



"Our cars are not rocket science, we build basic hot rods with basic tools using basic methods..."

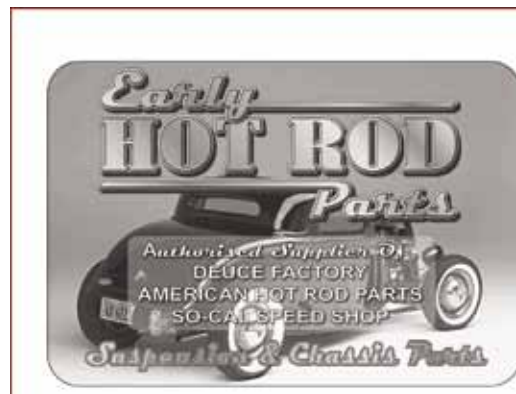


March 23rd to 27th are the dates for the DLRA's 25th Anniversary Speedweek meeting at Lake Gairdner South Australia. Entries are open and spectators are welcome. Volunteers are even more welcome. This year we are running two tracks where records can be claimed and we could do with a few extra hands, so if you want to be part of hot rod history, or you would just like to be there for the fun, check out www.dlra.org.au.
This month I want to tell you about the Rolling Bones Hot Rod Shop. They are seasoned salt lake racers, good guys and build some of the coolest hot rods around.
Keith Cornell and Ken Schmidt are the Rolling Bones Hot Rod Shop, based in Greenfield, New York State. These guys started hanging around together about 20 years ago. They built themselves two '32 three window coupes, one Y block powered the other running a flathead Ford V8. These cars were Keith and Ken's versions of late 40's / early 50's hot rods, the sort that would be a street car during

the week and a race car on the weekend.
People continually asked Keith and Ken to sell their rods to them to which they always replied, "No, these are our cars." Eventually they built a '32 sedan for their friend and fellow salt lake racer, Dennis Varni, and so The Rolling Bones Hot Rod Shop began.
Keith says, "To us, the only hot rod is a Ford, anything else is just an old car. If you look at one of our cars, you can tell they are from the same pot, but each one is individually different."
The Rolling Bones Hot Rod Shop builds about a car and a half each year. So far the guys have built around 15 cars.
"Our cars are not rocket science, we build basic hot rods with basic tools using basic methods. Each car has our stamp on it," says Keith.
Each year, the guys drive right across the USA, from New York to Bonneville in an annual pilgrimage to Speedweek. It's a 5000 mile round trip. On more than one

occasion, the Rolling Bones '32 roadster has been driven to Wendover in Utah, made race ready in the motel car park, raced, and then driven all the way home again. The journey over starts with seven or eight cars, with hot rod parties each night in the various motel car parks. By the time they reach Bonneville, the number of hot rods in the convoy usually swells to 20 or 30. "Bonneville salt flats in Utah have become the ultimate place for us," says Kenneth.
The Rolling Bones now have their high speed division with purpose-built salt lake racers, a 1929 A model Ford roadster which runs a healthy 140mph, along with a 1932 coupe running over 180mph with a tough Ford Y Block, making this the fastest Y Block in history. Each year the owners of cars built by the Rolling Bones endeavour to meet up at Bonneville to help out the high speed division, cruise on the salt together and park together for some great photos.
See you at the salt.
Norm Hardinge





Early HOT ROD Parts
(03) 59647561

Email - gary@earlyhotrodparts.com.au
Website - www.earlyhotrodparts.com.au

295 Old Warburton Highway, PO Box 191 Woori Yallock, Vic 3139. Suppliers of Deuce Factory, American Hot Rod Parts, So-Cal Speed Shop

Modified Rods & RESTORATIONS
HOTRODS | CUSTOMS | CLASSICS
☎0412826385☎
1/12 WINDSOR RD CROYDON VIC 3136



WWW.MODIFIEDRODS.COM
CHASSIS FABRICATION | AIRBAG SUSPENSION | SHEETMETAL FABRICATION | SERVICING | ENGINE CONVERSIONS