



The Parts You Need and the Service You Deserve!

Fall/Winter 2006

FEATURES:

The Spotlight.....	1	Circle Track Racing News.....	6,7
Rodding News.....	2	Rodding Journal.....	8,9
Drag Racing News.....	3	Manufacturer Spotlight.....	10
New Products.....	4	Lane Happenings.....	11
New Allstar Products.....	5	Lane Collectables.....	12

One Man's "Toy Box"

Men, especially those of the gear-head persuasion, never outgrow the need for a toy box. As the Tootsietoys and Tonkas of our childhood are gradually displaced by hot rods and race cars in our late youth on into adulthood, the love affair with wheeled things endures. So does the need for bigger and better toy boxes. The ultimate toy box, called a pole barn by many of the unenlightened, is simply the childhood toy box grown to the same proportions as the owner's love of gears and wheels. In our toy boxes, one can find the very essence of where our heads were forty or fifty years ago, and where they obviously still are to this day. We continue to steadfastly ignore the unsolicited advice that we can never return to our childhoods because we know full well that we never left them in the first place.



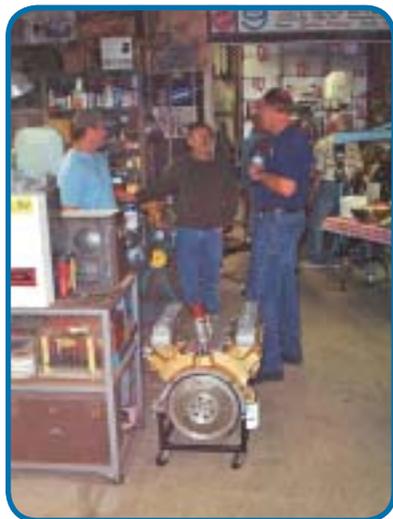
Bill (on left in photo) discusses his Kurtis roadster which is coming along nicely. With body panels by metalworking wizard, Jim Mann of Elkhart, Indiana and power by Bill's favorite, the Buick nailhead V8, the car is sure to be a winner.



Take one well used '47 Studebaker truck cab, add an early Chrysler hemi up front, mount a tank off an ancient orchard spray rig out back and the result is a striking "rat rod" dually with lots of attention getting potential.

superchargers and other exotica for a variety of vintage engines including one of Bill's favorites, the "nailhead" Buick.

Bill's other building, complete with a partial balcony, houses more of his collection and his machine shop business, Olive Machine, a topnotch prototype shop. More race car components, engines, tools and antique toys are strategically positioned around lathes, mills and other machine shop related equipment. It would take a week to view everything in the collection and do it justice.



Engine master, Ray Baker, on right, had just delivered the revamped 425-inch Buick V8 that will power Bill's Kurtis roadster. Two Edelbrock carburetors will feed the gas to the engine.

Bill Wiswedel of West Olive, Michigan has not one, but two toy boxes on his property. One building is totally devoted to his collection of race car memorabilia which includes everything from bits and pieces of old sprint and Indy car bodies to complete Indy race cars, sprinters and even a vintage front engine dragster, and all look like they just pulled into the pits for a quick visit. Lurking in the shadows beneath the shelves are old fuel injectors, intakes,



Party attendee Nick Hardie motored down to West Olive in this period perfect '34 Ford jalopy that, forty years earlier, would have looked right at home on one of the dirt tracks in the area.

After several years of invitations, we finally had the chance to visit the annual get-together that Bill hosts for all his gearhead friends and acquaintances. The party is a great place to renew old friendships and make new ones, all against a background comprised of some of the neatest old race cars, parts and the wildest hybrid street vehicles one could imagine. Rat rods to race cars, dragsters to V8 powered imports, there's something to ring every gearhead's bell. Check out the photos and we think you'll see what we mean **R&R**

Prepare to Celebrate the Deuce's 75th Birthday!

The recent addition of Brookville Body to our product line, including their beautifully rendered '32 Ford 3-window coupe, aroused a long dormant memory of the first "Deuce" 3-window I had ever seen. It was toward the end of the summer of 1959, and we were returning home from a Sunday afternoon picnic on Lake Huron. Even at age eleven I was ever vigilant for potential hot rod raw material lurking behind barns or in groves of scrub brush. As we passed through Harbor Beach, about 70 miles north of Port Huron, I spotted an interesting shape peeking through a gap in the wooden slat fence behind a Standard gas station. I pestered my dad until we circled the block so I could get a better look at this treasure. He grumbled a little, but I think his curiosity was aroused a bit, too. This was not the first time I had begged him to go back by some old car or truck I had spotted on one of our regular car trips.

