



The Parts You Need and the Service You Deserve!

Winter 2007

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Gilmore Museum To Flex Some "Muscle" For 2007 Season

Ready or not, the muscle cars revered by baby boomers in their youth have transcended mere antique status and motored right into the museum genre.

When the Gilmore Car Museum at Hickory Corners, Michigan

opens for the 2007 season, visitors will have the opportunity to view the Michigan Dream Garage, an ultimate muscle car display highlighting 25 of the most powerful and rare examples of the heavily muscled cars that ruled the streets and terrorized the drag strips in the mid to late sixties.

The muscle car as a museum piece should come as no surprise. The newest of the true muscle cars is past age thirty-five, and the oldest are well past forty. The boomers who had new driver's licenses at the beginning of the muscle car movement are over sixty. The generation that so far has stubbornly and proudly refused to grow up now finds itself standing by, somewhat amazed that the cars they once identified with have "matured" all on their own.

According to Mike Spezia, Gilmore Museum Executive Director, the

museum has been successful in assembling an amazing collection of cars that are representative of all phases of the muscle car's development. No display of Detroit muscle would be complete without at least

one example of the car that kicked the whole movement off, the 1964 Pontiac GTO, and the museum has acquired one of the nicest.

One of the most interesting cars on loan for this display is a



Some of the finest muscle cars ever gathered together in one spot are all snuggled down for a long winter's nap, resting up for the Gilmore Car Museum's Michigan Dream Garage: Ultimate Muscle Car Exhibit which opens May 1, 2007

1963 Chevrolet Impala with the Z-11 option which included aluminum hood and front fenders and the so-called "mystery motor," a very limited production, 427 cubic inch version of the 348-409 "W" engine. The car's conservative appearance - grayish silver paint and blackwall tires on steel wheels with dog dish hubcaps - gives no hint of the unbridled power lurking beneath the hood.

Among Chevrolet muscle cars, one of the most feared and respected names was Yenko. Don Yenko's dealership took stock Chevy vehicles and modified them to a point well beyond the constraints that limited GM factory hot rodding. The Gilmore display will include six pristine examples of Yenko-built Chevrolets including a Chevelle, three Camaros, a Nova and a Corvair. All six cars are on loan from

the same collector.

Ford and Mopar muscle cars also figure heavily in the Dream Garage display. A flawlessly restored '65 Dodge Coronet

A-990 426 Hemi super



A little teaser shot of one of the Yenko cars which will be a part of the Michigan Dream Garage exhibit at the Gilmore Car Museum. This is a 427-powered 1968 Yenko-Chevelle.

stock sedan, one of the very few acid-dipped steel cars built - and one of only four unmodified cars in existence - will anchor the Mopar segment of the display which also includes a big block 'Cuda, Charger and Challenger. A super rare 1963-1/2 Ford "R-Code" 427 Galaxie, an even rarer 1966 Fairlane Hi-Rise 427 and an original Shelby GT represent the Ford muscle car contingent.

In years to come, more museums will assemble muscle car collections, but the Gilmore Car Museum at Hickory Corners, Michigan will go on record as being among the very first to recognize the broad appeal of the affordable, high-powered intermediate sedans that ruled the streets a few generations ago and were too soon gone. The exhibit opens May 1, 2007 and will run until October 31, 2007. The museum is just off M-43, near Gull Lake. Take the Sprinkle Road exit (Exit 80) off I-94 and proceed north to M-43. Turn right on M-43 and stay on it through Richland. Watch for the big red barns on the right. Visit their website at www.GilmoreCarMuseum.org. R&R



One of three Yenko-Camaros to be a part of the Michigan Dream Garage exhibit, this is a 1969 with massive big block power beneath that Yenko-adorned hood.

Editor's Notes

Getting the Gilmore Museum All Hooked Up!

Sometimes there is a lot that can be said for being in the right place at the right time. Back in November, Joe Mazza from the Gilmore Car Museum called to pick my brain (which is pretty well picked over, by the way) concerning the whereabouts of some original muscle cars to be used as part of the museum's Michigan Dream Garage exhibit during the 2007 season. He was particularly interested in rounding out the Ford and Mopar muscle car portions of the exhibit. I told him I might know of a few cars and that I would contact the owners and, if they were willing, get them in touch with the museum.

