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Lane Automotive  
Cruise-In & Car Show  
May 27 & 28  
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Information

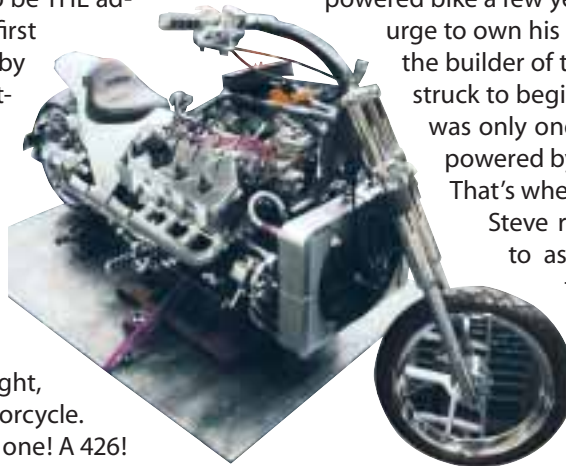
# S P R I N G 2 0 0 5

## Is That a Hemi Motorcycle?

"Ya got a Hemi in there?" This has to be THE advertising catch phrase of the twenty-first century. This question was first posed by a ne'er do well named Eddie, riding shotgun in his buddy's raggedy Duster in that Dodge truck commercial. We've all seen it at least a thousand times. Now, picture this, if you will. The traffic light has just turned red. Same Duster. Same passengers. Instead of pulling alongside the clean-cut dude in the Hemi pickup, they pull up next to another clean-cut dude, Steve Wright, astride a 426 Hemi-powered motorcycle. Hemi? You heard right! Yep, that's the one! A 426! The all-time Top Fuel, Top Funny Car, Top Stock favorite! In a motorcycle! The guys in the Duster are speechless. No "...got a Hemi in there?" queries this time. No new, catchy phrases either. The question doesn't need to be asked, the answer is just so darn obvious! If those huge, polished cast aluminum hemi valve covers weren't a dead giveaway, the dragster style "zoomies" would cinch it for sure. Let's delay that impending green light for just a few moments so we can take a closer look at this amazing bike.

We've seen 426 Hemis in just about every car imaginable, and we've also seen various V8 powered bikes, harking all the way back to E.J. Potter's "Bloody Mary" Corvette powered Harley. And, there are several modern motorcycles out there with small and big block Chevys. There has never been a 426 Hemi motorcycle, however, and that fact did not escape Mr. Wright's notice.