Circling the block brought us up behind the station, and there, in a very raw state, was a deeply channeled, "Z"-framed '32 Ford 3-window coupe. It had raggedy slicks on the rear and two flat 6.00 x 16 tires up front, one pointing in each direction thanks to a missing tie rod. An early Oldsmobile V8 sat almost against the firewall and, because of the deep "Z" in the frame, the rusty chrome air cleaner towered above the top of the cowl. If missing front floor and pedals were any indication, this car had not been driven for a while. It did have seats, after a fashion, and they resembled the chairs from a chrome dinette. In fact, they WERE chairs from a chrome dinette set, minus the legs. The body itself was kind of rough. From the beltline up it was pretty straight and clean, but from that point to the bottom of the body, which sat about two inches from the ground, the doors and quarters were almost beyond saving. They were not rusty, but they were heavily dented and the rear fenderwells had been cut out for clearance using a "blue wrench." The rounded corners of the roof were adorned with Standard Red Crown decals. It was the neatest car I'd ever seen. My dad was not real impressed. Soon we drove on in silence.

This would not be my only sighting of this body. A second look came roughly 14 years later when, as a newly certified driver ed. instructor, I spotted the same body sitting in the weeds by an old barn. We were about five miles from where I'd first seen it. I recognized the faded Red Crown decals that were still in place. Not wanting to take my eyes off the youngster behind the wheel of the driver ed. car that particular day, I filed the sighting away for a future trip. Returning a few weeks later, I walked through weeds up to my armpits and finally stomped them down enough to see how the body had survived. Not well. It was now minus its frame and running gear. Someone had removed the

firewall and badly twisted the body while removing it from the frame, splitting the sheetmetal in the lower cowl area. I didn't see any hope for it then. This was 1973 and repair panels were just not available for the entire lower area of the body.

On a recent trip up to the area I drove down that road again, just for the heck of it. The old barn was still there, but the land had been cleared, and a new house sat just about where the body once resided. The old coupe had probably met the crusher long ago. The thought struck me that some of the 3-window rat rods I'd seen lately were not in much better shape than that body from years ago. What really floors me is that old Deuce was only 27 years old when I first saw it, and now, as 2007 approaches, we are planning to celebrate the 75th anniversary of the '32 Ford.

Seems like a lot of us have grown up (and old) right along with the '32 Ford. When I saw that body in 1959 I knew even then that it was rare, but I had absolutely no idea that someday we'd have the opportunity to buy a completely new one. Such is the nature of the hot rodding hobby. Fifty years ago, the supply of surviving '32 Fords was most likely adequate to meet the needs of the relatively small number of hot rodders and restorers. Today, that is not the case. The supply of original bodies has dwindled, for sure, but the number of rod builders demanding the bodies has increased hundredfold...no, better make that a thousandfold, and the '32 is still the top hot rod choice of novices and veterans alike. The time is right for a reproduced steel body.

ON A RELATED NOTE: Here's something to mull over as the snow piles up this winter. As special as the Deuce is, there were other cars built in '32 besides the Ford. We'd like to set aside a special car show area in May 2007, in addition to our 40th Anniversary Circle, specifically for all 1932 cars. They can be rodded or restored, cars or trucks, Ford, GM, Mopar or orphan, as long as they were designed, built and/or titled as 1932 models. Our goal is to have a significant number of 1932 vehicles on hand because anytime something or someone survives for 75 years it's cause for a celebration. We'll have more details in the Winter edition of Racing and Rodding. **R&R**



Drag Racing News

2006 Lane/Edelbrock Champs at Mid Michigan

When the noise subsided and the tire smoke cleared at Mid Michigan Motorplex, the 2006 Lane Automotive/Edelbrock Points Championship had been decided in grand style.

