



The Parts You Need and the Service You Deserve!

Spring 2007

FEATURES:

<i>The Spotlight</i>	1	<i>Racing News</i>	6,7,8
<i>Editors Notes</i>	2	<i>Rodding Journal</i>	9
<i>Hot Rodding News & Notes</i>	3	<i>Manufacturer Spotlight</i>	10
<i>New Allstar Products</i>	4	<i>Lane Happenings</i>	11
<i>New Products</i>	5	<i>Lane Collectables</i>	12

Affordable Dyno Sessions Are The Order of the Day

How much horsepower does that new 380 horse crate engine really put out? Your engine builder assured you that your new 355 inch small block would boast 425 horses, but was he telling you the truth? Does that shiny new triple pumper, double whammy carburetor really work better than your old AFB? Short of actually installing these components and going to the track to thrash them, the only alternative for evaluating an engine is the engine dynamometer. Evaluate the effects of cam and header swaps. Compare various intake combinations. The possibilities are endless.

The modern computerized engine dyno can produce incremental power and torque readings from idle all the way to red line and provide a detailed printout of the entire test. Different induction systems, ignitions, cams and exhaust systems can be readily evaluated and the information recorded to help the owner of the engine determine the exact combination for best all around performance.

Given this, why would anyone not consider having their engine dyno-tested?

Two reasons come to mind. First, readily available dyno facilities are not numerous. Second, dyno sessions tend to be quite cost prohibitive. Until now, these two reasons kept a good number of hot rodders from submitting their engines for testing. Thanks to the Van Buren Technology Center, an arm of one of the most dynamic countywide intermediate school district facilities in the state of Michigan, a readily available, affordable dyno facility is up and running at the center located on the outskirts of Lawrence, Michigan, about a mile off Interstate 94 at Exit 52.

We recently had the opportunity to visit the Van Buren

Tech Center for a close-up look at their new dyno facility and we came away very impressed. A shiny, new DymoMITE dyno, built by Land and Sea, is the centerpiece of the Tech Center's elaborate dyno facility and, with the appropriate software, this unit can not only register torque and horsepower, but can perform standardized break-in and endurance tests as well as running complex engine simulations from idle to full throttle. Perhaps the greatest advantage of the dyno is its capacity to completely eliminate trial and error from the process of setting fuel and spark curves. A few hours on a dyno can replace several days - and laps - of track time...and do it much more economically.

The best news concerning the new dyno at the Van Buren Tech Center is that it's available to area performance enthusiasts at a per session cost that is less than a quarter of what most dyno centers charge. Sessions can be scheduled in late afternoon, three hour blocks with additional time being billed on an hourly rate. We'd encourage everyone interested in dyno'ing their engines to avail themselves of this service. Call the center at (269) 674-8001, Ext. 354 and ask for Dan or Jason.

Thanks to Van Buren Tech Center Administrator for Student Services, Scott Starkweather, Student Services Interventionist, Fred Knight, and Auto Instructors Jason Forler and Dan Buzalski for the invitation to visit their fine facility and for their gracious hospitality. **R&R**



Instructor Jason Forler runs dyno as fellow instructor, Dan Buzalski looks on.



Dan Buzalski readies the small block Chevy "mule" for a demonstration test.



The mild small block Chevy produced 353 horsepower at 5,500 RPM on the Van Buren Technology Center's dyno.

Editor's Notes

Honor Thy Father...Sort of

While Henry Ford's only son, Edsel, was certainly not the first son to ignore the wishes of his father, those other errant sons would be hard pressed to do so and still achieve such outstanding results. As the Ford Motor Company matured during the early decades of the twentieth century, Edsel came on board with his head full of new and innovative ideas for restyling the staid, and relatively unchanged Model T which was nearing its 25th year of production. During this same time frame, Henry's views were becoming less and less progressive. Many historians have felt that he would have been perfectly happy building the Model T for another 25 years. Some unpleasant arguments took place between Henry and Edsel with each having to compromise somewhat. Edsel had to be content with being allowed to develop the styling for the Model A, which debuted in late 1927, but had to knuckle under to Henry's choice of power for the new car, a relatively unchanged, underpowered, flathead four cylinder that was very similar to the Model T's engine. This was at a time when other auto makers were introducing overhead valve six cylinder engines and rubber insulated, vibration free motor mounts.