My first call went to former Mopar drag racer and all around Chrysler enthusiast, Rick Ingles, who owns a pristine '65 Dodge Coronet Hemi super stocker that has been restored to "as delivered" condition, right down to the factory installed single exhaust with truck muffler. Rick expressed an interest in loaning his car for the exhibit so I passed the museum phone number along. Next, I contacted Verne Nitz in Bridgman. Verne could possibly supply not one, but two fire-breathing Fords including a '63-1/2 427 Galaxie and a '66 Fairlane 427. He said he would think about it for a day or two, so I again passed the museum phone number along. Lane Automotive employee Dave Arent's '71 Charger R/T will



Forty-plus years ago, the likes of Dick Brannan and Len Richter competed in the Super Stock wars with 1963-1/2 Ford Galaxies just like this restored example which belongs to Verne and Kathy Nitz of Bridgman, Michigan. This impressive machine will be on display at the Gilmore Car Museum this summer.

also be part of the exhibit.

A few weeks later, I was in the Lane showroom and I ran into Joe Mazza and fellow museum worker, Art Kollin, so I asked them if anything ever materialized concerning the car information I passed along. They told me they were on their way to pick up Verne's Fords right then, and that they had picked up Rick's Dodge a few days earlier.

Like I said, sometimes we just end up in the right place at the right time. **R&R**

In Memory of Ron Harris

We were still pondering the blows to the industry brought about by the deaths of NASCAR veteran, Benny Parsons, and longtime drag racing standout, Dick Landy, when I received word of another death, this one much closer to home. I met Ron Harris about ten years ago at a Goodguys event in Indianapolis. We were introduced by mutual hot rodder friend, Dave Rentsman and, from that point on, our friendship grew with the number of rod events we both attended.

Ron was a happy-go-lucky sort, and a Chevy man, through and through. For many years he and his wife Diane traveled all over the Midwest in their Outlaw '34 Chevy coupe. The coupe was always powered by a 454 cubic inch Chevy, first with a dual-quad tunnel ram up top, and from about 2001 on with a polished 6-71 blower. Until about a year ago, the coupe was finished in black primer. Then Ron had a black paint job applied, with a liberal spread of flames for effect.

Ron was never one to make a quiet entrance. Several of us were running together on the way to the "Back to the 50's" in Minneapolis. We were just getting ready to enter the last toll booth area on I-94, before I-80 in Illinois, when Ron's cute little homebuilt trailer decided to come unhitched. The tongue dragged along the shoulder for a few seconds, creating an amazing shower of sparks before digging into the soft earth and flipping end over end for a few loops. The trailer was retrieved, none the worse for wear, and reconnected to the coupe. The miraculous part of the whole

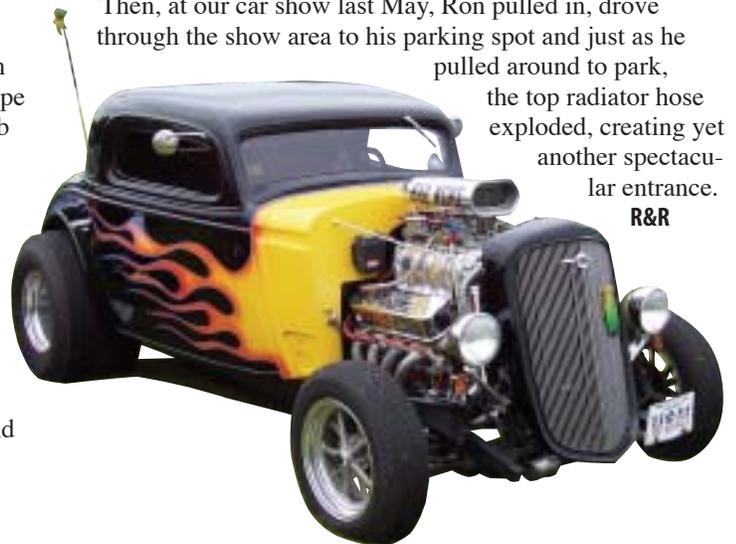
adventure was that the five gallon gas can bungee strapped to the tongue did not come loose. We didn't want to think about all those sparks igniting five gallons of high octane alongside the busy highway.

On that same trip, the wives had all adjourned to the Mall of America for the afternoon and the guys were to drive in later to meet them for dinner. Ron drove that feisty little coupe into the parking ramp at the huge mall complex and, as only a supercharged big block can, set off at least a hundred car alarms due to the vibrations.

Then, at our car show last May, Ron pulled in, drove through the show area to his parking spot and just as he pulled around to park,

the top radiator hose exploded, creating yet another spectacular entrance.

R&R



Hot Rodding News and Notes

CRANE Cams®

Crane Cams Street Shark - Adding Some "Pizzaz" To The LS1

We've been following Crane Cam's "Street Shark" project for several months now, and we have to admit that the results obtained have been impressive. Most importantly, we think, is the fact that within the project are some elements that the average street enthusiast can relate to, especially from the standpoint of "run what you brung." The Shark had an LS1 V8 and what worked for this machine will work for a gazillion GM vehicles with the exact same powerplant.

