



**The Parts You Need and the Service You Deserve!**

# Summer 2007

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## Breakfast Anyone? Pancakes and The Power Tour

### Hot Rod Power Tour Stops By Lane Automotive



*Batter up! Our breakfast crew hard at work.*

The 2007 version of the Hot Rod Magazine Power Tour began in Cleveland, Ohio on Saturday June 2. After a swell kick-off party and some sleep, the group, over a thousand strong, departed early Sunday morning for the next stop on the tour, Kalamazoo, Michigan. The weather had turned ugly in Cleveland, and showed no signs of letting up in Kalamazoo as rain (and mud) made for a slick showing at Kalamazoo's fairgrounds on Sunday. The rain persisted on Monday as the tour made its way toward Wisconsin. The high spot for us was the scheduled pancake and sausage breakfast stop here at Lane Automotive en route to Racine, Wisconsin on I-94.



*1953 Mercury Monterey mild custom; a nice treatment on a relatively rare car.*



*The one year only "bubbletop", a '62 Chevy Bel Air.*

How did a business known for the sale of high performance parts and equipment become a high performance purveyor of three thousand pancakes? It was easy! We just kept the huge tent from the car show another week, enlisted the aid of local firemen, brought in a boatload of gas griddles, several gallons of fine Carbon's pancake batter, a couple hundred pounds of sausage, and went for it. Anyone who thinks that fixing breakfast for a couple thousand people is not a big undertaking should have been here to see the whole meal unfold.



*1929 Ford Model A Pickup, a classic street rod style.*



*A 1939 Lincoln Zephyr coupe...not your run-of-the-mill street rod, that's for sure!*



*1940-41 Ford Ambulance...vehicles like this were a mainstay of the local Civil Defense squadrons.*

At their peak of pancake production, the firemen from Coloma and Watervliet Fire Departments were flipping out one hundred pancakes every six minutes. That's about a thousand per hour...or over three thousand by the time the breakfast stop wound down, windshield wipers were readjusted, and the tour was back out on the road to Racine. **R&R**

# Editor's Notes

## "Into Each Car Show A Little (Or a Lot Of) Rain Must Fall..."



Well, after near perfect weather last year, we reverted to more standard car show weather for the 2007 edition of our annual car show with what the weather dude called "scattered squalls". Squalls are defined as sudden gusts of high wind, accompanied by heavy rain (or snow)...and that definition pretty much described the atmospheric conditions at 8300 Lane Drive (minus the snow part) from about 3:30 am until 11:00 am on Saturday May 26. At 11:00, the winds died down, the rain stopped - at least temporarily - allowing us to get set up for the annual Noisefest which up to that point had seemed in serious jeopardy.

Parking for the Noisefest participants has gotten seriously interrupted early on by the weather and the mud, making some last minute alterations necessary in order to make the whole show come off as well as possible. Instead of orderly rows, the Noisefest transporters were scattered here and there in the side parking lot calling for some heavy maneuvering of people and vehicles. Somehow, the whole affair came together, and the crowd assembled to savor the sights, smells and sounds of the nitro cars seemed as large as last year's.



Watervliet Police Chief, John Pokagon led the tour to maintain law and order.



Big and little tires, straight axle, nose high attitude and no front bumper...all signs of a "bad" street/strip Nova.

I stopped by the local BP station at about 5:15 am on my way to work on car show day, somewhat low in spirits due to the steady downpour. On the way back to my car I happened to glance at the Burger King across the highway and what I saw there immediately improved my outlook, making me certain that no matter what the weather dealt out, this show was still going to be a success. Pulling out of the BK were four beautifully restored 60's/70's era Mustangs, headlights burning brightly, wipers flip-flopping contentedly, all lined up, waiting to pull out on M-140 to head for the show. This sight reaffirmed what I have always believed about the caliber of our Lane Automotive Car Show attendees, and that is, of course, that no show participants anywhere on the planet have more "heart" than ours do. I parked out back and made my way

to the main parking area in time to see the first cars in what soon became a continuous line. It was raining like all get out and it wasn't even six o'clock yet!