Bill Smith enjoyed a 122 point cushion atop the Super Pro Bracket standings with 743 points. His nearest competitor was Bauman Racing with 621 points, good for second place. Rounding out the Top 5 in Super Pro, the spread got much tighter with only thirty points separating third place from fifth place. Finishing third was Rob Gregory with 582 points, Mike Zedniczek with 560 and Rick Powell fifth with 552. The remainder of the Top Ten: 6th: Brad Mummy, 7th: Charlie Reynolds, 8th: Jim Johnson, 9th: Keith Helsel, 10th: Morris Racing.

2005 Pro Bracket Champion Dan Gorby repeated as the 2006 champ, amassing a whopping 852 points to outdistance Randy Whitaker, who was second with 812 points. Chris Roth finished third with 761 points; Bill Connors, fourth with 720 points and Greg Love, fifth with 715 points.

Jason Mikula did an outstanding job of dominating the Street ET Bracket category, gathering up a total of 1,126 points along the way. Jim Edlin, Jr. was close behind with 1,051 points to take second place honors. Third place went to Herb Bock with 881 points, fourth to Jake Vangelder with 632 points and fifth to Tom Lebtich with 630 points.

As always, we are pleased with the participation in the Lane Automotive/Edelbrock Points Series by the top notch racers at Mid Michigan Motorplex. It would be hard to find a more enthusiastic group of dedicated drag racers anywhere. **R&R**

MID MICHIGAN UPDATE:

As we were putting this issue together, we had a phone call from Mid Michigan owner, Mary Ledford, informing us that an extensive track resurfacing project was to begin October 25. The burn box/starting line area and the entire quarter mile track were scheduled to be repaved as a part of the project. **R&R**



Bill Smith, Super Pro Champ



Dan Gorby, Pro Bracket Champ



Jason Mikula, Street ET Champ

Bill Reichert Wins Top Alcohol Championship

When Bill Reichert, cinched the NHRA Top Alcohol World Championship in his Allstar-sponsored, injected nitro dragster we were elated. The championship that had eluded Bill for the last several years was his. It was the crowning achievement in a year that saw him win five divisional races (four in his home territory, Division III) and three national event titles. Bill shook off the discouraging effects of a second round red light in Gainesville and never looked back. In Houston he won a national event, then came to Indy and copped a Division III race. Two weeks later at Topeka, Kansas he scored another divisional win. Bill didn't reach the finals in the next two outings, but from July 16 until September 24 he was unstoppable, winning five events in a row. The "Reichert Reign" started at a Division III race in Joliet, Illinois and extended to a divisional race in Madison, Illinois and then two national event wins in Brainerd, Minnesota and Indianapolis. Quite a run! **R&R**



A very happy Bill Reichert is surrounded by his proud crew and friends after winning the Top Alcohol Dragster class at the U.S. Nationals.

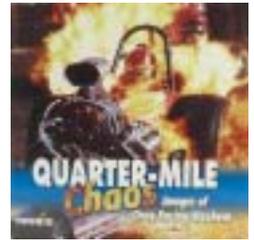
New Products



Introduces Two New Books

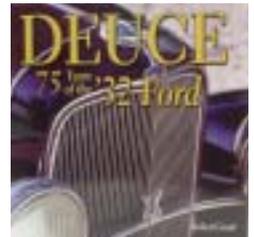
Quarter-Mile Chaos by Steve Reyes

Anyone who is a fan of the "golden years" of drag racing and the work of legendary drag race photographer, Steve Reyes, will enjoy the latest drag race history book to be added to the S-A Design library. "Quartermile Chaos: Images of Drag Race Mayhem" depicts some of the best of Reyes' work as he focused through the lens at the wild, unpredictable mishaps that have befallen drag racers over the last 40 years. The cover shot on the book says it all as it invites fans to delve into the interesting, provocative photo essay.



DEUCE-75 Years of the '32 Ford by Robert Genat

Heralding the 75th anniversary of the 1932 Ford, the author serves up a historical look at the car that to this day is considered the ultimate basis for a hot rod. Original factory photos, early and modern hot rod and racecar photos - 100 black and white and 200 color - and supportive text fill 192 informative pages and present an in-depth look at an automotive image that is stronger and more in demand today than it was seventy-five years ago. **R&R**



Full Containment

10 and 15 Degree Layback Oval Track Seats

Racers looking for a reasonably priced, lightweight full containment style seat would do well to check out the ten degree layback model recently introduced by Kirkey Fabrication. The seat is a complete, two-piece unit made of extruded aluminum with padded rib supports and an elongated bottom. The base has adjustable shoulder and helmet restraints. A black cover is available separately.