After taking a demo ride on a Chevy



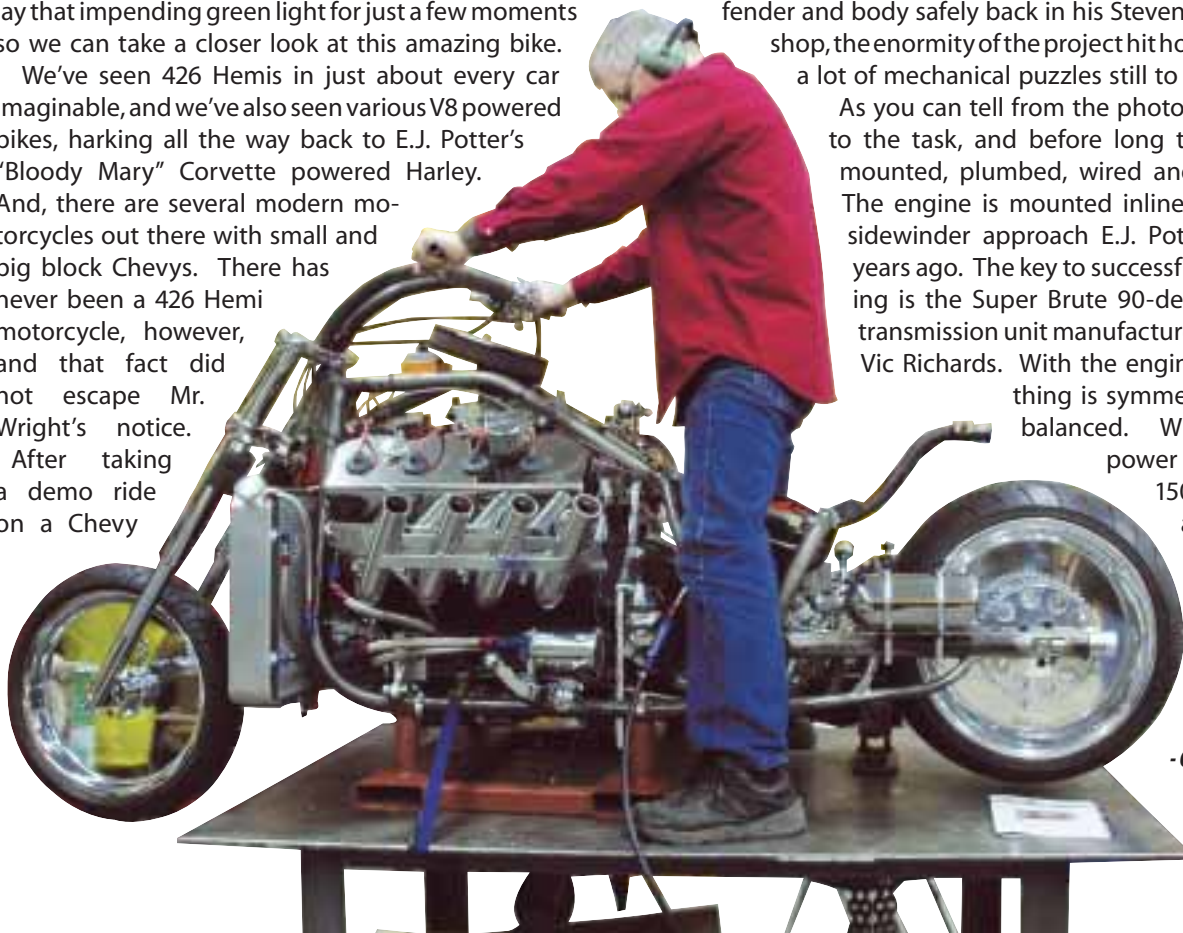
powered bike a few years back, Steve was bitten by the urge to own his own V8 "road hog." He contacted the builder of the bike he tested, and a deal was struck to begin construction on his bike. There was only one stipulation. The bike was to be powered by something that no one else had. That's when the Hemi came into the picture.

Steve rounded up the pieces and parts to assemble the 426 with help from the folks at Muscle Motors in Lansing, Michigan, and then sent the engine on to Oklahoma so the chromemoly frame could be built around it. Everything was progressing well...until Steve got word that the builder was experiencing some severe

financial difficulties, and that there was a good chance he would soon be foreclosed. Sparing no time to worry or fret, Steve struck out for Oklahoma. Once there, he loaded up everything and hit the road back to Michigan. With the nearly completed frame, engine, and the makings of a fiberglass rear fender and body safely back in his Stevensville, Michigan shop, the enormity of the project hit home. There were a lot of mechanical puzzles still to be worked out.

As you can tell from the photos, Steve was up to the task, and before long the engine was mounted, plumbed, wired and ready to fire. The engine is mounted inline instead of the sidewinder approach E.J. Potter used many years ago. The key to successful inline mounting is the Super Brute 90-degree automatic transmission unit manufactured in Canada by Vic Richards. With the engine inline, everything is symmetrical and well-

balanced. With 600 horsepower on tap (and a 150 horse nitrous assist onboard if 600 is not enough), balance is very important. Steve pointed



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# Motorsports News

## Allstar Performance To Back Drag News All-Star Tour



Drag News Magazine recently announced that Allstar Performance will back the 2005 All-Star Drag Racing

Tour as the presenting sponsor. The Bracket All-Star Tour has 17 races scheduled for the season with the first event slated for March 19 at Atlanta Dragway in Commerce, Ga. Stops are also scheduled at many other popular tracks across the country including San Antonio Raceway, Milan Dragway, the Mid-Michigan Motorplex, Cordova Dragway Park, National Trail Raceway and Maryland International Raceway. Allstar Performance Specialty Parts and Equipment offers a

complete product line including specialized chassis brackets, brake kits and the latest shop and pit equipment. "It is an interesting combination between the All-Star Tour and Allstar Performance," commented Laurie Silvey, the All-Star Tour Event Director. "We are looking forward to displaying the Allstar line of products and their extensive catalog at all of our stops this summer with the Drag News display Freightliner."