Let me express, here and now, how very proud I am of everyone involved with our annual car show. Car show work crews, food vendors, manufacturers, service groups, spectators and all of the owners of the finest show cars to be found anywhere can certainly share in this pride of a job well done. Feast your eyes on our 2007 Car Show poster, stapled in the centerfold, to see some of the cars from this year's show. We ended up with a total of 580 cars this year...down considerably from last year, but if we factor the weather into this equation it was a fantastic turnout. R&R



"The Little Old Lady From Pasadena" defied local law enforcement officers in a car just like this '64 Dodge in the popular Jan & Dean song from the 1960's.

## First Open Header Cruise Is A Success

One hot rodder said it reminded him of the old days out on Hollywood Road; another said his first impulse was to pull over and get ready for a lecture and a ticket when he saw the gumball on the police escort car bringing up the rear of the cruise. All thirty-five rodders who took part in our first Open Header Cruise said it was exhilarating to rumble through the downtown of Watervliet with headers open. We expect this event to grow in the coming years. R&R



The cruisers were led into the Lane Automotive parking area by David Hoyh in the "Swamp Fox" fuel dragster.

# Hot Rodding News and Notes

## A Short Look At Pro Touring

The sport of hot rodding is in a constant state of change. Every new “fad” has its run, and then the whole movement returns to a more normal stance, taking with it some of the more rational elements of the most recent extremes. The end result is always the same: a new car that is more well rounded with the latest handling, performance and safety features and mostly original styling.

It's happened with street rods (pre- 1949 hot rods), which have survived resto-rodding, econo-rodding, pro-street rodding and are currently working through rat-rodding. Deviations from the norm have had similar effects on street machines. Where the resto-rod may have had an original steel body and chassis with drum brakes, original steering, suspension and large V8, its modern counterpart may have an original looking steel or glass body, modern, independent suspension, rack and pinion steering, large disc brakes, and the same large V8. A street machine (post-1949) twenty-five years ago may have been an older intermediate car with a huge, tunnel-rammed V8, jacked-up rear suspension to clear fat tires without tubbing, original brakes, interior and a generally “short trip only” look.

Pro Touring has packaged the best attributes of street machines and road race cars past and present and homogenized them into basically restored cars of the sixties and seventies that move with modern, technologically advanced power and ride on extremely updated chassis and suspensions. When you think of it, Pro Touring may just be one of the most sensible (and enjoyable) facets of hot rodding to come along in quite a while.

An average Pro Tourer (certainly ABOVE AVERAGE in terms of looks and performance) could be a late 60's Camaro, Mustang or Barracuda outfitted with, respectively, a Tuned Port Injected V8, an OHC Modular V8 or a 5.7 Hemi. Underneath a shiny, restored body we'd find lowered, beefed suspension; gigantic aftermarket disc brakes all around; and a high flow, tuned exhaust system. Performance, compared to the original cars in stock form, would be well off the charts. Acceleration, handling and stopping would put the originals to shame. In the cockpit we'd see luxurious appointments that far exceeded the “houndstooth” vinyl of yesteryear.

Perhaps the biggest attribute of the Pro Tourer movement is that the cars do not have to be built from the top of the line models within a certain marque. A plain, small block powered Barracuda is more desirable as a starting point than any big block or Hemi version. A Mustang can be a six-cylinder coupe instead of a Mach 1. A non-SS, RS or SS/RS Camaro is an excellent starting point. The point is that a whole lot of dollars can be saved and put toward the finished product if the initial purchase price is low.

To best sum up a Pro Tourer, conjure up visions of a powerful, stylish comfortable car with the capability of handling any situation that would arise on the highway with no problem and, especially, one that you would like to drive coast to coast and back. The Pro Tourer has it all...style, looks, grace, and the added bonus of being “one-of-a-kind”.

To the benefit of potential Pro-Tourer builders, several companies are offering dynamite brake and suspension packages, changeover wiring harnesses for modern, computerized injected engines, new steering columns and even complete replacement chassis.

