



Features:

The Spotlight.....	1
Lane Automotive News.....	2
Motorsports News.....	3
New Products.....	4-5
Rodding Journal.....	6
2005 Lane Automotive Car Show.....	7
Exact Detail Replicas.....	8

W I N T E R 2 0 0 5

When Funny Cars Were Fun...

Once upon a time, on many of the same drag strips we still frequent to this day, a very fast and quick new breed of car was born. Altered of wheelbase, lightened in body, overpowered to the max, and unusually funny in stance, they soon began to be referred to as the "funny cars." Largely ignored by the nationwide drag race sanctions during these formative years, funny cars became delinquents of a sort. Taking part in match race wars, often under circumstances that were less than legal in the eyes of those sanctioning bodies, funny cars gained quite a following.

Fans loved the funny cars. They flocked by the thousands to drag strips all across the country to watch match race marathons involving funny cars with names like "The Flying Dutchman," "Golden Commandos," "Flying Carpet," "Honker" ..."Seaton's Shaker..."Ramchargers..."Mystery Tornado"...all of which were basically altered Super Stock sedans with injected or super-charged big blocks running on healthy doses of nitromethane.

In the interest of higher speeds and improved safety, funny cars soon shed the factory bodies and chassis components, and evolved into slick tubular chassis, full-on race cars. Bodies were still largely stock in appearance, but were now lighter fiberglass replicas of factory models. With these now purebred racecars, blowers and nitro were the only way to be competitive. Out of the ranks of these "outlaws" sprang some of the most fiercely competitive and colorful funny cars the sport has ever known.

Among these were the "Mongoose"...the "Snake"...and Midwest favorites, the "Chi-Town Hustler" and Mr. Norm's "Super Charger." These cars toured all over the country, engaging in match races as often as five times a week. Thanks to a few well placed sponsorships, shrewd marketing by drag strips, and blaring ads on AM rock and roll stations around the country, anyone even remotely conscious was well aware of all the famous funny cars and the sport of match racing.

By the early 1970's funny cars had become a vital part of organized drag racing, and had even been given their own classes for official competition. Many of the match racers went on to

become super stars with big name sponsors. Interestingly, the "Big Three" steered clear of funny cars, but the makers of toy cars saw a golden opportunity to capitalize on their popularity. Don "Snake" Prudhomme and Tom "Mongoose" McEwen, and their long association with the Mattel Toy Company, specifically Hot Wheels, made the company and the drivers rich and famous.

California-based model car kit manufacturer, Revell, joined forces with Chicago area racers John Farkonas, Austin Coil (John Force's chief wrench) and Pat Minick who campaigned the "Chi-Town Hustler" and profited handsomely from the association. Their name on one of the dominant funny cars of the day yielded valuable exposure for the company's line of drag race oriented scale model kits.

It was 1972 and many drag race historians now agree that this year marked the pinnacle of the so-called "Golden Age" of drag racing.

The showmanship that had always been a vital part of drag racing began to be replaced by the political correctness of corporate sponsorships. The emerging energy crisis scared car manufacturers into abandoning the muscle car. The quest for higher speeds and lower elapsed times had rendered the classic front engine dragster design unsafe and caused funny car bodies to become more and more oblique...and less stock appearing. Many of today's fans yearn for a return to those happier, more care-free times.

Troy Martin, the owner and builder of the masterfully recreated Revell "Chi-Town Hustler", seen here on display recently in our showroom, is one of those who remembers the good old days. Troy, and a group of like-minded individuals who also own restored early funny cars, travel to select tracks and race these cars in much the same way they were campaigned thirty-odd years ago. And, the fans love them! Nostalgia is "new" again.

Based on an original chassis from the 70's, Troy's Dodge Charger-bodied funny car still comes to the starting line under hemi-power, but the engine is not an original cast iron Dodge. Instead, it's a TFX aluminum hemi, based on the original. Topped by a 6-71blower and bug catcher combo, the car has the capability to run mid-sixes at better than 210 miles per hour. Perry Shepherd gets the credit for the funny car's immaculately rendered aluminum interior. **R&R**



Troy Martin's Nostalgia funny car, the "Chi-Town Hustler"



New Allstar Display Stand Unveiled In Lane Showroom!