The Model A was greeted with enthusiasm, nonetheless, but by 1931 people were emerging from the Great Depression and they were looking for more modern features in an automobile. The Model A Ford did not fulfill their demands. Edsel Ford took the styling cues he had learned from noted designer, Jozseph Galamb, who had collaborated with him on the Model A, and created one of the most pleasing automotive designs of all time, the car that would go on to become the beloved "Deuce" - the car hot rodders had awaited since the beginning of the movement.

Over the years, the bodies of 1932 Fords have been chopped, channeled, sectioned and filled; then fitted to frames that have been C'd, Z'd, bobbed, pinched and narrowed. Even then, the unmistakable styling of the car still shines through, certainly a tribute to the genius who conceived the styling.

At the recent Detroit Autorama, the featured car was the 1932 Ford and there were many splendid examples on hand, representing at least one of every "Deuce" body style ever built. Feast your eyes upon a few that particularly caught our attention. **R&R**



Dark blue, fenderless five-window coupe was super clean and a perfect example of a "Deuce" hot rod.



Black 3-window coupe...Any doubts about why many call it Ford's best style ever?



Matte black, 392 Hemi-powered high boy could be built in 1960...but closer inspection reveals this 392 Hemi is actually the brand new, Mopar Performance crate engine.



Full-fendered roadster represented the traditional approach to building a "Deuce" hot rod.



Just couldn't resist one more 3-window, this one with painted Zenith wire wheels.

Hot Rodding News and Notes

"More's Law" As Applied To Steve Wright's '32 Ford

Everyone knows all about that guy named Murphy...and his laws. How about a guy named More and his law? Don't feel bad. Not many know about More's Law. Steve Wright has been an avid student of More's for many years. He finished his undergraduate work with More's Law and built a supercharged alcohol sand dragster that held records for many years. Then, a few years ago Steve enrolled in More's graduate degree program and created a 426 Hemi-powered motorcycle as his thesis. More recently, Steve has returned to his studies in pursuit of a doctorate in More's Law. What is More's Law? Simply stated, More's Law says: "If some is good, more is better...and too much is just enough."

At this point, everyone is probably wondering just what type of dissertation Steve has planned to fulfill all the requirements for his More's Law doctoral degree. We won't keep everyone in suspense any longer.

Steve is building a supercharged, hemi-powered '32 Ford sedan delivery. What's that you say? This project seems tame in comparison to earlier ones? Oops! Did we forget to mention that this delivery will be powered by not one, but two supercharged, 528 cubic inch Indy hemis? Sorry about that.

It's true! Steve's high boy sedan delivery will have two inline hemis - displacing a total of 1,056 cubic inches with each engine pumping out close to 1,000 horsepower. Plans call for both engines to be mounted solidly between a pair of owner-fabricated, 2x6 rectangular tube frame rails, tapered and narrowed at the front to accept a stock style '32 Ford front crossmember.

The massive hemis will be connected by a coupler designed and built by a company that caters to the tractor pullers. The coupler is a marvel of engineering that will allow the car to run on both engines, or on the rear engine only. Backing up both engines is a single Dedenbear-cased Powerglide built to handle up to 2,000 horsepower. Rear end will likely be a nar-

rowed Dana 60.

Cooling the engines will be a pair of custom-built AFCO aluminum radiators. The front radiator is a relatively standard issue '32 Ford street rod unit with an additional inlet and

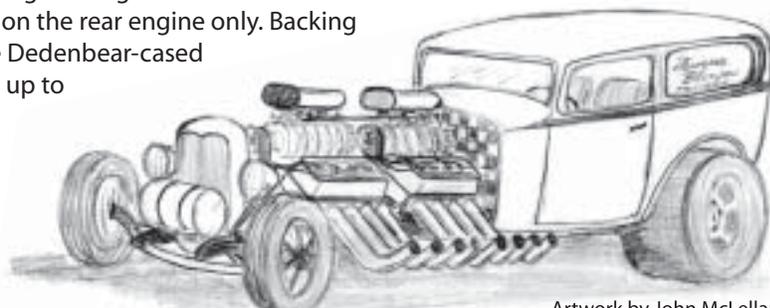


outlet to provide water travel for both engines. A second radiator, which will also cool both engines, will be mounted low and to the rear of the chassis. This radiator will also have dual

inlets and outlets and will be augmented with a high CFM electric fan.