Crane's project "Street Shark" is a daily driven 2000 Pontiac Ram Air Firebird with over 108,000 miles on the "clock" and the original short block assembly underhood. The project started out as a test vehicle for the Mikronite process on ring and pinion gears and the resultant effects on gas mileage and power output. With a new Mikronite processed GM gearset installed, repeated road testing under strictly controlled conditions yielded a gain of 13.7 horsepower at the rear wheels and an increase in fuel mileage of nearly 10%.

Subsequent modifications included installation of Crane valvetrain components engineered specifically for the GM LS1 5.7L V8. Tuning with the Crane hand-held PowerMax Tuner for this engine led to some amazing results when the car returned to the chassis dyno.

Way back in the beginning, baseline readings pegged stock horsepower output at 266 and torque at 282 lbs.ft. The goal was to achieve one horsepower per cubic inch and initial modifications were limited to simple bolt-on items. A carbon fiber air lid, ported MAF housing, low-temperature thermostat and a Borla adjustable cat-back exhaust system were installed. Next, the crankcase and transmission were filled with appropriate synthetic lubricants. A trip to the chassis dyno netted 319 horsepower and 328 lbs.ft. of torque.

Then, it was time for some internal additions. Crane's 1.8:1 adjustable roller rocker arms, guideplates, screw-in studs,



.080" wall pushrods and heat treated poly locks were added along with dual LS-1 valve springs, titanium retainers and heat-treated spring seats. These modifications tickled the dyno to the tune of 339 horsepower and 347 lbs.ft. of torque.

Let's stop at this point for a second. The Shark's LS1 engine is the very same powerplant found under the hoods of countless GM cars and trucks in the last 10 years or so. Most of them likely have fairly high mileage, like the Shark does, but if they've been well-maintained there is no reason they can't go another hundred grand or so, and make considerably more power along the way. The components used through this stage of the project were simple bolt-ons, requiring nothing more than valve cover removal. We think this is a straight forward, economical engine modification program that can be done all at once, or in stages to ease the budget even more.

Continuing the journal of modifications, we next found Crane pulling out the stops, installing a set of CNC-ported heads, Crane Hydraulic LS1 Roller Cam Kit, Crane Gold-Race Rockers and new Dual-Coil Valve Springs with Titanium Retainers. The ECM was re-programmed for non-EGR headers and a Z06 intake manifold. (The PowerMax Tuner was not available

yet, so the stock ECM had to be reworked.). Rounding out the list of mods were the installations of SLP timing kit, blueprinted oil pump and smooth bore throttle body bellow.

The final trip to the dyno produced much more than the one horsepower per cubic inch that was the original goal. How does 401 horsepower and 385 lbs.ft. of torque sound? If you like what you're seeing here, check out the entire "recipe" at www.cranecams.com and get ready to wake up that "not yet over the hill" LS1! **R&R**

New Allstar Products



Allstar Spark Plug Gap Tool ALL96515

The new Allstar Spark Plug Gap Tool is engineered to add repeatability to the process of gapping spark plugs. This in turn makes the tune-up process much more consistent from plug change to plug change. The only other item needed is a good set of feeler gauges.

To set gap, the spark plug is placed in the holder and the proper feeler gauge is inserted between the electrode and the ground wire. As the knurled knob is rotated clockwise, the gauge is captured and, when it is snug, the gap is precisely set. **R&R**



Allstar Precision Height Gauge ALL10670

Any under car dimension (frame height, clutch bellhousing clearance, differential ground clearance, oil pan clearance, etc.) can be easily checked with the new Allstar Precision Height Gauge without removing the hood, body panels or laying on the ground. Just position the gauge at the contact point, slide the rule to the height location and read the measurement on the gauge. Increments from 1.5" to 15" are laser engraved on the gauge. The unit stores easily. **R&R**



Allstar Pushrod Guide Plates

Pushrod guide plates add stability to the Chevrolet V8 when high lift camshafts and high pressure valve springs are used. The new Allstar Guide Plates are available in flat (ALL90250) and raised (ALL90251) styles for small block Chevy engines and in raised style (ALL90252) for big block Chevy engines. Small block plates are designed for use with 5/16" diameter pushrods and big block guide plates accept 3/8" diameter pushrods. In all instances, the push rods must be hardened...stock pushrods will wear out quickly. **R&R**



Allstar Swivel Head Brake Pressure Gauge ALL11020

One of the most effective ways of determining a brake system's efficiency is to measure brake pressure at the caliper. Easier said than done...at least until the introduction of the new Allstar Brake Pressure Gauge with a swivel head. The gauge threads in place of the bleeder screw and the head swivels to an easily viewed position. **R&R**