Those looking for a custom style seat, but not having the time to wait for one to be built, will be impressed by Kirkey Fabrication's new 15 degree layback, full containment seat. Unique three-piece modular design allows the seat to be custom tailored to each individual racer. Padded rib supports and elongated bottoms add comfort and safety. Ordering the seat involves choosing a seat base and then matching up the proper size shoulder and head restraints. Covers are available separately. **R&R**



Metric Caliper Hybrid Hub and Rotor Assembly

For Pinto Spindle USB9850-6505

Built tough to stand up under tough racing conditions and still save a good degree of weight, the US Brake Metric Hybrid Hub and Rotor Assembly fits the standard, rugged Pinto spindle and accepts the lightweight metric brake rotor. The hub and rotor assembly is an all new casting, drilled for 5 x 5" and 5 x 4.5" bolt circles, that accepts metric style brake rotors and is specifically designed for oval track racing. The assembly must be used with AFCO Brake Brackets, and pad spacers are strongly recommended. **R&R**



DC-1 Aluminum Wheels

Mickey Thompson and Dick Cepek have introduced a new polished aluminum wheel for 2 and 4 wheel drive pickups and sport utilities that offers maximum caliper clearance and can be used with or without simulated bead lock rings. Wheels include a center cap and stainless steel bolts and are available in 15", 16" and 17" diameters, popular bolt circles and a variety of widths to accept modern wide tires. **R&R**



Stainless Steel Engine Bolt Kits

A complete set of matching, stainless steel bolts fastening all external components on small and big block Chevys and small block Fords can add a great degree of show winning detail. Bolt kits from Professional Products include fasteners for intake manifold, timing cover, water pump, fuel pump, oil pan, valve covers and other parts. The 12-point bolt heads are polished. **R&R**



4 Phone 269.463.Lane • Toll Free 800.772.5266

New Allstar Products



Allstar Front Bumpers

Made of 1-1/2" x .095" wall mild steel tubing, bumpers are available to fit the front of a Rayburn Dirt Late Model with an MD3 nose (ALL22383) or a Universal Modified (ALL22375) chassis. Rayburn bumper has an improved design for easier installation of MD3 style nose. 1-3/4" slugs must be welded to the bottom of chassis for installation. Universal Bumper has 5" x 5" plate style mounts that measure 44" from outside to outside and can be modified to fit most chassis. **R&R**

Allstar Offset Deluxe Roll Cage Kit

ALL22109

Ideal for use with template style or ABC bodies. Perimeter frame mount roll cage has the same dimensions as the ALL22100 cage kit but has an offset main hoop and a narrow halo for cars with an offset body or narrow roof. **R&R**

Allstar Performance

Universal 9" Ford Axle Housing Seal

ALL72098

Now, one seal does it all. Bellows style seal keeps gear lube from leaking into the axle tubes so that it stays where it belongs, in the center section. Seal will fit 3" axle tubes regardless of wall thickness. Internal seal diameter is .950" which will work with most 28 and 31-spline axles. **R&R**

Allstar Spark Plug Indexing Tool

ALL96510

Use the new Allstar Spark Plug Indexing Tool to precisely position the ground wire on each spark plug for best clearance and flame travel. Combustion and horsepower gains can be realized because the electrode area becomes unshrouded. The tool is compatible with 14mm and taper seat plugs. **R&R**



The Whys Of Spark Plug Indexing

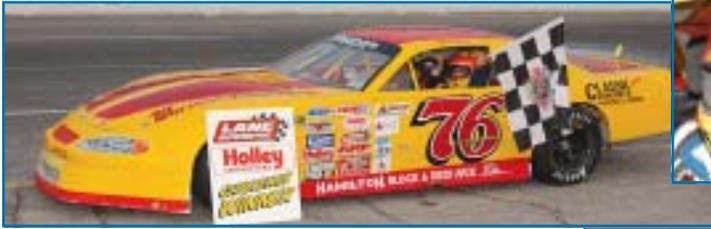
Many times throughout the history of hot rodding, a fellow would screw together a potent, high compression race engine with a set of magnificently forged, high dome pistons, and when everything was wired in and hooked up, the beast would either start, but run poorly, or fail to start altogether. Hasty checks would show that fuel was being supplied and spark was reaching the plug wires at the plug ends, but the engine would sometimes not even offer to sputter. Finally, someone would get around to pulling the plugs and notice that the ground wires were more or less hammered right down flat against the electrode. No gap, no fire...and no clearance between the domes on those pistons and the ground wire. The first complete revolution of the crank had rendered all eight plugs useless.