In the few short years since Allstar Performance products burst upon the scene the line has grown to sizeable proportions, currently offering more than 2,000 items. With more new items being added on a regular basis, finding space in the showroom aisles for displaying them was becoming a major concern. Some of our creative types set about to alleviate this situation and the results were quite remarkable.

The solution to this vexing space problem came at the hands of several Lane employees who designed a free standing display featuring eight separate display surfaces totalling almost as much square footage as an entire aisle, but that took up less than a quarter of the floor space. Next, in keeping with the longtime Allstar philosophy of featuring as many parts as possible that are built by racers themselves, we contacted Brett Bartels, who races a modified at Hartford Speedway Park, to construct the display stand.

Once it was completed, we got busy, added an attractive array of Allstar Performance products, and put the display to work. The whole project illustrates what can be done when a need is identified and a group of hot rodders are turned loose to fulfill it. *R&R*



Richard Reiter's Tribute To Legend, Dale Earnhardt, Sr.

Longtime Lane Automotive customer and circle track racer, Richard Reiter, is, like many of us, a diehard fan of anything and everything automotive including building replicas of famous race cars. Where many of us enjoy building scale replicas, Richard likes building his models full size.

Anyone who has known Richard and seen his race cars over the years knows of his fondness for Dale Earnhardt, Sr. In fact, many of Richard's personal race cars, including an Artgo stocker, were painted black and emblazoned with the big number 3. When the NASCAR legend succumbed to injuries sustained in a high speed crash in



the 2001 Daytona 500 Richard decided to build a replica of one of "The Intimidator's" early stock cars as a tribute to his favorite racer. The end result of this decision was the '66 Chevelle pictured here, and currently displayed in the foyer area of the Lane showroom. We first saw this machine when it was displayed at our car show last year and it blew us away.

While it started as a tribute to a great racer, we think everyone would agree that this meticulously crafted replica also ended up being a tribute to a great car builder, and that would be Richard Reiter himself.



DOWNTRACK TIMER ALSO MEASURES STUPIDITY!

The world wide web continues to make our world “smaller” yet. An east coast drag racer recently garnered a bit more attention than he would have liked when he advertised a “Matty Box” for sale on E-Bay. Nicknamed for its inventor and seller, the Matty box is essentially a downtrack timer.

This particular racer posted this item for auction on E-Bay and, in what could only be considered a less than brilliant move, used his NHRA car number and class designation as his E-Bay identification. A well-known drag race photographer identified the seller and even offered up a link to this guy’s personal web site. The device, Item#7936615886, normally retails for around \$1,500.00, but went to the highest bidder for only \$260.55.

You may remember that Matty boxes were thrust into the lime-light several years ago when a list of twelve racers, nicknamed the “dirty dozen” were allegedly caught using the devices during competition and were indefinitely suspended from competition. Actually called the “Race Analyzer,” the electronic box is a data collection unit which can display real time downtrack data directly to the driver, a direct violation of both the NHRA and IHRA rule books.

LANE AUTOMOTIVE/EDEL BROCK RETURN AS MID MICHIGAN SPONSORS

Lane Automotive and Edelbrock will once again sponsor the ET Bracket drag racing series at Mid Michigan Motorplex for 2005, with cash awards posted for the top finishers in Super Pro, Pro and Street categories.

One of the Midwest’s premier drag racing facilities, the Motorplex will again divide the season into two separate points series, with each spanning half the season. Overall winners will be determined by total season points. Top points finishers from both the first and second halves will be eligible to compete as part of the Motorplex’s All Star team at the NHRA Division 3 Bracket Finals in Indianapolis on September 17-18. They will also compete at the Lane Automotive/Edelbrock Michigan Bracket Finals, on October 1-2. All racers must sign up and pay a fee to be eligible for Lane Automotive/Edelbrock points.