Allstar Aluminum Adjustable Wrenches

Aluminum hose ends can be unfastened and refastened with very little effort with the Allstar Aluminum Adjustable Wrenches, available in an 8" version (ALL11152) for fittings up to -10 and a 10" version (ALL11153) for fittings up to -20. The jaws are gentle enough to prevent damage to fragile aluminum hose ends. **R&R**



ALLSTAR MUD-X ALL78230 and MUD-X CLEANER ALL78232

Concentrated Mud-X can be diluted with up to 10 quarts of water to yield a coating that will not allow mud, dirt, oil, rubber and exhaust residue to stick to body panels. Perfect for dirt and pavement circle track cars, drag cars and off-road vehicles, the mixture is safe for metal, plastic, rubber and painted surfaces.

Mud-X Cleaner in a spray can may be used to clean and shine plastic, polycarbonate, chrome, fiberglass, paint, vinyl and leather. Its invisible coating protects surfaces and repels dirt, dust, fingerprints, smudges and bugs. Spray on and wipe off...it's also an excellent anti-fog treatment for helmet shields. **R&R**



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New Products



Flatout Gaskets

Based right here in the Midwest, in Mundelein, Illinois, Flatout offers a solid line of high performance gaskets and specializes in copper cylinder head gaskets. Included in their line are gaskets for exhausts, intakes, valve covers and oil pans. The company philosophy is based upon one-on-one customer service and capable, experienced technical support. Flatout Gasket customers can depend upon gaskets that are made of the best, most cost effective materials and that they will meet or exceed the needs of a particular racing application. **R&R**



Awesome Racewear

Awesome Racewear has manufactured high quality, motorsports racewear and safety equipment for over twenty years. Their products have been designed, tested and SFI certified for all forms of motorsports competition. Awesome race suits are available in economy and custom configurations, single and double layer, one-piece and two-piece and Proban and Nomex. Two layer suits are sewn with a box quilt pattern. All are second to none, and that's Awesome's guarantee. **R&R**



NASTA International

NASTA is the industry's only manufacturer of ALL STAINLESS truck accessories. Experts in the design and fabrication of stainless steel tubular products, NASTA is one of the leading manufacturers and distributors of stainless products in the world. What does "ALL STAINLESS" mean to the buyer of custom truck accessories? At NASTA it means that every part of the assembly, from the tubular product itself to the fasteners and brackets, is made of stainless. Because of this, the tubular products maintain their high lustre for many years. Regular carbon steel brackets corrode over time and since they are directly attached to the stainless steel items, the discoloration transfers to the stainless parts, making them dull and corroded as well. **R&R**



Race Cover-Alls

Race Cover-Alls is a company that has dedicated itself to the manufacture of high quality, durable covers for each racing division. Using ideas from race car owners, crew members and drivers themselves, the company has been able to develop covers for several different applications.

We will be carrying Dirt Late Model Tire Covers which will protect the tires from UV rays, and the prying eyes of competitors who are nosing around to see what tire a car will run for a specific race.

The company also offers car covers for asphalt late models, dirt late models and will soon be producing covers for modifieds. **R&R**



Racing News

2006 Michigan Motorsports Hall of Fame Induction

Twelve well-known motorsports personalities were inducted into the Michigan Motor Sports Hall of Fame at induction ceremonies held in November 2006. The 12 inductees:

Todd Krikke began racing motorcycles when he was just 10 years old, but it was his later decision to switch to snowmobiles that cemented his credentials as an inductee in the MMSHF. Todd won the prestigious SOO I-500, the snowmobiler's equivalent of the Daytona 500, in 1991, 1996 and 1997. He also racked up three second place finishes, two thirds on the way to placing in the Top Ten an astounding twelve times. He also holds SOO I-500 records for the fastest single lap (95.92 mph) and fastest lap average (95.12 mph).

Vito LoPiccolo has been the voice of Motor City Motorsports for over 20 years, capping off an involvement with auto racing, primarily in Detroit, that spans 55 years. Vito, along with his wife, Barbara, Bob and Norma Lewis and Willis and Marion Flokstra formed the Michigan Automobile Racing Fan Club. Vito was recognized as Michigan Racing Scene Media Celebrity of the Year in 2003.

Al Bergler needs no introduction to drag racing fans. The Michigan native was a longtime drag racer, campaigning a number of drag cars including the "Detroit Tiger" funny car and "More Aggravation," an AA/Competition Coupe selected at the 1964 Detroit Autorama as the winner of the first Ridler Award. Al is at least as well known for his metalworking abilities, plying his trade for many years building aluminum bodies and interiors for many of the famous race cars built by the Logghe Stamping Company in Detroit.