After several possible solutions to this problem were considered, someone arrived at the idea of indexing the plugs. The idea was to thread the plug into a fixture - like our ALL96510 - so that the relative position of the electrode to the combustion could be determined. To adjust the electrode to clear the dome, and position it for best flame travel at the same time, washers were used between the seat of the plug and the head. Usually one or two washers of varying thickness would do the trick and each plug would then be indexed and marked accordingly.

Another school of plug indexing eliminates the use of washers and bases its theory on the fact that all plugs are different. Each plug is indexed with a tool, but instead of insertion of washers a plug is matched to a particular cylinder's characteristics and designated just for that cylinder. The process is repeated with each plug and each cylinder. Sometimes several sets of plugs may be gone through to assemble just one usable set. **R&R**

Circle Track Racing News

Berlin Raceway Challenge Winners



Warren Speet



James Haney



Ryan Gruppen



Andy Stormzand



Jeff Sterken



Mike Sherrington



Dave Lake

CIRCLE TRACK RACING NEWS

Circle Track Racing News



Ross Meeuwsen



Paul Namey



Allan Davis



Jerry Groeneveld



Bill Shotko



Tim Greene



Ray Clay

2 Challenge WINS!

Rodding Journal

On The Road Again...



Left to right: Harry Hauch, Rich Martin, Rick Kirvan, John McLellan

Maybe the heading here should read "IN THE AIR AGAIN" because it was time once again for my annual trip to the California Hot Rod Reunion. Schoolcraft hot rodder Rick Kirvan and I recruited two new members to keep our group a foursome this year after mag doctor, Lenny Hughes, and the Michigander Fuel Dragster's chief, Bob Gladstone, could not make the call. We were actually going to be a "fivesome" but illness, and eventual stomach surgery, kept Dave Crane home this year. (Dave is recovering nicely and already plans to go to the transplanted National Hot Rod Reunion in Columbus, Ohio in June.)



Don Westhaver's masterful restoration of an historic Chassis Research dragster from the mid to late fifties. This has to be one of the very first cars built by Scotty Fenn.

Joining Rick and me this year were veteran hot rodders Rich Martin of Valparaiso, Indiana and Harry Hauch from St. Joseph, Michigan. Rich has owned a long string of rods and currently drives a really nice black '40 Ford Deluxe coupe. He is also scouting pieces and parts to recreate a Chassis Research hemi-powered dragster. Harry has owned everything from rods and customs to race cars and is presently dividing his time among building a small museum at his house, restoring a vintage Chassis Research dragster, a chopped Model A altered, and assembling a Chevy truck rat rod. All this when he's not wheeling around in his '64 Nova with open headers and a straight axle.

After a United Airlines adventure of immense propor-

tions, we landed in Ontario, picked up the rental van and were off on a tear to Bakersfield...roughly 130 miles to the north. Harry was our navigator (by virtue of riding shotgun) and once we adjusted to the fact that Mapquest had reversed some of our directions (they had a problem with left and right), we found Bakersfield and the motel (about 1:30 am) and immediately went to our rooms.

We were up early the next morning and after breakfast we were headed to the track at Famoso. The day had



Everyone knows about 392 Hemis, but few ever saw any of the cars they came in when new. This '58 Chrysler 300D sported the dual quad version of the engine and was capable of speeds near 150 miles per hour. (Les Fairbanks here in Watervliet has one of these under restoration.)

dawned cloudy and cool, but the sun eventually came out and warmed everything up nicely. Everyone was anxious to check out the swap meet, which always has a wealth of exotic vintage speed equipment. There were plenty of neat things to see. One really swell dragster we spotted right after we parked was the restored Scotty Fenn Chassis Research hemi-powered dragster, owned and restored by Don Westhaver. What a pretty little machine! This car kind of set the tone for everything to follow and Don and his wife, Claire, were very nice people to visit with and were more than willing to answer all of our questions about the history of the dragster.