Right now, for mount and fabrication purposes, a pair of bare, over-the-hill Chrysler 440 blocks are joined by a length of steel pipe running through both sets of main bearing saddles. A stock type '32 Ford radiator shell serves as a reference point for engine spacing.

Gibbon Body Co. of Gibbon, Nebraska will supply the mildly chopped '32 sedan delivery body and the rear door will provide quick and easy access to the rear radiator and a fuel cell. **R&R**



Artwork by John McLellan

New Allstar Products



Small Block Chevy Timing Cover with Big Block Seal ALL90012

Many racers using small block Chevy engines are now specifying a crankshaft with a big block Chevy snout. The big block snout offers more strength, a critical factor in engines with lots of accessories being driven off the front of the crank. Now Allstar Performance offers a stamped steel timing cover that accepts the big block seal for the small block Chevrolets using big block crank snouts. **R&R**



Quick Change Oil Plug Wrench ALL11141

With the new Allstar double-ended Oil Plug Wrench, it's possible to remove the 1" plugs on quick change center sections and side bells and the 1-3/8" inspection/fill plugs on Winters 9" Ford housings. The blue anodized aluminum wrench has 12-point ends for easy use in tight locations. **R&R**



Aluminum Axle Tube ALL68203

The latest axle tube from Allstar is this 3" diameter, 26-5/8" long wide 5 replacement tube for Rocket Chassis. **R&R**



40" Aluminum Shifter Rod ALL54119

Allstar now offers a gold anodized, aluminum shifter rod for use on Allstar lightweight shifters or in many other applications as well. Ends are tapped for left and right hand 3/8" rod ends. **R&R**



Lower Seat Mounts

Available in layback (ALL60070) and upright (ALL60071) styles, Allstar Lower Seat Mounts are installed via bolts that pass through the floor and tie in to a bar or plate welded to the left frame rail or roll cage. The mounts provide a secure, safe mounting point for the seat as well as the anti-submarine belt. The layback mount is raised and the upright style has a low profile. **R&R**



Economy Power Steering Tank with Bracket ALL36130

Just because a car is built on a budget doesn't mean it has to be ugly. Allstar's attractive aluminum tank measures 8" tall x 3" diameter with a -6 return fitting on the side and a -10 fitting on the bottom. Designed with no internal baffles, the tank includes a mounting bracket that can be clamped to 1-3/4" round tubing. **R&R**



Quick Change Panhard Bar Mount ALL60280

Allstar's latest Panhard Bar Mount is of the quick change variety and was designed by noted dirt late model racer, Scott Bloomquist. The "all business" billet aluminum mount is anodized and has two serrated slots to ease adjustment. **R&R**



New Products



Quick Fuel Technology Super Street Series Gasoline Carburetors

Available in CFM ratings from 650 to 830, with a choice of mechanical or vacuum secondaries and annular boosters, the Quick Fuel Super Street Series carburetors have electric chokes and many innovations. Rodders will be excited with features like billet metering blocks and throttle bodies, changeable air bleeds and aluminum main bodies and fuel bowls. All in all, Super Street Series carbs are very impressive and ideal for maximum performance. All have standard, square mounting flanges and are up to 5lbs. lighter than standard carbs. **R&R**



Q-Series 750 CFM E85 Carburetor QFTQ-750-E85

Many cities now have stations offering E85 fuel, a blend that is 85% ethanol and 15% gasoline. Quick Fuel offers one of the first performance carburetors to be engineered, tuned and dyno tested for maximum power potential running on E85. The billet metering blocks are calibrated for E85 and the floats are compatible with alcohol. Many of the carb's components are stainless steel for long life. Some calibration may be required for maximum performance.