The All-Star Tour has become popular with racers from the local participating tracks as well as racers who mix racing with travel and follow the event tour. The series culminates with the popular Super Bowl of Drag Racing at Indianapolis Raceway Park in Clermont, Ind. on October 1-2. For the complete schedule and more tour information visit [www.dragnews.com](http://www.dragnews.com). **R&R**

## Lane Automotive and Edelbrock To Sponsor Bracket Racing Series at US-131 Motorsports Park

Lane Automotive and Edelbrock have announced that they will sponsor the weekly, Saturday night bracket racing series at US-131 Motorsports Park in Martin, Mich., according to Stephanie Peterson, Marketing Director at US-131. The 14-race points series, which begins Saturday, April 23 and concludes September 17, includes four classes: Auto Value/Bumper to Bumper Top E.T., Berger Modified, Street, Motorcycle/Snowmobile and Jr. Dragster, all to be run at designated events. Racers in Top E.T. and Modified will be competing for a purse of \$1,200.00, Street competitors will run for \$250.00, while Motorcycle racers will compete for a purse of \$200.00. New for 2005 at US-131 are classes for Beginner (7-11 year-olds) and Advanced (12-17 year-olds) Jr. Dragsters, which will both compete for \$200.00 in U.S. Savings Bonds. **R&R**

## Lane Automotive Backs 2nd Annual Big Money Bracket Race

For the second consecutive year Lane Automotive will join with Crane Cams to sponsor the U.S. 131 "Big Money Bracket Race", slated for May 21-22, 2005. The special race has a \$5,000.00 payout to the winners in Top E.T. and Modified on both Saturday and Sunday. Racers in either Top E.T. or Modified can enter both days for \$195.00 or race just a single day for \$125.00. Buy backs will be offered in both classes after the first round only for \$50.00. A "Second Chance Race", requiring an additional \$40.00 entry fee will also be held both days with \$1,000.00 going to the winner of each class.

Located just off US-131 at exit 55, US-131 Motorsports Park has been a legendary dragstrip since opening in 1962. For more information on the "Big Money Bracket Race" or the Lane Automotive Bracket Racing Series, please visit [www.us131motorsportspark.com](http://www.us131motorsportspark.com). **R&R**

MOTORSPORTS NEWS DRAG

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# Motorsports News

## Earl Pearson Named Driver of the Year

Allstar Performance sponsored driver, Earl Pearson Jr., was named the inaugural RPM News Driver of the Year for 2004. Pearson, who pilots the Lucas Oil, Dunn-Benson Ford Motorsports Team Taurus, was the Stacker 2 National Champion in 2004. The RPM award is given to the top dirt late model driver based on accomplishments and achievements of the previous year and who has risen to the top of their profession. The RPM News Driver of the Year Award will be given to the top dirt late model driver each year at the National Dirt Late Model Hall of Fame Induction Ceremonies held during the annual North-South 100 race weekend at Florence (KY) Speedway. Earl will be presented an award at the ceremonies and a trophy will be placed in the Hall of Fame with an engraved plate attached highlighting Earl's accomplishment. The trophy will remain in the National Dirt Late Model Hall of Fame building at the Florence Speedway. **R&R**



## Lane Automotive Heat Race Challenge Returns In 2005

The Lane Automotive Heat Race Challenge will return for its ninth year in 2005. The Challenge, which has been contested at tracks in Michigan and Indiana, will return to Berlin (MI) Raceway, Galesburg (MI) Speedway and make a first-ever appearance at the refurbished Angola (IN) Motor Speedway. Lane Automotive and Royal Purple Synthetic Lubricants will team up to present the Galesburg event on June 4 along with the series' initial appearance at Angola on June 18. Holley will join Lane for a July 9 Challenge at Berlin. Check out [www.laneautomotive.com](http://www.laneautomotive.com) for further announcements concerning the Challenge Series.