Mike Fons began drag racing in the 1960's in NHRA's A/Modified Production class in a '67 Camaro which he piloted to a World Championship title in 1969. This would not be Mike's only triumph at the world championship level as he returned in 1971, in a Rod Shop sponsored '71 Dodge Challenger, to capture the NHRA Pro/Stock World Championship. His career paralleled the development of Chrysler Corporation's involvement in the sport of drag racing.

Jack McCourtie's greatest passion for nearly sixty years has been boat racing. He started out in 1948 with a 2-cylinder, 5 horsepower Evinrude "J" class boat and never looked back. He competed in his last race at the Dayton, Ohio Hydroplane Regatta in 2001, in an American Hot Rod "A" Modified runabout, at age 69. He never raced a factory-built boat, relying instead upon his considerable boat design and building talents.

Joe Dorer got started in racing in 1963, helping his neighbor with a race car. He got behind the wheel himself in 1968 and went on to win over a hundred features. A back injury in a truck accident in 1990 forced Joe into early retirement. He opened a race car shop and built

several championship winners over the next several years. He also invented the Dorer Easy Shifter and a toe-in gauge, both of which are still sold all over the U.S. From 1998 until his retirement in 2003, Joe was owner and promoter of Butler Speedway.

Bob Finley has been a race car owner for nearly 40 years and has had some of the best drivers in the state behind the wheel including Gary, Tim and Tom Fedewa, Charlie Ryan, Tim Felver, Tim Ryan and Gary Sherman. The 1987 NASCAR Night event at Kalamazoo found Dale Earnhardt, Sr. in one of Bob's super late models and, at the 1989 NASCAR event, Rusty Wallace was Bob's hired "shoe." Bob has been involved in twenty-three championships and over 350 feature wins in his career, and still fields as many as three cars.

Mel Gillett's race car driving experience started at Spartan Speedway and, by the time he retired from driving in 1979, he had raced at many tracks in Michigan and Ohio and had stepped up to the big leagues. In 1966, Mel raced in the ARCA 250 and the Permatex 300 at Daytona. He again raced in the Permatex 300 in 1968, the same year he made his NASCAR Grand National (later Winston Cup) debut at Michigan International Speedway in a car owned by Air Lift.

Danny Johnson came by his racing prowess by virtue of being born to a mother and father who both were racers. His mother was a championship powder puff racer and his dad, Johnny, was inducted into the Hall of Fame in 1989. Danny finished in the Top Ten in the Hoosier Hot Rod Association circuit and won Rookie of the Year honors. Five years later, he became Rookie of the Year in the American Midget Racing Association and also in the Michigan Auto Racing Fan Club. The next year, 1972, Danny won the AMRA championship.

Dave Kuhlman counts among his most memorable achievements 22 Iceman Series wins at eight different tracks, a national record setting 31 week fast qualifier streak and a total of six track championships between Spartan and Flat Rock Speedways between 1979 and 1988. Pretty impressive for a fellow who got started hot lapping his dad's '67 Chevelle street stock in 1978.

Dutch Taylor became interested in racing as a child back in the 1950's and started racing super late models at Jackson Motor Speedway in 1964. He has turned in many laps at Jackson as well as Michigan Ideal Speedway, Manchester, Spartan, Crystal, Ionia, I-96, Galesburg, Kalamazoo, Mt. Pleasant and Mt. Clemens in Michigan as well as Oakshade, Bryan and Fremont in Ohio and Avilla and Angola in Indiana. He ended his career in 1993 with a fourth place points finish at Spartan. Today he is a retired heavy equipment operator who keeps his hand in the racing field, working on son Lee's Port City Late Model.

Doc Smalley, who passed away in 1993, left behind

Racing News

2006 Michigan Motorsports Hall of Fame Induction Continued

a great Michigan racing legacy. His first race car was a super modified bought in 1959 and driven by Ralph Baker from 1960 through 1963. Perhaps his most famous race car was the sprint car he converted into a modified, driven from 1962 until 1965 by Dick Carter. This car was well known as the "Whale" when it was driven, in fluorescent pink trim, by Jim Nelson at Knoxville, Iowa earlier in the sixties. Doc Smalley was one of the very first multiple car owners.

Founded in 1982 by Dick Lee, the Michigan Motor Sports Hall of Fame's mission statement is to:

-Preserve, and make available to the public, the history of

all types of motor racing in Michigan.

-Recognize and pay tribute to those Michiganders who have given of themselves, no matter what their roles in racing may have been

-Enshrine and acknowledge the deeds of those who excelled in motor sports.

-Have a permanent museum where the public can examine memorabilia and recognize those enshrined.

-Have a mobile museum to travel to parades, air shows, regattas, oval tracks, drag strips, grands prix, festivals, etc.