Ram Clutches - Three For The Road RAM Street Dual-Disc Clutch Kits

The advantage of a dual disc clutch is found in its smooth engagement and almost effortless pedal action, even when its backing an engine with as much as 1,000 horsepower and 900 lbs./ft. of torque. Ram's diaphragm style pressure plate, 300 Series friction disc material and a floater plate/retainer combination that eliminates plate rattle result in a clutch that is second to none. The kits also include aluminum bellhousings and are available to fit GM LS1, Ford 4.6 L with 1-1/16-10 spline, 6- or 8- bolt, and 164 teeth. **R&R**



RAM Street Hydraulic Release Bearing

Ram's floating hydraulic release bearing is ideal for stock replacement, hot rod build-ups, circle track cars using stock style clutches, or just about anywhere space is too limited for a mechanical clutch linkage. The Ram Street Hydraulic Bearing requires a minimum master cylinder bore of 7/8" and connects to the master cylinder with a -4AN line. **R&R**



RAM 7.25" Stock Car Clutch

Two lighter pressure springs in Ram's new 7.25" diameter pressure plate apply higher clamp pressure without stiffening the pedal action. The disc's friction material is thicker to withstand much higher heat and loads. Plate and disc weigh only 8.2 lbs. and are available to fit Chevy 1-1/8"-10 or -26 spline input shafts. **R&R**



XTS Pro-Series Timing Systems

XTS Pro-Series Belt Drive Timing System bolts on with no machining, in most cases, and can improve cam timing and consistency through use of a Goodyear Super Torque belt that precisely matches pulley teeth. Newly designed belt guards keep belt failures to a minimum and the low drag cam thrust assembly with captured cam seal and ceramic bearings makes setting of end play easy. Available to fit standard or raised cam small block Chevys and big block Chevys, with grooved or solid pan rails, and for drag race (slotted spider style) or circle track and road race (solid spider style) use. **R&R**



SEMA Study Proves Effectiveness of Tonneau Covers

For years, owners of pickup trucks have maintained that running down the road with the tailgate open made the truck more aerodynamic, and improved fuel mileage to boot. Most of these conjectures were not scientifically arrived at, but just seemed to make perfect sense because it seemed that air would move through an open-sided box more easily.

When tonneau covers were introduced to the modern trucking scene, the same basic argument about improved aerodynamics was made by their manufacturers. Again, no real scientific studies had been undertaken, but it just seemed logical that a big box with a closed top would pass more smoothly through the air than one with no top.

After a recent study undertaken by SEMA's Research and Information Specialist, Megan McKernan, there should be no doubt as to the effectiveness of tonneau style covers for the boxes on modern pickup trucks.

After a strenuous, and, for the most part, fruitless effort to get the truck manufacturers to provide test vehicles, the SEMA crew was forced to regroup and pursue other avenues. They ended up renting and borrowing pickups to complete the testing. The tests were conducted in the A2 Wind Tunnel at AeroDyne Wind Tunnel, LLC, in Mooresville, North Carolina. Getting a reservation at AeroDyne was no small feat in itself due to the fact that the facility runs a 5-day, 24 hour schedule to keep up with the testing demands of NASCAR teams. The facility is often booked 18 months in advance.

A series of tests conducted on Dodge 1500, Ford F-150

and Chevrolet/GMC half ton pickups yielded some concrete proof that tonneaus do increase the streamlining of the trucks while lowering the coefficient of drag.

Regardless of which tonneau covers were tested, and there were thirteen in all, the improvement averaged a 5.73% reduction in aerodynamic drag. The best performers were the fiberglass tonneaus and two of the roll-up style soft vinyl tonneaus all of which racked up an impressive 6.5% reduction.

How does this translate into fuel savings? Well, aerodynamicists maintain that a 10% reduction in aerodynamic drag is good for a 2-3% improvement in gas mileage.

An improvement of 5.73% would, therefore, mean a 1.8% improvement in fuel mileage. When gas was less than a buck a gallon this might have not meant much, but with prices at the pump hovering right around the three dollar mark, any reduction...especially nearly 2%...can amount to a tidy sum at year's end.

Our hat's off to Ms. McKernan and her team for putting facts down on paper. The information gained can become a real valuable selling tool. **R&R**



Drag Race News

They Don't Call Me Martin Anymore...

