



# Second time lucky

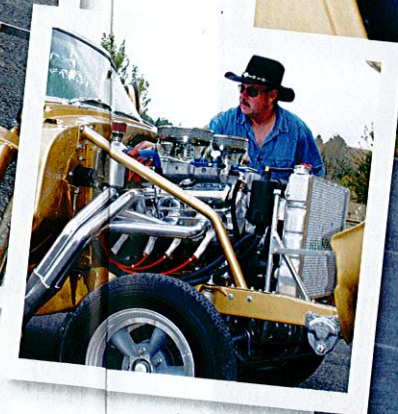
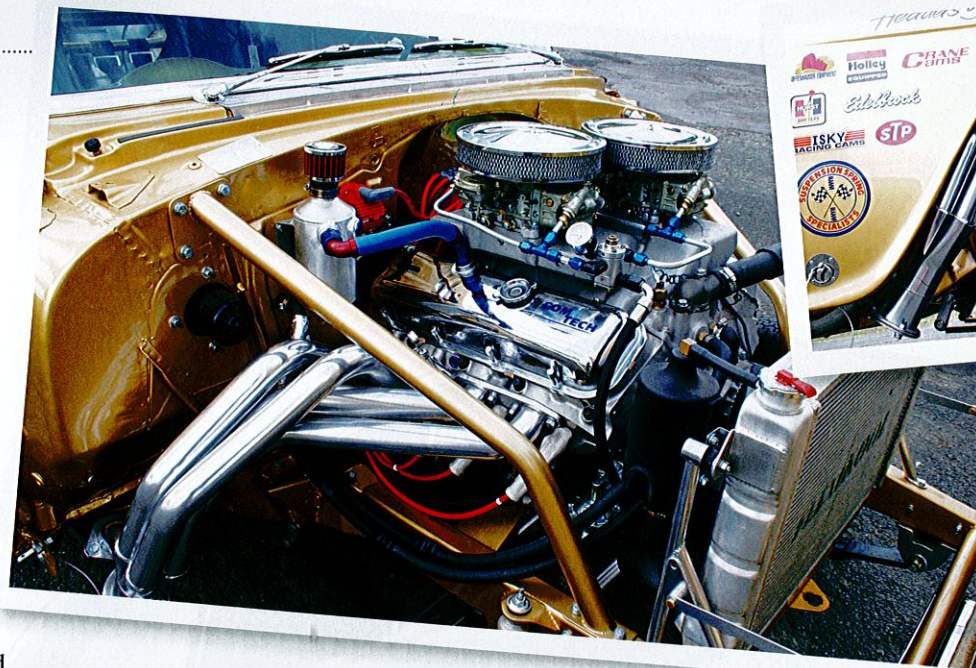
Snooze and you loose could not be more true as we find out how Richard Malam came to own "Goldrush".

By Greg Stokes

Back in our 500th Issue we featured Golly Adams' 1956 Chev Gasser which Chris Hornblow purchased from Kiwi Steve Davies in California. Initially Richard Malam had been offered the opportunity but in his own words, "I stuffed around". Richard has grown up around American cars all his life as his father Lindsay had and still has a number of different American cars. In fact between the two of them Lindsay and Richard have amassed a desirable collection mostly of the General Motors marque.

"I had always liked gassers", comments Richard and when he found out that Colin Willoughby of Com Tech in Pukekohe was building a '55 gasser, Richard went and took a look. Colin has been able to turn out a car for the shop every year, not to mention a number of other turn-key builds for customers. He'd sold his '32 to Ian & Iqbal Taylor and commenced on the '55.

Although Richard didn't commission the car to be built, he would keep a finger on the pulse of progress and showed a great amount of interest in the project. Interestingly, Colin and Richard's vision for the end product was very much alike, right down to the gold paint, the 427 big block and four-speed floor shift.