New Compulink LED Christmas tree lights will be in place when the Motorplex opens for the 2005 season on Saturday, April 16 with an 11am to 5pm test session. The first Lane Automotive/Edelbrock points event is slated for Sunday, May 1. Please check the Mid Michigan Motorplex web site at www.midmichmotorplex.com for more information.

MID MICHIGAN ANNUAL AWARDS BANQUET SLATED FOR JANUARY 29

The Mid Michigan Motorplex announced that their annual awards banquet will be held Saturday, January 29, 2005 at the Comfort Inn and Banquet Center in Alma, Michigan. Awards will be presented to contestants of the Lane Automotive/Edelbrock ET Bracket points series, DTS Street Tire Shootout Series and the Junior Dragster Points Series.

A social hour will kick-off the evening events at 6-7pm. Dinner will be served at 7pm with the awards and music to follow.

2004 Mid Michigan Motorplex Lane Automotive/Edelbrock Final Points Standings First Half (Ending June 29, 2004)

<i>Driver</i>	<i>Points</i>
Super Pro	
David Ruehs	210
Joe Bauman	201
Mark Lalonde	191
Galdeen Racing Team	191
Pro	
Jim Edlin, Jr.	292
Jeff Simon	260
Stanton Racing	260
Fred Overkamp	250
Street	
Randy Brace	282
Jim Edlin	282
Jake Vangelder.....	260
Bill Ringo	241

Second Half (Ending September 13, 2004)

<i>Driver</i>	<i>Points</i>
Super Pro	
Ron Lakies	382
Mark Lalonde	330
David Ruehs	322
Howard Jameson	320
Pro	
Russ Briggs	482
Mike Nitzsche.....	433
Ben Labo	420
Larry Noble	392
Street	
Jason Kieffer	453
Jake Vangelder.....	442
Randy Brace	431
Jim Edlin.....	382



**BB Chevy
502 Cu. In./450 Horsepower
H.O. Crate Engine
GMP12568778**

The 502 HO is the best power to dollar value Big Block Chevy. It produces 450 horsepower and 550 ft. lbs. of torque on pump premium. Long block has an 8.75:1 compression ratio and incorporates a forged steel crankshaft, forged pistons, hydraulic roller camshaft, cast iron rectangular port cylinder heads and aluminum dual plane intake manifold. Carburetor, distributor and exhaust manifolds are not included. Engine should only be used in older, pre-emissions street vehicles.



**BB Chevy
454 Cu. In./425 Horsepower
H.O. Crate Engine
GMP12568774**

A tremendous value. High performance Big Block Chevy long block assembly includes a forged steel crankshaft, forged pistons, hydraulic roller camshaft, cast iron rectangular port, open chamber cylinder heads and aluminum dual plane intake manifold. The modest 8.75:1 compression ratio allows the engine to run well on unleaded premium fuel. Carburetor, distributor and exhaust manifolds are not included. Engine should only be used in older, pre-emissions street vehicles.



**SB Chevy
350 Cu. In./355 Horsepower
ZZ4 Street/Race Engine
GMP24502609**

Aluminum headed Small Block Chevy is ideal for street or mild race applications. Long block assembly includes a forged steel crankshaft, high silicon pistons, hydraulic roller camshaft, angle plug cylinder heads, aluminum dual plane intake manifold, flexplate, water pump and high performance HEI distributor. Engine does not include carburetor and exhaust manifolds. Engine should only be used in older, pre-emissions street vehicles.



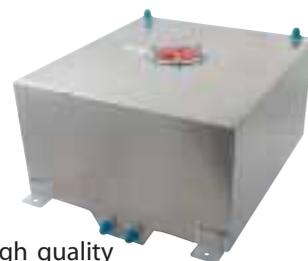
**SB Chevy 350 Cu. In.
ZZ4 Partial Short Block
Assembly
GMP12561723**

Partial short block assembly replacement for all ZZZ through ZZ4 crate engines. Includes crankshaft, LT-1 design pistons and connecting rods. Camshaft, timing chain and gears, front cover, oil pan, oil pump, balancer and flexplate not included.