The Heat Race Challenge, an innovative program developed in-house at Lane Automotive, gives all drivers a chance to shine. Winners of all heat races contested on challenge nights receive special hats for themselves along with apparel for their team members. \$100 manufacturer's product certificates redeemable at Lane Automotive are also part of the winner's package as well as other racing related products. Winning drivers will be featured in ads placed in the Marc Times Racing News and Michigan Racing Scene. Lane Automotive newsletters and websites will also highlight Challenge winners. The Challenge has proven to be very popular, with drivers going all-out to win heat races that are normally non-competitive warm-up events. To view photos of last year's winners from Berlin, visit [www.laneautomotive.com](http://www.laneautomotive.com) and view the images file. **R&R**



# New Products



## Flex-a-lite 180 Black Magic X-treme Electric Fan

Flex-a-lite recently unveiled its largest, most powerful single fan, the Black Magic X-treme. With a 16" curved blade housed in a rigid nylon shroud, the X-treme provides 45% more surface coverage area than any other fan in the Black Magic line. The fan requires a 21-1/2" x 17-1/2" x 4-3/16" mounting area and should work well in larger vehicles. The fan includes mounting brackets, adjustable thermostat, air conditioning relay, manual switch and instructions. **R&R**



## Howe Racing Enterprises Stealth HD Steering Quickener

A multiple gear system with increased tooth contact in Howe's Stealth HD Steering Quickener dramatically improves durability and performance. Unique inline input and output shaft arrangement reduces friction and gear load. The spline diameter and tooth count is .735"-36. The entire unit is only 2-3/4" in diameter, weighs just two pounds and has a 2 to 1 reduction ratio. **R&R**



## Carter Billet Mechanical Racing Fuel Pump

Carter has hit a home run with this really handsome, CNC-machined aluminum high output pump that works equally well in circle track or drag racing. It's a three-valve pump with reinforced diaphragms, heat treated, channeled levers and large inlet and outlet fittings -18AN and -10AN respectively. Pumps are offered for small and big block Chevys and small block Ford and in versions for alcohol and gasoline. The gasoline pumps deliver 175 gallons per hour at 6.5 to 8 PSI and the alcohol unit can pump 225 gallons per hour at 8.1-9 PSI. **R&R**



## K-B Carburetors

The hottest carburetors in use by competitive dirt late model racers like Kris Patterson and Jeep Van Wormer are those prepared by K-B. Based on Holley HP series main bodies, K-B competition preps them with billet base plates and metering blocks, and then powdercoats the main bodies and float bowls in bright red. Carbs have adjustable and replaceable emulsion bleeds in the metering blocks and are available for use with gasoline or alcohol. **R&R**



## Tiger Rear Ends

In the past, any attempts to reduce power losses in quick change rear ends resulted in a compromise where durability was concerned. Tiger uses the latest "low drag" technology to reduce frictional power loss without affecting durability and longevity. Low drag technology involves a highly specialized process called EDM (Electrical Discharge Machining) to remove material from a part in such a manner that strength is not affected. After EDM, the ring and pinion gears are surfaced finished with a two-step chemical/mechanical process called REM isotropic finishing. Tiger Quick Changes include magnesium centers, aluminum, six-rib bells, low drag, angular contact pinion bearings and heavy duty aluminum rear covers with bearings. Tubes must be ordered separately. **R&R**



## Aeromotive Float Bowl Sensor

Race cars already using data acquisition systems can further benefit from that technology with Aeromotive's innovative new Float Bowl Sensor (AFS16304) which is compatible with data systems from Auto Meter, Edelbrock and others. Fuel bowl volume can be monitored at all times and the sensor does not interfere with the float, nor does it affect bowl volume. Installation is easy and requires no drilling or tapping. The Aeromotive Float Bowl Sensor won the SEMA Best New Product of the Year Award at the 2004 SEMA Show. **R&R**