The ever expanding Knoll Gas, Torco Race Fuels, Skull Gear, Skull Shine race support efforts have now expanded to encompass a five year naming rights agreement with the drag strip formerly known as Martin US 131 Dragway. As announced by track manager, Jason Peterson, the track will now be known far and wide as Knoll Gas Motorsports Park at US 131. Originally built by John Grivins, Jr., T.D.S.F.K.A.M. US 131 opened in 1962, bringing the relatively young sport of drag racing to a first class facility in southwest Michigan. The strip would become famous as the home of the Popular Hot Rodding Magazine Championships, as well as one of the premier stops on the annual NHRA Division III Championships and Super Chevy Series tours. In recent years, racer morale and spectator admissions fell to all-time lows until a multi-million dollar renovation took place in the early 2000's. When the track reopened in 2002, it was a whole different venue and attendance at the big events has reflected this. Hopefully, with new sponsorship blood, the track can continue regaining its former glory.

Lane Automotive will once again team with Edelbrock to support the Knoll Gas Motorsports Park (MSP) Bracket Racing Series by providing the year-end points fund. In addition to this, an incentive cash program has been put together for racers who support the points program at Knoll Gas MSP. There is an additional payout for the winner and runner-up of each category, each race, for racers who have entered into the season points system and run the proper decals on their race vehicle. Lane Automotive and Edelbrock have supported Knoll Gas MSP for the past three years and are proud to be associated with one of the strongest weekly bracket series in the nation. **R&R**



Rutgers Racing Engines



Stan Jones Jr.



Eddie Hall

Reichert Off To Great Start...

Last fall we said that Bill Reichert pulled off his first "hat trick" at the Division III Awards Banquet when he copped Person of the Year, Top Alcohol Qualifier of the Year and Pro Sportsman Driver of the Year awards. These, of course, were in addition to Bill's 2006 NHRA Top Alcohol Championship. Well, 2007 is looking even better for Mr. Reichert and his Rislone sponsored A/Fuel Dragster. At the O'Reilly Auto Parts Springnationals in Houston, Bill showed everyone that he did not spend the winter in Owosso just resting on his laurels. After a terrific 5.23 blast, qualifying him for the Number 1 spot, Bill posted round winning elapsed times of 5.25, 5.21, 5.10, and his class winning 5.15 which was enough to back up his 5.10 for a new record. A previous round winning top speed of 282.03 was enough to back up his final round 284.75 charge, establishing that as the new speed record for the class as well...and making the proverbial "hat trick" a Reichert trademark. **R&R**



Racing News

...*Drag Racing News Continued*

Lane, Allstar and B&M Team Up At Osceola Dragway

B&M, Hurst, and McLeod will partner with Lane Automotive and Allstar Performance to support several events at Osceola (IN) Dragway in 2007. B&M will be the presenting sponsor of the Ironman Race held at the track as well as a Lane/B&M Day at the Races to be held in September. The "Ironman" race includes winners of all classes (other than Junior dragster) facing off in a winner-take-all format. The winner receives an increased payoff, product certificates and the famous Ironman Trophy. The Lane/B&M Day at the Races will also offer increased purse money along with product certificates. The 2007 racing season will mark the 50th year of continuous operation for Osceola, one of the Midwest's longest established drag strips. The track was founded in 1957 by the late Arthur Chizum and continues to be operated by his widow, Ruth and her son Tim Medich. Osceola, located in Northern Indiana, is an IHRA Division 5 sanctioned track, offering Friday night test and tune along with weekly Sunday bracket races. Featured classes include Top Eliminator, Modified, Street, Motorcycle, and Junior Dragster. Osceola is a great example of "grass roots" racing and provides racers and fans a fast-paced, entertaining day at the track.