Shortly before Christmas, Colin and Richard did the deal and established that the debut would be at the 10th Anniversary Beach Hop where it was a huge hit. The car was handed over to Richard at the end of the weekend where Richard simply drove it home. As much as it looks like a bonafide drag car of days gone by, it performs like one and like most street/strip cars – drives like a race car. "Colin was hesitant for me to drive it home as it is a different car to drive, but I am a truck driver by day so I thought if I can shift gears in a Road Ranger gearbox, I would be fine

with the '55", comments Richard.

After all, the plan was to drive the car as much as possible as that's what Richard believes in. To date there has been a couple of up-north road trips, it was driven to the Nostalgia Drags where it won the inaugural Gasser Class with a 12.4 and Richard plans to drive to the Whangarei show in early June. "Full credit must go to Colin and the Com Tech team for building this car", says Richard. It's not the only Com Tech car in the Malam collection as Richard, who purchased Project 57 from Colin, has

since swapped it for the ex Dave Loose "Black Rat" '57 Sports Coupe which Lindsay owned for 24 years.

Com Tech carried out all the engineering on the '55 including the build of all the mechanicals, then Julie and the team at Counties Auto Painters prepped and painted the Goldrush paint which was finished off with hand-done sign writing just like the old days with a paint brush by Field Signs. Kelly and the team at Stitches Upholstery stitched the two bucket seats and Pro Coat features throughout the car. Colin Willoughby has again rounded up a range of great suppliers to him to build another eye-catching car which makes a statement like the many before this one.

Richard said he plans to drive the wheels off it and we would too! The Nostalgia Drags was its first race outing and Richard is keen to fit another set of diff gears and also given time will have a better handle on launching it. "I may even fit a Gear Vendors Overdrive from Key West to it, as that should help it on the street and also the strip", says Richard. Well, all said and done, Richard may have missed out on the '56 Gasser, but he has certainly made up for it with this one!

### Specifications

- ENGINE:** 1966 L88 427ci blueprinted and fully balanced by Wade Automotive and assembly by Colin Willoughby.
  - INDUCTION:** Early NASCAR Offy crossram intake with twin Holley double pumpers.
  - IGNITION:** Options of either a Vertex Mag or full MSD System.
  - TRANSMISSION:** Heavy-duty custom-built drag race 'dog-box' 4-speed which can be shifted without the use of the clutch. Built by Performance Transmissions Pukekohe.
  - CLUTCH:** DFX counterweighted drag clutch.
  - DRIVE SHAFT:** Super duty, 1350 series, billet and nodular yokes custom by Driveshaft Specialties - East Tamaki, Auckland.
  - REAR END:** 9" Ford custom HD tubes.
  - REAR SUSPENSION:** Fully adjustable Competition Engineering ladder bars.
  - FRONT SUSPENSION:** Early Ford-style set-up with Com Tech high tensile tube axle and early Chevy truck leaf springs.
  - ROLL CAGE:** Full 6-point high-tensile cage by Doug Crook Engineering.
  - HEADERS:** Patriot fenderwell, modified in-house. Coatings by Pro Coat.
  - COOLING:** Alloy crossflow, custom cowl, twin fans, mounts etc built at Com Tech.
  - WIRING:** Painless Wiring Kit.
  - PAINT:** Custom Gold - professionally applied by Julie and team at Counties Auto painters Pukekohe. Panel: re-arched fender openings and other work by Greg Bracewell Panelbeaters. Fibreglass flip front: cast by Fibreglass replacements Gisborne trued, steered out and flip unit etc all set up by Com Tech.
  - WHEELS:** Rear: Gasser style polished 15x10" alloy. Front: 15x4" Gasser style, Goodyear Frontrunners (Ex Robin Silk USA).
  - CLUB:** Pukekohe Hot Rod Club.
- THANKS TO:** Colin & the team at Com Tech, Greg Bracewell, Doug Crook, Julie & the team at Counties Auto Painters, Field Sign Company, Pro Coat, Kelly & the team at Stitches Upholstery, Wade Automotive, Steve Curle at Kiwi Shipping, Mark Stokes of M.S. Vehicle Certification.