We all went our separate ways with plans to meet at 3:00



Believe it or not, this body is a completely fabricated steel '41 Willys coupe. It's a display piece for the Lazze line of metalworking tools and shop courses.



One of several Model A coupe rat rods that drove out to Famoso. Model A's make such neat rat rods.

pm for the first round of Top Fuel qualifications. When we got back together, Rich mentioned that the time was going by too fast. We all agreed. Rick's discovery of a vendor dispensing "adult beverages" (his specialty, by the way) eased the pain somewhat. After the first round of fueler qualifying it looked like this 16 car field could possibly be the first all five-second one, however, the second round (on Saturday) ended with all but two of the sixteen cars in at 5.97 seconds or lower, with the lowest being 5.80.

Friday night activities at the headquarters hotel included the induction ceremony for this year's Reunion Honorees and the start-up of Chris Karamesines' "Chizler" and "Kansas John" Wiebe's beautifully restored vintage fueler. Adding to the nitro and noise, the "Hawaiian" '68 Charger and Marv



Tom Willford is a vintage drag machinery collector from the state of Washington and this is his rear-engine, supercharged Chevy powered dragster that must have predated the first Garlits rear-engine car by at least a dozen years. Tom also owns the front engine dragster in the background.

Eldridge's '70 Challenger funny cars were also fired up. Later along in the evening, we came across a machine that had everybody amazed. It was not a car, truck or dragster. It was

a blender powered by a large weed whacker engine. The guy at the controls, obviously not above liberally sampling his own bartending efforts, was mixing Margaritas for one and all. This did not escape our attention. That machine could mix a batch of Margaritas in less than four seconds... and they were quite good. Harry was already mentally planning how to build his own, using a Harley engine instead of a weed whacker.

As with all the California reunions, there were many historical racers and race cars on hand and the event remains in my mind as the closest I'll ever get to actually stepping into the pages of old Hot Rod Magazines from the fifties and sixties. One of many highlights was a delightful visit that Rich Martin and I had on Saturday with three members of the legendary "Bean Bandits." They had set up a display with their ancient flathead dragster. All in their late seventies and early eighties, these fellows still know how to enjoy themselves. The stories they related about their glory days are both heartwarming and entertaining.



A mecca for drag race fans who visit the West Coast, the NHRA Museum is definitely worth taking the time. That's ZZ Top's Billy Gibbons' rat rodded '35 Ford pickup partially visible at the museum entrance.

Saturday was over way too quickly. More than fifty nostalgia dragsters, joined by a couple of vintage fuel altered and the restored Hawaiian '69 Charger funny car, put on an outstanding Cacklefest to cap the evening. We stopped at our favorite Denny's on the way back to the hotel and were surprised to find Wally Parks dining with his son and another fellow. We chatted back and forth between the two tables for nearly an hour and Wally graciously signed autographs when they got up to leave.

Sunday morning we drove back to Famoso just long enough to see the first round of competition for the Nostalgia Funny Cars at 11:00. We then headed toward Ontario with hopes of spending some time in Pomona to visit the NHRA Museum. After a beautiful drive through the mountains, we got there with time to spare. The museum was the perfect way to wind down our California adventure before going to the airport and heading back to the real world.

What a fun trip! We traveled 5,600 miles and back 40 years...and lived to tell about it. **R&R**

Manufacturer Spotlight



Acoustical and Thermal Control Products

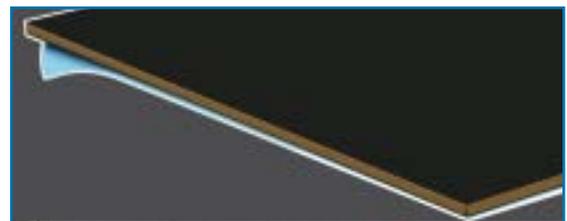
It would be a safe guess that when a hot rodder takes a ride in his new chopped, channeled, overcammed, open exhausted coupe he soon discovers that the heat and noise have increased proportionately with the power output. Maybe he's even able to put up with these minor difficulties for quite a while, chalking them up as "...part of the fun." Then, he decides to take the car on a long trip, concurrently deciding that his significant other should accompany him. That's when something gets done about the noise and heat. That's when Dynamat Products come into play.

