he purchased a rolling chassis from MidStates then added a 3.70:1 geared 9-inch Lincoln Versailles rearend and four-link suspension with coilover shocks and 300-pound springs. It true that the original cars had independent suspensions, but they were road race-only vehicles, meaning handling was the only consideration, in the case of Anderson's car the original intent was to drag race, and the 9-inch Lincoln Versailles, complete with disc brakes, was a better choice.

As the autocross and road racing opportunities came about, alter-

ations were made and the bulletproof 9-inch adapted to its new environment comfortably. At the front of the chassis a Mustang II system with coilovers and 300-pound springs keep the car pointed in the right direction.

After everything was fitted, and all the engine and transmission mounts were in place, the entire chassis was powdercoated in a very durable shade of black. As for the engine and transmission, Anderson selected the ever-popular 427-cid Ford engine, then stuffed it full of neat pieces from the likes of Comp Cams, Federal-Mogul, Arias, and Eagle. Of course, everything was balanced and blueprinted to perfection by Gessford Machine (who else) before the Dove aluminum heads, a Dove Tunnel Wedge manifold, and two 500-cfm Holly carbs topped off the assembly. The combination puts out more than 550 hp, and has brought him a quickest e.t. of 11.487 and better than 120 mph on the strip.

To get the power to the rearend he selected, Hastings, Nebraska-based Eldon's Automotive, prepared a C6 Ford automatic filled with some B&M parts including a 3,500-stall B&M converter. While this may seem like an odd choice for a Cobra, remember, the original intent

of the car was drag racing, and as we said before, with a bit of adjustment, it works very well for all of the activities



The good folks at MidStates altered the rear wheel-wells to accommodate the oversized drag slicks. And Anderson prepared this car as a drag race car.

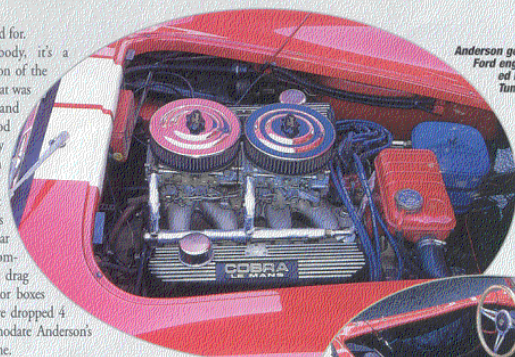
the car is now used for.

As for the body, it's a MidStates rendition of the famed 427 flier that was smoothed and sprayed by the good folks at Sealey Body Shop in Hastings. But before it got that far, MidStates opened up the rear wheelwells to comfortably accept drag slicks and the floor boxes on both sides were dropped 4 inches to accommodate Anderson's 6-foot-6-inch frame.

When these tasks were completed, the instrument panel was filled with a Sony stereo and a combination of Stewart Werner and Auto Meter gauges. Then, the wiring and the MidStates leather interior were installed.

The combination has made Anderson happy and has also garnered him a multitude of awards at the past half-dozen Run And Gun events—he was second in the autocross and road course and third on the dragstrip in last year's Run And Gun...and he's always a threat for *Top Dog* in all three venues.

This is another fine example of just how an owner can tailor a kit car to his specific needs. As Anderson is fond of saying, what's really important is how you live the dream. This car shows that George Anderson IS living his well. **KCI**



Anderson gets his power from a 427-cid Ford engine, balanced and blueprinted by Gessford Machine. A Dove Tunnel Wedge manifold and two 500-cfm Holly carbs top the assembly.



The MidStates leather interior is joined by all the equipment necessary to make this space safe for spirited competition and the instruments necessary to monitor the healthy 427's physical well being.



The timeless class and style of a Cobra is what originally inspired Anderson to choose THIS car.



At the front of the chassis, a Mustang II system with coilovers and 300-pound springs keep the car pointed in the right direction...at 550 hp.

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