John Hochstedler



Adam Jarvis

Circle Track News

Allstar and WISSOTA Team Up For 2007

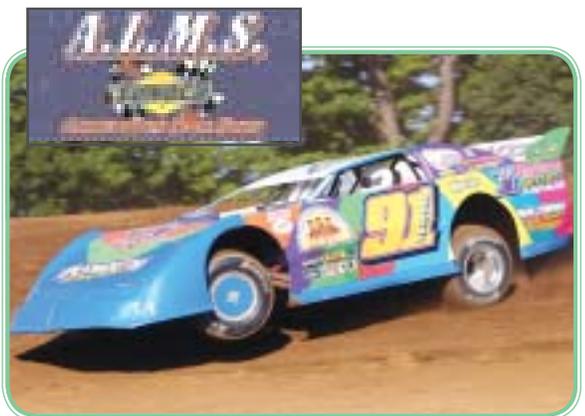
Allstar Performance is proud to announce the formation of a marketing partnership with the WISSOTA AMSOIL Dirt Track Series in 2007. Allstar will join the series as a Silver Level sponsor, supporting the series through contingency and point fund awards. WISSOTA Auto Racing can be seen at approximately 50 dirt tracks located in Wisconsin, Minnesota, North Dakota, South Dakota, Montana, Wyoming, Ontario and Manitoba. The member tracks have formed an association to work together for the betterment of short track racing all across the upper Midwest. If you live in the region, your local track is probably a member of WISSOTA. Classes that compete in the series include Late Models, Modifieds, Super Stocks, Midwest Mods, Street Stocks, and Mod Fours. **R&R**



WISSOTA Late Model Hotshoe A.J. Diemel Photo By Chris Burback

Allstar and Sunoco ALMS Re-Up For 2007

Allstar Performance will offer two awards for American Late Model Series (ALMS) drivers in 2007. Allstar will provide the series rookie of the year a cash and contingency award as well as a jacket. The Allstar Performer of the Race award, a product certificate, will go to the driver who passes the most cars at each of 20 ALMS events scheduled this season. The driver who wins the most Performer awards will then be the recipient of a product certificate and jacket at the ALMS awards banquet. The ALMS series is a traveling group of dirt late model racers who compete on tracks in Ohio, Michigan, Illinois, Indiana and West Virginia. The series runs under United Midwestern Promoters (UMP) rules and awards points toward the UMP national and state championships. **R&R**



2006 ALMS Champion Rusty Schlenk Photo By Jim DenHamer

Rat Rods And Thanksgiving Turkey

What do rat rods and turkey have in common? When I was a kid...while the Earth was still cooling...post-Thanksgiving meals at our house had main courses that relied heavily upon leftover turkey. As the leftovers dwindled, the meals got more bizarre. About the fifth day, turkey noodle soup signified for one and all, thankfully, that the turkey had finally been used up.

Rat rodders, in a fashion similar to my mother's unwillingness to let any of the turkey meat go to waste, have managed to squeeze every last bit of use out of a derelict old car, truck, or even a tractor, that might have otherwise been tossed in the trash. Those time honored turkey recipes did for turkey what rat rodding has done for antique vehicle preservation in general and hot rodding in particular.

Here's an example. A little over thirty years ago, at the old County Line Garage near here, I discovered the remains of a 1932 LaSalle four door sedan. Other than drive train, it was relatively complete, but rougher than the proverbial cob. According to the owner of the salvage yard, a "rich" guy came from Illinois and bought the car's 345 cubic inch V8, transmission and radiator for a restoration project. I waffled for several years, but, finally, in 1980, I bought the LaSalle. For seventy-five bucks, I became the proud owner of a huge, Fisher-Bodied car that I pictured as a luxury street rod with 500 inch Cadillac power and loads of creature comforts. Longtime friend and fellow old car enthusiast, Fred Grant, graciously offered me a storage (hiding) spot behind his barn until I had a home for it (or until my wife had the men in white coats come to take me away).

Twenty-seven years have flown by since we dragged the old LaSalle out to Fred's place. Those years have not been kind to the old car. From time to time, I tried to peddle the project to someone else, but everyone was scared away by the massive amount of sheet metal work needed to resurrect the car. Most recently, Rod Austin, one of Hartford's premier rat rodders, called and asked about the possibility of acquiring the hood from the car for a rat rod project.

We struck a deal, he took the hood, and I kind of forgot about the whole episode...until Vick Kinzler emailed me several photos of his Model A rat rod project. There, in living color, was Vick's long and low, '31 Model A. Spanning the considerable distance between the radiator and the cowl was a familiar looking hood. It was the '32 LaSalle's distinctive, 5-vent hood, trimmed, welded and looking good.