NEW PRODUCTS

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# New Products



## Painless Performance Perfect Engine Management System



It's been nearly twenty years since any V8 powered GM vehicle left the factory with a carburetor (a what?). We would guess that more and more GM oriented street rods, customs, street machines and older trucks being restored and/or modified today are receiving tuned port engine transplants. And our guess would be right on. The only problem that exists with these swaps, and it is a BIG one, is that the TPI swaps don't work very well unless they are privy to costly and complicated factory ECMs. Previous efforts to circumvent this

problem have had varying degrees of success...if you consider success a rod that idles fine, but will not smooth out again until the car reaches seventy-five miles per hour...or idles rough as all get out until it reaches about 3,200 RPM and then it wants to cut out altogether...or it won't start at all. A lot of potential TPI swaps have been converted back to carburetors because of this dilemma (and there are still clouds of profanity wafting through open air in neighborhoods populated by impatient hot rodders). Now Painless has the answer in their Perfect Engine Management System (PWI65104) which can tame a GM TPI without breaking the bank, or causing insanity. Dyno-tested to deliver maximum horsepower, torque and fuel economy, the Painless ECM just needs to be mounted in a convenient location, connected and that's it. What's everybody waiting for? Let's get that tuned port TUNED IN! **R&R**



It's been a little over thirty years since Ed Moss built his first reproduction Ford Model A frame. The new frame was welcomed by hot rodders who, at that time, could buy excellent fiberglass Model A roadster bodies from several sources, but were forced to mount them on weak-kneed original frames. The popularity and high quality of that first Model A frame launched a company, Total Cost Involved. Today, the company boasts a 27,000 square foot manufacturing facility in Ontario, California that turns out frames, front and rear suspensions, brake kits, engine and transmission mounts, springs and shocks for 1928-48 Ford passenger cars, 1928-56 Ford pickups, 1934-57 Chevrolet passenger cars, 1937-59 Chevrolet/gmc pickups, and 1962-67 Chevrolet Novas.

Perhaps one of the best aspects of the Total Cost Involved line of quality frames and accessories is the wide variety of options available for any given frame. For example, a Model A frame can be ordered completely stock, or with mounts and brackets to accommodate coil-overs and Jaguar or Corvette independent rear suspensions. Further options available on the Model A frame include raised and narrowed rails, body mounts and hood latch brackets, Panhard bars and equal length parallel bars. Remember, that's just for the Model A! The list of options for the remaining Fords and Chevs is even more impressive.

A trip through Total Cost Involved's latest catalog will reveal that other than wheels, tires and drivetrain, a complete ready to roll chassis can be ordered. What does this mean for the average rod builder? For openers, the fact that Total Cost Involved frames can be ordered with well-designed disc brake kits, stainless steel brake lines and hoses, and rubber or urethane motor and transmission mounts speaks well of the company's dedication to building and providing a very safe product. Safety considerations taken by a manufacturer result in confidence on the part of the builder and/or driver of the car using their components. At seventy miles per hour, in rush hour traffic, the rodder driving a car or truck based upon a Total Cost Involved chassis can rest assured that he is riding on the best. **R&R**

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NEW PRODUCTS

# Rodding Journal

## A Rat Rod, By Any Other Name Might Just Be A Hot Rod

The 2005 Detroit Autorama is now a part of history. It was, as it is every year, a feast for sore hot rodding eyes. Chevy, Mopar, Ford, AMC, drag cars, circle track cars, monster trucks, street rods, street machines...you name it and it was there. And, that was just on the first floor. It was a fairly well-kept secret, but this year the show spilled over to a second level of the Cobo Arena. A short trip down the escalator delivered us to a subterranean world of fascinating sport compacts and "rat rods." The compacts have been a big part of the show for several years now, but this was the first year that a section was devoted strictly to the rat rod contingent. We'd never seen this many rat rods in one place and we spent a fair amount of time studying them. They were an interesting bunch to say the least. Definitely worth taking a longer look.

Someone recently coined a definition of rat rodding worth repeating. This hot rod philosopher said four things were necessary to create a rat rod: an active imagination, a lack of money, a pile of usable parts, and a desire to have a cool ride. My first thought was that this pretty much described the group I hung around with 40 years ago, too. In fact, most of the rat rods at the show looked an awful lot like the first hot rod I ever worked on back in the early sixties. In 1964 I helped a buddy assemble a backyard hot rod based on a chopped Model A coupe, rust-free and complete with pleated naugahyde door panels. It set him back a whole ten bucks. The body was mounted on a free '31 Chevy frame and the entire running gear was gleaned from a '55 DeSoto purchased for \$50.00. The front axle came from a late forties Dodge pickup with a bolt pattern that matched that of the DeSoto rear, allowing us to mount the four Atlas Bucron wide whites that came with the old DeSoto. The hemi (the one that ran in the oak tree) eventually sported an ancient Offy four deuce intake with Stromberg 97's and chrome valve covers, both obtained in trade for a tired 265 inch Chevy. The seat was a cut down bench from a '46 Chrysler and paint came from the local hardware in the form of seven rattle cans of mouse gray primer. For a total outlay of less than four hundred bucks, the car was driveable.