R&R

Drag Race News

Lane Automotive and Edelbrock to Team Up Again at Mid Michigan

When the Christmas Tree lights up for the 2007 season at Mid Michigan Motorplex, Lane Automotive will begin our fifteenth year of continuous points sponsorship at the drag strip. For the past ten years, the Edelbrock Corporation has been our joint sponsor for the Super Pro E.T., Pro E.T. and Street bracket classes, and that format will stay the same for the upcoming season. The track will again run two half-season points programs for 2007.

Racers and spectators alike will notice some outstanding improvements when they come through the gates at Mid Michigan for the first event of the season. A quarter of a million dollar repaving job, guided by laser technology, has yielded a track surface that is ultra-smooth and ripple-free. Accompanying the paving job are new guardrails and a completely new electronics wiring job. Mary Ledford is back in the owner's seat after coming out of retirement last year. Mike Ledford has rejoined the track and is in charge of all the maintenance and refurbishing issues.

Mid Michigan is the only NHRA drag strip in the entire state of Michigan and we're looking forward to joining with Edelbrock and the Ledfords for the 2007 season. We couldn't be in better company! **R&R**



Bill Smith, in center of photo, holding plaque, won the 2006 Lane Automotive/Edelbrock Super Pro ET points chase at Mid Michigan Motorplex. The presentation was made at Mid Michigan's Awards Banquet in Alma, Michigan on January 20, 2007.

Bill Reichert Cleans Up at NHRA Division III Banquet

After being crowned the 2006 NHRA Top Alcohol Dragster World Champion in late November, Bill Reichert was just starting to come back down to earth when it was time for the annual NHRA Division III Awards Banquet January 6, 2007 in Indianapolis.

Once again, Bill was in the limelight. He was presented with the 2006 Division III Top Alcohol Championship trophy. This he expected. It was the other honors bestowed upon him that came as a surprise. First, Bill was the recipient of the Spitzer Race Cars Top Alcohol Qualifier Award. Next he was named Land of the Winners Person of the Year, and then, as he patiently waited on the podium, Bill was named the Pro-Sportsman Driver of the Year.

Great honors for a great guy...and certainly a hat trick in anybody's sports book! **R&R**



Bill Reichert and George Lane pose with the Top Alcohol World Champ "Wally".

Racing News

Drag Racing News Continued

World Drag Expo "A Great Success"

Well over 7,200 drag racers and race enthusiasts flocked to the Schaumburg Convention Center in Illinois January 20 for the annual Drag News Magazine Expo. A trade show devoted to the drag racers and the vendors who sell the parts they use, the Expo has expanded nicely over the years and had outgrown two previous locations, most recently the Pheasant Run Resort and Convention Center in St. Charles, Illinois. The show also holds a drag parts swap meet in the same location, providing drag racers with both a glimpse of the future and a look at the past.

Our Allstar Performance team traveled to Schaumburg to join the show and spread the word about the comprehensive, fast growing Allstar product line. **R&R**



NHRA Tech Inspections

Date	Place	Contact	Phone
March 10.....	RaceFab, Freeland, MI.....	Al Wisniewski.....	(989)-692-3278
April 14-15.....	Mid-Michigan Motorplex, Stanton, MI.....	Track Office.....	(989)-831-9038
April 21.....	Mick Baker Race Cars, Elkhart, IN.....	Mick Baker.....	(574)-266-7223
April 28.....	More Power, Sparta, MI.....	Dick Esch.....	(740)-928-5706

Circle Track News

Earl Pearson's New Ride for 2007

The big news out of the Bobby Labonte Motorsports camp is their new Dodge Charger dirt late model which has become the 2007 ride for dirt late model standout, Earl Pearson, Jr. When the new Dodge makes its debut, an Allstar Performance decal will be among those of other associate sponsors including Mopar, Hypercoil and Lucas Oil. LifeLong Locks, the manufacturer of virtually theftproof trailer locking systems has signed on as the team's major sponsor.



Earl Pearson, Jr. brings an impressive pedigree to the motorsports team owned by Labonte, the 2000 NASCAR Champion. Pearson is a three time National Dirt Late Model Champion and will be looking to shoe the Labonte Dodge to an unprecedented fourth consecutive championship this year. The car will wear the number 44 instead of the usual #1 that Pearson was associated with during his driving tenure with Dunn-Benson Ford Motorsports.

Some aspects of the new team will remain the same. Jason Fitzgerald will again be Pearson's crew chief and crew members Matt Langston, Regan Cobb and Ben Harrison will still turn the wrenches on the car. Dunn-Benson Racing Supply will also be on board as an associate sponsor.

Bobby Labonte and Earl Pearson, Jr. will compete on the Lucas Oil Late Model Dirt Series and will also run other select dirt late model events during the 2007 season. **R&R**

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Muscle Car Memories...

