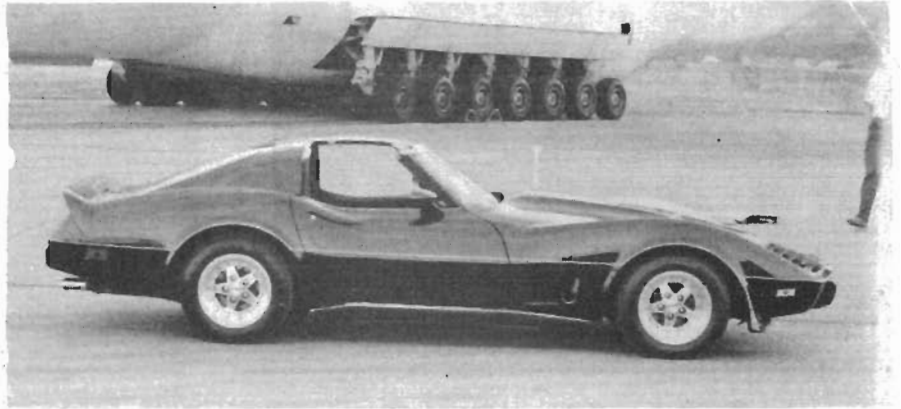


FIBERGLASNOST

Story & photos by Larry Pfister

When I discussed the possibility of doing a feature on his car at the Abbotsford Air Show with Glen Iggulden of Corvette Specialties in Surrey three months ago, little could either of us have guessed what would transpire.

Now, posing a Corvette with high performance jet aircraft has been done to death, so as soon as I learned of the first North American appearance of the very secretive Mig 29 along with the largest aircraft on Earth, the 6 engined An 225, my mind went into warp-drive. Not only did precious few photos of the aircraft even exist in the Western world, nobody but nobody had ever used them as the background of a car feature.



A quick call to Bob Weald, the director of security at the show, came up with a "probably not" when I popped the question. I waited a few days before the show in an attempt to confirm it again. It was still a doubtful situation, but I arranged for Glen to meet us about 7:00 pm on the opening day of the show. We tracked down Bob who was to be our escort out onto the flightline and I asked the question of shooting "beside anything with a red star on the tail". He simply said, "Well, let's go see".

Our procession of Ford 4x4, Shelby Charger and custom Corvette made its way to the far south end of the tarmac. Bob knew exactly the people to talk to and in minutes we had the Vette lined up as close as we were allowed.

As I scrambled for my cameras, I turned around to see about a dozen gentlemen dressed in everything from sinister, bulging black suits to Armor-All hats and t-shirts going absolutely bonkers on the Vette!

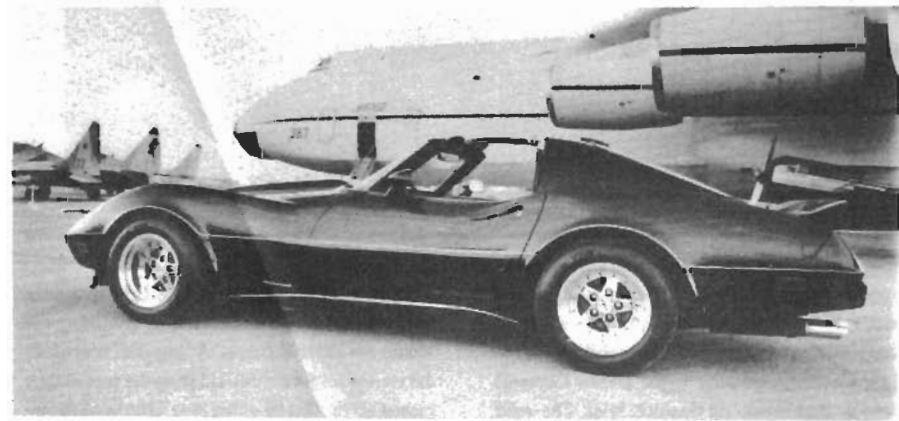
A large older man in a staunch grey suit pounded on the roof pillars and front fenders in a suitably Soviet manner testing the integrity of surely the first fiberglass car he had ever seen. (I would later learn that he was a very senior official of the Soviet Air Ministry and obviously liked what he saw from the smile on his face).

In mere seconds what had started out as a photo shoot became a frantic trading session with members of the An 225's crew literally taking the Corvette Specialties jacket and shirt off Glen's back and request for copies of my photos in exchange for hat pins.

With the light going away, vehicles in constant movement all around us and gawkers of every description, the photo session became secondary as Glen and I were introduced to the pilot (first officer) Alexander Guluneko, Naviga-

Body work on Glen's Vette is flawless. Body has been widened 8 inches and the car has taken 'Bet Paint' at last two Vancouver car show.





Glen talks with Navigator Alexander Puddubnyi, while Pilot of the world's largest aircraft, Alexander Guluneki, dreams of curisin' Red Square in the Vette.

tor, Alexander Puddubnyi and flight engineer Alexander Yatsun. the pilot quickly took his place behind the wheel looking like a kid on Christmas morning, testing all of the controls for fit and finish. The flight engineer loved the hydraulic tilt nose and definitely understood when I pointed to the big rat motor and said "over 400 horsepower".

I'm sure that any one of these guys would have loved to load the vette into the gaping belly of the giant transport, taken it home and become the first on their block with probably the hottest car in the country. In fact these guys must have seen other car magazines when they asked for a photo of them in the car with Glen's friend Kerri-Dawn standing alongside.

Without wanting to push our luck, and the total destruction of my \$300 light meter by some dip of a rental truck driver, we wrapped up the session with promises of returning the next week with some souvenir photos. I was back beside the aircraft on Tuesday with the shots along with a Motorsport West shirt that I presented to a thrilled Yatsun who told me in very broken English of his hobby of motocrosser, and it was with some true sadness I left knowing that I would surely never see this friendly likeable man again.

In the short time that I had been exposed to these visitors I got a true sense of friendship from all of the Soviets, who were easy going at all times. All of them showed a great interest in fast cars and pretty girls, facts that make them pretty good guys in my book. **MW**

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