Finally, one of the only salvageable pieces of the old car had found its way into a grouping of other salvaged pieces to once again become a part of a driveable vehicle, a real rat rod. The scene with Vick's rat rod is being repeated more and more as veteran and neophyte rodders alike begin gathering cast off pieces of other projects to build their own style of hybrid vehicle. Most rat rods start with a body...any body...and the rest is pure imagination. That's great! No longer will we have to worry about this old truck cab or that old sedan body languishing in the weeds behind a barn, or in the far corner of some wrecking yard. I'm convinced that someone, somewhere, can take any remnant and build a convincing rat rod. It's being done every day. One thing's for sure: we won't get tired of rat rods like we do turkey leftovers.

R&R

A RAT ROD BY ANY OTHER NAME...STILL AS SWEET?

We recently came across an article in an aftermarket publication that put forth the contention that most people are offended by the term "rat rodder." We don't know if this is true or not...we'd never encountered any objections from the rodders themselves, and the article's proof for their theory was rather weak. At any rate, we certainly have never had any intention of upsetting anyone by using the term, nor have we ever considered "rat rod" to be a term of derision.

In our opinion, to create a well-engineered, streetable rat rod, within the confines demanded by the style, takes a consummate builder with all the skills used by any other hot rodder. We always look forward to seeing new rat rods emerge from the garage for the first time...each is different, with a never-ending array of clever, and often humorous touches.



Manufacturer Spotlight

Intercomp®

This issue, our spotlight shines upon a company that has been committed to serving the high performance racing industry from day one. It would be quite safe to say that most circle track race cars would be nowhere near as nimble or quick through the turns and down the straightaways if it weren't for the innovations from Intercomp Racing Systems.

The Intercomp Company is an electronics manufacturer responsible for a wealth of industry firsts involving scale systems, dynamometers, shock, spring and torque testers, lap timers and other race management software components. Among the firsts that can be directly attributed to Intercomp are such items as the first scale systems to have Baseline Setup Recall of weights and percentages; Low Profile Billet Scale Pads; Integrated Scales Systems with C/G calculation and print-out; Digital Turn Plates, Digital Caster/Camber Gauges, Digital Torsion Bar Testers, and Digital Bump Steer Gauges. The innovation didn't stop here, not by a long shot. Intercomp went on to develop systems with Standard Serial Output, then added more digital systems with their Digital Shock Pressure Gauge and Digital Leaf Spring Tester. More recently, Intercomp has pioneered a 20K Scale System and has developed systems that can display weight percentages in hundredths.

Intercomp is dedicated to keeping an eye on the future needs of racers and car builders...many of us believe that when we finally got to the 21st Century that Intercomp Racing Systems was already here, waiting for us to catch up **pR&R**



More Car Show Attractions For 2007

We plan to kick off the Friday Cruise Night celebration this year with our first annual **Open Header Cruise**. As many as 50 cars will convene in the parking lot at Watervliet North Elementary School, 827 Baldwin St. and proceed in parade fashion south on M-140 for approximately three miles to the Lane Automotive 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, by calling (269) 463-0202 or picking up an **Open**



Header Cruise Form in the Lane showroom. The **Open Header Cruise** is open to street rods, street machines, trucks, muscle cars, even race 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. **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.

We've added another surprise to our 2007 Car Show activities. **B&M Automotive**, the racing transmission and shifter people, have agreed to sponsor a real **chassis dyno** and the first 20 enthusiasts to register and pay the \$75.00 fee will have a chance to show the whole crowd just how much horsepower their cars generate at the rear wheels. The whole chassis dyno process is fascinating to watch as the car's rear wheels speed up to as high as 120 mph while the car itself remains stationary. The measurement of power at the rear wheels is considered to be the most accurate assessment of just how much power a car really puts out. **R&R**

Plan Now To Attend Our 2007 Car Show & Cruise

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

The **19th Annual Lane Automotive Car Show and Cruise** 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. This year's fest will be bigger and better than ever!

We'll once again host the **40th Anniversary Circle** saluting 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 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**

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



ExactDetail REPLICAS

**MAKERS OF FINE QUALITY
LIMITED EDITION DIECAST REPLICAS**



**All replicas are 1:18 scale
Approx. dimensions 10" long x 4" wide**

Visit www.exactdetail.com to view our entire product line

**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**



CAT109.2