Maybe it's because I've got muscle cars on my mind after my recent information gathering trip to the Gilmore Museum, but I can't help feeling just a bit of *deja vous* whenever I look at some of the newest offerings from the Big Three. The commotion generated by the soon-to-be-introduced retro Dodge Challengers and Chevy Camaros, and the already present Ford Mustang, rivals our excitement over forty years ago when we haunted the local dealerships, hoping for a peek under the hood of a Hemi Belvedere or a Tri-Power GTO, and maybe even coaxing an understanding salesman to fire a car up just so we could hear the exhaust rumble. The birth of the term "muscle car" coincided with the introduction of the 1964 Pontiac GTO, the car long considered to be the first of the breed. The muscle car concept was plain and simple: take a stripped down intermediate coupe and install the biggest V8 the division offered. The concept was not exactly new, at least as far as the big engine in an intermediate idea went, because special order '64 Mopar intermediates were offered with killer 426 race engines and '64 Ford Fairlane "Thunderbolt" two-door sedans were available in very limited numbers with high-rise 427 engines. These were primarily race cars, however, and even though the Mopars were also available with hot 383 engines as early as 1962, the GTO got the nod as the first muscle car...and no one was complaining. With a 389 engine sporting three two-barrel carburetors, a Borg-Warner T-10 four-speed and fairly stiff rear end gears, the original "goat" was a formidable street terror. With little or no prepping, a new GTO could run the quarter in under 14 seconds.

I can plainly remember riding our bikes to the local Pontiac dealer to get a close-up look at this new vehicle, and listening as the salesman told us that the car was already sold, but that they had talked the buyer into letting them keep it in the showroom for a few weeks until they could get another

one. All these years later, I do not remember if they ever got another GTO or not, but the new owner turned out to be the older brother of one of my friends, and I got to sit in that car on more than one occasion when it was parked his parents' driveway. That car was driven year round, with snow tires out back in the winter. Like most cars back then, five years later it ended up as a rusted hulk in the local wrecking yard, minus its powertrain.

At about the same time that the GTO was making its entrance, Ford and Mopar were busy "streetifying" their race big blocks so they, too, could enter the muscle car wars. At GM, Oldsmobile created the 4-4-2, but the Chevy division would have to wait until late 1965 before big block intermediates would see the light of day and Buick's Gran Sport was not introduced until 1966. By then, a Saturday night cruise line-up at the local drive-in restaurant highlighted the hottest offerings from all of the carmakers. Street hemi Mopars squared off against 396 Chevilles, Buick Gran Sports waited patiently to surprise many with their stealthy performance potential and 390 Fairlanes held their own.

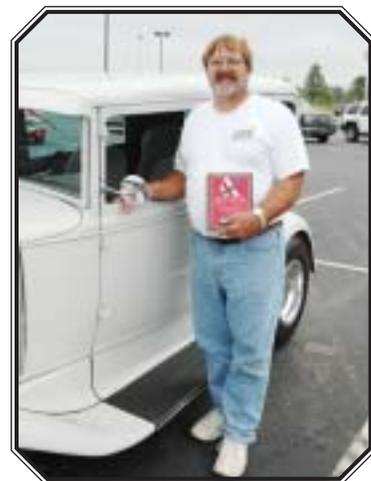
Five years later, the whole muscle car movement would be pretty much dead in the water. It sure was fun while it lasted. Sometimes, during a moment of optimism, I think the Big Three has finally realized that they made some costly mistakes when they completely ditched the muscle car. Other times, however, I get the feeling that, like the TV and movie people, they are only reaching back to a more successful time in their history with hopes of grabbing something - anything - that will revive flagging sales. One thing is for sure: If they continue on this path, they will certainly be offering more exciting fare than we've seen for many, many years. Wouldn't it be grand to have another generation queuing up at the local dealerships to see the latest new cars? **R&R**

Local Rodder, Jim Hays, Is NSRA Appreciation Day Merit Award Winner

Jim Hays and his hot rods have been regulars at the Lane Automotive Car Show for as long as the show has been in existence. While this ultra-sanitary small block Chevy powered 1930 Model A sedan was being built, Jim was cruising the local car events in a '72 Vega that had been treated to a small block Chevy V8 swap as well.

A resident of Sodus, Michigan, Jim has been a part and parcel of many other local garage projects over the years and is held in high esteem by all who have been on the receiving end of his skills. Jim's deeds have not gone unnoticed. At our annual National Street Rod Association Appreciation Day event last fall, NSRA Area Representative, John Moffett presented Jim with the prestigious NSRA Merit Award.