**Aluminum Fuel Cells
for Drag and Street**

Rodders have come to expect high quality materials and craftsmanship from JAZ and the new JAZ Aluminum Fuel Cells live up to those expectations. Available in a variety of sizes and capacities, ranging from 3 gallons to 20 gallons, there are even a pair of cells, one 15 and one 20 gallon, that include electric GM style senders for fuel gauges.



SSI-Series Intake Manifolds

Owners of 1986-93 5.0L Mustangs; 1997-current Corvettes, Camaros, Firebirds and GTO's; and 1.8L Hondas can step up to the BBK SSI-Series Performance Intake Manifolds and realize gains of up to 20 horsepower thanks to improved flow and high-flow fuel rails.

The BBK Mustang packages include lower and upper intake manifolds and high-flow fuel rails and are available to accept stock throttle body or BBK's 70mm performance throttle body. The LS-1 GM kits include CNC-machined, titanium power-coated intake and choice of standard 85mm openings or individual BBK 80mm throttle bodies and factory style O-ring gaskets. Honda owners will appreciate the economically feasible performance intake for the 1.8L engine. Titanium powder-coated and machined for a factory fit and the standard throttle opening is 70mm.



Superchips
automotive tuning



Max Microtuner... "diesel fitter"

Anyone who has spent a great deal of time around diesels will tell you that those rumbling engines are extremely durable, economical, and have potential to produce lots of power. With indestructible bottom ends, and compression ratios somewhere in the upper stratosphere, it's no wonder that serious light truck manufacturers have embraced smaller cubic inch diesel engines.

The engineers at Superchips recognized that the same characteristics that make diesels so desirable as workhorses also make them receptive to performance hop-ups. Enter the Superchips Microtuner, a handheld tuning device that can increase the power output of diesel, as well as gasoline engines. Superchips' Microtuner can increase the horsepower and torque of gasoline engines - in trucks, and even some cars - by as much as 10% and 13% respectively, but it's the power increase that it can ladle out to diesels that really impresses us. Would you believe an additional 150 horsepower and over 225 ft./lbs. of torque?

Superchips Microtuners are currently in stock for 2001-04 6.6L GM Duramax Diesels, 1994-04 6.0 and 7.3L Ford Power Stroke Diesels, and 1998-1/2-02 5.9L Dodge Cummins Diesels and all of these promise the outstanding power increases. Oh yeah, ...Superchips makes Microtuners to spiff up gassers like 1999-04 General Motors trucks and LS1 and LS6 Camaros, Trans Ams and Corvettes; Ford V6 and V8 trucks and 4.6L Crown Victorias, Marauders and Mustangs; and Dodge V6 and V8 trucks, too.



Air In. Power Out.
S&B Air Filters

Diesel Intake Kits and Replacement Filters



Promising 10% more

horsepower for diesel pickups, the S&B Diesel Intake Kit includes a conical filter element with more surface area than a stock element and an intake tube with less restriction. Bringing it all together effectively is a cross-link plastic air box which pulls air from the fender area and isolates the filter from the heat of the engine compartment.

S&B hasn't forgotten the stock air intake systems on new diesel pickups, and their new stock type replacement elements are comprised of eight layers of premium cotton gauze and a proprietary oil formula guaranteed to 99.5% efficient while still lowering the restriction level by 20%. Tested to ISO 5011 air filter standards, each element includes a certificate verifying test results.



Detroit Truetrac and the Detroit Locker CTR

The Detroit Truetrac's proven helical gear design eliminates wearable parts like friction plates, cones and springs for maintenance-free traction. Power transfer is so smooth, it literally goes unnoticed making it the perfect low price, effective street traction problem solver.

Both the Detroit Locker and the Detroit Truetrac are available for Chrysler 8-3/4", GM 8-7/8" (12-bolt car), and Ford 8.8" and 9" rear ends.