Dynamat products are manufactured by Dynamic Controls of North America. Located in Hamilton, Ohio, the company has been in the business of producing and delivering high quality solutions to acoustic environmental problems for many industries since the middle 1980's. Their exclusive Dynamat line is recognized around the world as a high quality product for the elimination of unwanted noise and vibration in everything from race cars to lawn mowers and army helmets to garage door openers. **R&R**



Dynamat Products Include:

- **Dynaliner**, a self-adhesive, efficient thermo-acoustic foam in 1/8", 1/4" and 1/2" thicknesses that may be used to insulate roof, firewall, floor, quarter panels and doors from heat.
- **Extremeliner**, the ultimate low frequency sound and thermal control material (non-adhesive) consisting of 1/8" thick neoprene foam, .015" dead soft lead, .25" thick acoustic foam and .003" thick urethane top facing.
- **DynaPad**, a non-adhesive, four-layer composite with a 1 lb./sq.ft.vinyl barrier between two layers of 3/16" thick acoustic foam with a urethane facing. Offers excellent low frequency sound control and thermal insulation.
- **Hoodliner**, a self-adhesive, 3/4" thick sound soaker with an oil and water resistant, aluminized skin. Pressure sensitive adhesive has a high tack and is easily applied.
- **Xtreme Dynamat**, a patented, self-adhesive elastomeric sound deadener with a .060" thick layer of butyl and a .004" thick aluminum skin for very high sound deadening qualities.
- **Original Dynamat**, a .070" thick, self-adhesive styrene butadiene rubber extensional sound deadener that conforms and molds well to interior surfaces. **R&R**



MANUFACTURER SPOTLIGHT

10 Phone 269.463.Lane • Toll Free 800.772.5266

Sprint Car Assembly Basics 101

Frequent visitors to the Lane Automotive showroom may take notice of a sprint car chassis slowly progressing toward completion. The primary reason for the step-by-step construction process is to further the education of our sales associates with regard to highly specialized sprint car technology.

When the powder coated chassis is completed it will become the centerpiece of a sprint car component display intended to show the depth of our sprint car product line.

The young man, shown here demonstrating the steps taken during setting up a sprint car rear end, is David Rogers whose uncle, Eddie Smith, is a sprint car racer and Lane salesman. Eddie and veteran sprint car standout and fellow Lane salesman, Jeff Bloom, man our sprint car tech team.

On your next trip to our showroom, take a few minutes to check out the progress on this machine.



Plans Are Underway For 2007 Car Show & Cruise

More Big Surprises Are In Store For Lane Automotive Car Show & Cruise XIX

Work is already in progress on the 19th Annual Lane Automotive Car Show and Cruise which will take place May 25-26, 2007. Many things will remain unchanged, including the nitro-fueled Noisefest, which has grown to be a real crowd pleaser.

We'll once again host the 40th Anniversary Circle which will highlight the cars of 1967. We're on the lookout for any and all cars built in 1967. Remember, 1967 was the first year of the Camaros, Firebirds and Cougars.

Another anniversary display, new for 2007, will celebrate the 75th birthday of cars built in 1932, especially the Ford "Deuce" which has become synonymous with the term "hot rod."

More surprises are in store. Stay tuned! **R&R**



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
or Register On-Line @ www.laneautomotive.com

Fall/Winter 2006 11

1970 Oldsmobile 4-4-2 W-30

ExactDetail
REPLICAS

Sebring Yellow

Item #311 • 1 Of 696

Due Dec. 2006



Rally Red

Item #312 • 1 Of 696

Due Dec. 2006



\$99.95
EACH

1/18 Scale
Die Cast Replicas

8300 Lane Drive • Watervliet, MI 49098

www.exactdetail.com • info@exactdetail.com • Toll Free: 800.772.2682 • Fax: 800.772.2618



8300 Lane Drive Watervliet, Mi 49098

Phone 269-463-LANE • Toll Free 800-772-5266 • Fax 800-772-2618

PRESORT BOUND PRINTED MATTER
POSTAGE & FEES PAID
DOWAGIAC MICHIGAN
Permit No. 74