The award recognizes rodders who have contributed to fellow rodders and to the entire street rodding community. It couldn't have happened to a nicer guy! **R&R**



Manufacturer Spotlight



The latest addition to our line card is Brookville Body, manufacturer of premium quality steel reproduction bodies for 1928-31 Model A and 1932 Fords.

About once a week we talk to a potential hot rodder looking for a Model A or '32 Ford body. When we hear about one we try to pass the information along, and then continue to wonder just what shape the car was in, or if a deal was struck. When we do find out what transpired we're usually disappointed. With Model A's it often turns out that the body was somewhat less than perfect, but the price was right. More often, especially with '32 Fords, we'll hear that the body was very shabby, but the price was high. In either case, many hours of massaging by a competent body shop are going to be in order before the project can be considered rod ready. At forty to fifty bucks an hour, the price of perfection can run as high as eight to ten grand just to get a body in primer. Factor in the original purchase price - anywhere from five hundred to five thousand - and that project body can become a very expensive proposition...and one that will be full of welds and patches at that.

Way back in 1971, sheet metal artisan, Ray Gollahon, started to fabricate high-demand patch panels for Model A Fords. He quickly sold out of his first batch at the 1972 Hershey, Pennsylvania swap meet and a light bulb went on. These replacement panels could be made relatively inexpensively and sold for a handsome profit. Antique Automotive Sheet Metal was born and the line of patch panels expanded to include Model A subrails, cross channels, cowl bracing and internal body structures. Ray eventually realized that he was building almost the whole inner structure and with a bit more effort, large stamping dies could be made to duplicate the quarters, doors and decks to build an entire Model A roadster body, in steel, just like the original. By 1984, the name Brookville Roadster was becoming well known as the builder of high quality reproduction steel Model A roadster bodies.

When Ray's son, Kenny, joined the business after college graduation in 1995 things began to accelerate. With mechanical engineering degree in hand, Kenny was soon busy with his pet project, a steel 1932 Ford roadster body that would take Brookville Roadster to the next level. The Deuce is a much more complex body than the A and it took the dissection of no less than six steel Deuce roadsters to get patterns for all the dies needed. Lessons learned from the Deuce roadster were next applied to the reproduction of a '32 3-window coupe which turned out beautifully. Was the effort worth it? Ask anyone who has already bought a Brookville body. The new bodies can't be told from the originals, and the quality of the product has set the standards by which all reproduction bodies are judged.

Brookville bodies are not mass produced. The manufacturing process is purposely kept at a slower pace to keep accuracy and quality at high levels. Some bodies are in stock, others are sold on a first come, first served basis with a waiting time involved. The quality of the finished product always justifies the sometimes lengthy wait, however. Today, Brookville offers 1928-31 Model A and 1932 Ford roadster and roadster pickup bodies, '32 3-window coupe bodies, fenders, hoods, running boards and other related accessories including chassis, brake components and radiator shells. R&R



Brookville Bodies



'32 Grille Shells and Inserts



'32 Open Car Windshield Frames, Top Bows, Stanchions, Mounting Kits



Model A Fenders



'32 Ford Fenders and Components

A New Car Show Attraction For 2007

To bolster the yearly features everyone has come to associate with our Annual Cruise Night and Car Show, we're adding a new attraction that we hope will heighten the experience for everyone, and live on to become a part of the tradition.

We've decided to kick off the Friday Cruise Night celebration this year with an **Open Header Cruise**. This is a new idea, and one that will no doubt be more clearly defined before Friday night May 25. The plan now calls for a maximum of 50 cars to convene at a still undetermined point on the north end of Watervliet and proceed in parade fashion southward on M-140 for approximately two miles. It will end at our parking lot. Spaces will be reserved here so those who take part in the cruise will have a place to park when they get here. Pre-registration will be a **MUST**. Information on pre-registering and cruise details can be obtained by visiting the Lane Automotive web site or by calling (269) 463-0202.



The **Open Header Cruise** will welcome street rods, street machines, trucks, muscle cars...in short, anything with open headers that can maintain a parade pace for the amount of time it will take to get from Point A to Point B. The parade will be carefully orchestrated so that no one will be tempted to hold up the entire group so they can do burnouts. (Many will remember the guy who disrupted the flow of the last of our late, great over-the-road cruises to Niles eight years ago, causing all kinds of problems, including a reprimand from the Niles Township Police Chief.) **Headers must be closed during the trip to the starting point and before leaving Lane Automotive after the Cruise Night festivities.** The local law enforcement officials have kindly given their blessing to the cruise, but they will take exception to any other noise infractions outside the cruise itself. **R&R**

Plan Now To Attend Our 2007 Car Show & Cruise

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

Work is moving right along 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."



We can't wait! Stay tuned! **R&R**

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