Made exclusively for circle track racing, the Detroit Locker CTR (Circle Track Racing) is available for 9" and quick change rear ends (Frankland, Winters, Halibrand, Richmond, etc.). It will deliver 100% traction to the left rear wheel while keeping differential action at the right rear. Racers using the CTR can stay on the gas longer, enter turns more deeply and then get back on the gas earlier and come out of the turns stronger. Under racing conditions, this can be a huge advantage.



ICS Titan Head Gaskets

SCE has come up with what they feel is the perfect solution to the age old problem of combustion leakage between the layers of multiple layer steel head gaskets. Their new ICS (Internal Combustion Seals) line of head gaskets for performance engines uses primary seals made of wire and specially designed upper and lower flanges that interlock to effectively form secondary seals to block the lateral flow of combustion gases.



Rdigs Pit Boots

Comfort, safety and resistance to abrasion and slippage sounds to us like a recipe for the perfect pit boot. The folks at Ringers Gloves share our feelings. Rdigs with Hypergrip high performance outer soles stand up to prolonged walking and standing and maintain superior traction all surfaces. Double reinforced toe areas, rear heelboxes and molded Coolmax insoles are other features. Order Rdigs in sizes 6 through 13 and half-sizes from 8-1/2 to 11-1/2.



WINTER 2005

5

NEW PRODUCTS

We're Back!

I've been trying to reconnect with where we left off when it was decided to rehab the Racing and Rodding newsletter, and I kind of feel like someone who has just returned after a trip in Mr. Peabody's Wayback Machine. When we last met through this bi-monthly epistle, we had just concluded the 16th annual Lane Automotive Car Show, where 800+ vehicles showed up to help us celebrate our 40th anniversary in grand style. Noisefest IV generated a whole bunch of noise at the show, at the same time acquainting show attendees with the wonders of nitromethane and alcohol, 1960's style. Record numbers of potential new customers visited our showroom for the first time during the show, bringing their hot rods, race cars and modified cars and trucks from a four state area and parts of Canada, all of which fall within a 250-mile radius of Watervliet. (By the way, the long awaited color poster of the 2004 show is included with this issue.)

From the show on into summer it seemed like there was some auto related event just about every weekend. June squeezed in several events between its boundaries with the NHRA Route 66 Nationals in Joliet, the annual Goodguys Indy Happening in Indianapolis, the 2nd Annual National Hot Rod Reunion in Bowling Green, Kentucky and the Eyes On Design Show in Grosse Pointe, Michigan. The latter featured restored vintage race cars from every racing arena including drag, circle track, Indy car, Bonneville and road race and, all in all, was a very interesting event. Between the Indy Goodguys and the Hot Rod Reunion we managed a 2,800 mile round trip to Savannah, Georgia, by way of Indy and Bowling Green, in the old Dodge wagon. The Dodge also performed push car duties for the Swamp Fox fuel dragster at Joliet and at Bowling Green. (The interior still smells of nitro!)

July was a bit more laid back, with only one trip on the calendar; the I-80 Truckstop's 25th Anniversary celebration in Walcott, Iowa. I chose to sit out the rest of the month of July, staying home to rest up for shows - car, truck and tractor - in August and September. Summer seemed to go by quickly and fall was here before we knew it. I am more convinced than ever that if we chose to do so, we could drive to at least two different car events, all within a hundred miles, every weekend, and likely have to forego another half dozen that were not much farther away. Do you think that maybe the old car hobby is getting stronger? Seems like it, doesn't it?