We called it a hot rod. It was a hot rod. It was similar to a lot of other hot rods running around back then. Functional, fast, but not very pretty. Primer was an interim alternative to real paint, and all of us hoped that someday the dull look would give way to hand-rubbed, glossy paint jobs. Paint was not a big priority, and the lack of same certainly did not detract from the hot rod's appeal. (Many hot rod traditionalists have contended for years that the end of the true hot rod came about when red lacquer was invented.) With the return of this style of rod, the appeal is still there...and so are the enthusiasts.

Reports from around the area confirm that the rat rod movement has arrived here. We've heard of at least two rat rod trucks going together, a '45 Chevy and a '34 Ford, as well



as a Model A sedan with an early Olds V8 and three carburetors. Other signs that rat rod development is picking up include renewed searches for old "nailhead" Buick engines, Ford flathead V8 speed equipment and old car and truck bodies from the late teens through the mid-forties. It's neat to see many previously cast off bodies that would have otherwise been scrapped finding a new lease on life. It's even neater to NOT see hundreds of pounds of newly machined aluminum, rubber band tires and electronic gadgets galore gracing the hot rod. The biggest concern I have is that stuff that was dirt cheap in '64 is now very expensive. Rat rods at the Autorama were sporting blower and multiple carb setups that now bring huge dollars at swap meets and even on ebay. I've seen skeezy six and eight deuce intake and carb setups for Pontiacs, Chevy small blocks and early Oldsmobiles listed for better than \$850.00. Comparable setups for early hemis go for over a grand. If a guy already has this stuff piled in his garage, building a rat rod can be very inexpensive. However, if these pieces have to be sought out and bartered for, the rat rodder better be prepared to shell out lots of "long green" to acquire them. There goes the cheap aspect.

My only other concern after looking at some of these cars is the safety factor. It's one thing to purposely build a car to look like it's raggedy; quite another to build one that really is raggedy. If there's a blown nailhead or hemi in the engine bay - aged though they may be - they'll kick out massive horsepower and try their darnedest to tear an old frame or body apart. Keep them safe...and ugly. **R&R**



*Low riding '34 Ford rat rod truck was one of many at 2005 Detroit Autorama*



# What's New at Lane Automotive

## Is That A Hemi Motorcycle? *(Continued From Page 1)*

out that the transmission's centerline is exactly the same as the pivot point for the coil-over suspended rear framework which means that no matter how much the rear end squats under power, the spatial relationship of the dual front and rear sprockets will remain the same, and the chain and teeth will never be in either a binding or slack position.

As we spent the morning listening to Steve explain the Milodon oiling system, the dual electric water pumps and the mounting of the aluminum radiator and Harley style fuel tanks, the bike project actually started to sound very rational. The 1,150 plus lb. bike has the weight placed low in relation to the front-to-rear centerline. The iron engine has aluminum cylinder heads and intake manifold up top to lighten the weight above the line and keep the majority of the bulk below. Much to our delight, Steve fired this beast up while we were there. The individual baffles, one per each zoomie pipe, muffled the noise somewhat...about like being twenty feet or so away from a alcohol dragster when it fires. This machine will be quite a spectacle. We came away much more than just impressed with Steve's creation. His goal is to have the bike done for our car show.

Now we're back at the traffic light again. The light has just turned green, and Steve and the "Hemi-ride" have rocketed away from the guys in the Duster. Eddie has his power of speech back, and as the bike fades in the distance, he looks at his buddy and says, "S-w-e-e-e-t!" We'd have to agree.

R&R



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

### 2005 Lane Automotive Car Show Registration

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WHAT'S NEW AT LANE?

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