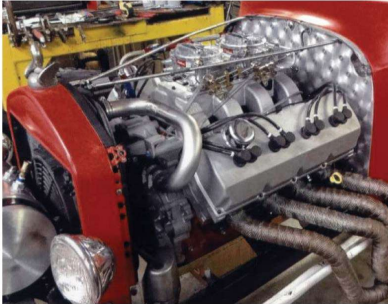


Big Really Is BIG: A Wendell Jordan Story

Last year, while waiting in line with my 1923 Ford Model-T Roadster, which by the way, has an INDY engine in the bay, I heard a voice from behind ask, "what kind of engine is in your roadster?" It was Ed Iskenderian. I could not believe my eyes. He has designed and built nearly millions of cams for famous people all over the country. "The engine is a 6.1 Hemi built for me by Indy Cylinder Head of Indiana," I said. He had heard of the company and I unscrewed four dzus fasteners and he took a look at the complete engine. Ed was impressed with the intake casting, valve covers and the workmanship on the msd ignition. He also complimented the engineering and how well the engine performed. I continued to inform him that



first pass was 168mph and the second was 174mph. We put some lead in the timing, changed the jets, and upped the rev limiter to eight-thousand. Little did we know that the next pass would be out the back door at the third mile at 225.023 mph. Due to a mechanical problem, we could not back it up the next morning at seven o'clock. I am extremely happy with the engine. The torque and horsepower are worth the build-time and financial investment.

Most hot rodders read the hot rod magazines and newspapers about what is happening in the world of hot rods. I am no exception, and neither are the men who build hot rods, motorcycles, and drag race cars, as well as chassis, engine and complete car

manufacturers. Of these men, I relate to Big, as in Big Daddy Don Gartlis. He started in what was an amateur sport, when even if you or your crew might have won top eliminator, the reward was lucky to be one-hundred dollars. Big Daddy was a man who won his share of top eliminator. I always thought of him as the best. He engineered and built not only his engine, but chassis built tuned mixed his fuel, and won. At fifty years of age, I contracted esophical and stomach cancer. A year later, I was a survivor. I had decided, that the three things I wanted to do before the disease took my life, if I hadn't survived, was to: see the Museum of Drag Race, swim up the Crystal River with the manatees, and go to Bonneville.

The first was swimming up the Crystal River, and boy was that an experience. Next, was going to see the Garlit's Museum in Ocala, Florida. My late wife and I set out to go see the museum and we spent the whole day there. As it was time to leave, we heard management announce: "closing time" over the loud speaker. We began to walk toward

the exit door just as the fire door opened behind us. I looked over my shoulder, and in walked Don Garlits. "Hello," I said. "I know you," he replied. The last time I had seen Don was when I was eighteen years old and on this day I was over fifty years of age. My late wife took our picture as Don and I shook hands. I later sent him some pictures of the '31 Ford Model-A Roadster that I was building and later I drove to Bonneville that next August.



He wrote me a letter in response and returned the photo signed. **Big is really BIG.**

Manifold bottom runner system for engines listed below are predrilled for all top plates.

Great Look!



6.1
New Legend Hemi

Hidden Coils



5.7
New Legend Hemi

EFI Available



426
Legend Hemi

Fits All Tops

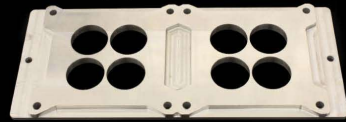


340 / 360
LA or Magnum

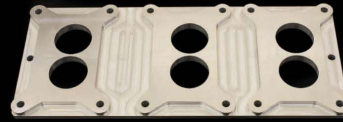
Universal top plates are interchangeable with all Mod Man manifolds.



Single 4



Dual 4



6-Pack



Supercharged

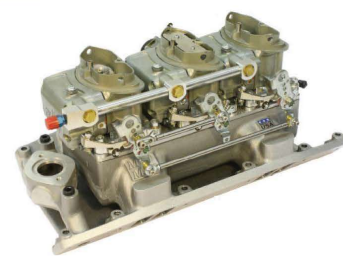
All top plates are machined with tapered air shear exits for fuel atomization.



6.1 Hemi Base with EFI
6.1 EFI Pick-A-Top 1x4, 2x4, 3x2



Magnum Small Block Supercharger Top
Supercharger Intake for Magnum or LA



LA or Magnum Small Block 3x2 Top
Magnum 6-Pack w/ Demons



LA or Magnum Small Block 2x4 Top
Edelbrock 500 CFM Carbs & Linkage