Regarding this newsletter, you have likely noticed some differences. Most notable among these is the addition of full color. No more black, white and blue. Another big change is the absence of product advertisements along the bottom halves of several pages. We have chosen to expand new product information instead of running ads. Perhaps the biggest change is the transition from bi-monthly to quarterly status. The Racing and Rodding News will be sent out every three months now. From a text standpoint, there will be almost exactly the same amount of

information in four issues that used to appear in six issues because of the elimination of ads. We will still provide a front page dedicated to interesting hot rodding endeavors that we run across - like this month's article on the restored Chi-Town Hustler funny car campaigned at vintage funny car events by Troy Martin and brought to our attention by longtime friend and customer, Perry Shepherd. Future issues will deal with some outrageous hot rod projects, including a 426 Hemi-powered motorcycle!

One last thought before sign-off. There has been a whole proliferation of hot rod inspired TV shows that have come on the scene since the last Racing and Rodding. While they are cleverly done and vastly entertaining, please don't ever get the idea that these programs typify what real hot rodding is all about. If you need a more correct example, check out those guys snuggled into that pert "T" track roadster at the top of this page. That's none other than Gary Sanders and his son, cruising the field at the Goodguys Columbus get-together last summer. Gary's very traditional little track-T, powered by a miniscule Ford V8-60 flathead, is a completely home-built, garage project and it's doing just what Gary intended it to do: providing good, hearty hot rod fun. (This same car spent last winter on display in our office lobby and many visitors to our place got to see it up close.) Until next time, keep hot rodding alive! **R&R**



Beautiful "Deuce" three-window (above) and equally nice '40 Ford Deluxe coupe (below) have seen duty at Bonneville and were among cars displayed at "Eyes On Design" last summer.





Lane Automotive Cruise-In and Car Show, May 27 & 28, 2005



Join us for the 17th Annual Lane Automotive Cruise-In and Car Show May 27-28, 2005. Cruisers are invited to drive out Friday night for live music, great food concessions and hundreds of cars. On Saturday, the cars will be hot (last year we had over 800!), the drinks cold, and the DJ will be spinning all our favorite tunes, vying for "air time" with the 5th Annual "Noisefest" where we will invite any and all hot rods to fire up their engines. There will be guided tours of our office/warehouse complex on Saturday. We'll have some other surprises in store for show participants and attendees as well. The showroom will have some fantastic savings on many popular items for hot rods, street machines, sport compacts and trucks. For further information, call John McLellan at (269) 463-0202 or visit our web site at www.laneautomotive.com. Fill out this form, and drop it in the mail, or register by e-mail at jmclellan@laneautomotive.com. Register now! Remember, both events are FREE! *R&R*

2005 LANE AUTOMOTIVE CAR SHOW REGISTRATION

NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP CODE _____

HOME PHONE: _____ WORK PHONE: _____

CAR YEAR: _____

CAR MAKE: _____

CAR MODEL: _____

**DON'T MISS OUT ON ALL THE FUN,
SIGN UP NOW!**

Mail to Lane Automotive,
ATTN: John McLellan 8300 Lane Drive, Watervliet, MI 49098



HOT ROD
MAGAZINE

ExactDetail REPLICAS

CAR CRAFT



Part No. 222 - Yellow
1967 Crusher Camaro
(Hot Rod Magazine)
\$99.95



Part No. 604 - Yellow
1970 Hard Top
"Cheap Street" Chevelle
(Car Craft Magazine)
\$119.95

**STRAIGHT FROM THE PAGES OF
HOT ROD, CAR CRAFT AND
CHEVY HIGH PERFORMANCE.
MAKE THE CARS YOU'VE READ
ABOUT A PART OF YOUR
COLLECTION!**

CHEVY
HIGH PERFORMANCE

CAR CRAFT



Part No. 507 - Gunmetal Blue
1965 Malibu
(Chevy High Performance)
\$119.95



Part No. 406 - Yellow
1967 Car Craft
(Car Craft Magazine)
\$109.95

**MANUFACTURERS OF
HIGH FEATURE 1:18 SCALE
DIE CAST REPLICAS**

www.exactdetail.com • info@exactdetail.com • Phone: 269.463.4113 • Toll Free: 800.463.2682



8300 Lane Drive Watervliet, MI 49098

Phone 269.463.LANE • Toll Free 800.772.5266 • Fax 800.772.2618