The next Lane Automotive Street Performance Catalog, due in the Spring of '08, will be prepared with special emphasis on the Pro Touring segment of the street machine crowd. We can't wait to get to work on outlining all the neat stuff we already carry that fits the needs of the Pro Tourer to a “T”. **R&R**



1969 Chevrolet Camaro...



...1970 Dodge Challenger...



1968 Mercury Cougar...



...and 1971 Mach 1 Mustang are all prime Pro Touring candidates.

# New Allstar Products



## Mini-Enduro Cage Kit

Mini-enduro racing has become very popular as an entry level class where racing is still fun and the competition tight. One of the most popular cars to be modified for this class is the '91-2002 Ford Escort two-door. Now Allstar Performance offers a safe, affordable roll cage kit (ALL22104) that perfectly fits the Escorts and, after minor modifications, will also fit Dodge/Plymouth Neons and Ford Probes. Formed from .095" mild steel tubing, the kit includes a main hoop, halo, windshield posts, front and rear dash bars, three door bars for the left side, a Z-bar for the right side and two lengths each of 1-3/4" and 1-1/2" tubing to strengthen and tie the pinch weld area for a solid cage and seat mount. **R&R**

## Body Radius Tool

Sometimes the best tools are the most simple ones. Such is the case with the solid oak Allstar Body Radius Tool (ALL23100) which can be used to flare the edges of wheel openings during the process of fabricating aluminum fenders and quarter panels. With two different radii, one on each end, the tool can create just the right flare for a particular application. **R&R**



## Wide 5 Timken Bearing And Seal Kit

Everything to service one Wide 5 hub is right here in one convenient kit (ALL72310): inner and outer wheel bearings, inner and outer races, low drag hub seal and a specially formulated synthetic bearing grease. Seems to us like it would be a good idea to keep a few extra kits stashed away in the trailer for on-track servicing. Right next to this kit on the shelf should be an extra pair of Timken Low Drag Hub Seals (ALL73122). Keep in mind that Allstar now stocks a complete selection of Timken wheel bearings for most Wide 5 setups. **R&R**



## 9" Non-Floater GM Metric Housing

More factory stock racers have decided upon the 1978-88 GM Metric intermediate chassis as the basis for their race car than any other similar chassis. Plentiful and inexpensive, these metric units have a lot going for them, but their popularity has certainly never been a result of the anemic, 7.5" rear axle found out back. The axle barely is strong enough to take the power from a stock V6, and is prone to snapping axles and losing wheels when any real power is transmitted. A wheel/tire combo bouncing along sans race car on the track is about as welcome as a tax audit. Many a stock car race has been stalled while the debris from one of these axle snapping episodes is cleaned up. Allstar Performance has done something to make the GM metric chassis safer and even more desirable with the introduction of their 9" Non-Floater Housing Conversion for the metric chassis. The kit includes a large bearing, 9" housing with late Ford/Torino ends and brackets to accept GM upper and lower trailing arms, 31-spline axles, installed bearings and seals and 1/2"-20 studs in 5 x 4-1/2", 4-3/4" or 5" bolt circles. Two widths are available: 58" (ALL68752) and 60" (ALL68754) axle flange to axle flange. **R&R**



## Tape Products

First up is Allstar Gaffer's Tape, similar to duct tape, but with a duller appearance and twice the strength. A gaffer is an electrician on a movie or TV set and they often need to make quick, strong temporary adjustments to light fixtures and such and the tape they use gets the job done. It will work in the pits or in the shop, too. Available in 2" width (five colors) and 4" width (black or white).

Next, Allstar Air Box Tape, silver or black, is metallized with a high strength adhesive to secure and seal panels, specifically air boxes and other high heat areas.

Finally, for protection of painted and decal surfaces from scratches, chipping and other damage Allstar offers Surface Guard Tape. A clear, polyurethane tape that is 8 mils thick, it provides excellent resistance to ultra violet light and will not yellow. Perfect for protecting wheel openings, rocker panels, headlight and taillight decals, door edges or anywhere else prone to damage from abrasion. Choose from 2", 3", or 4" widths in 30 ft. lengths. **R&R**

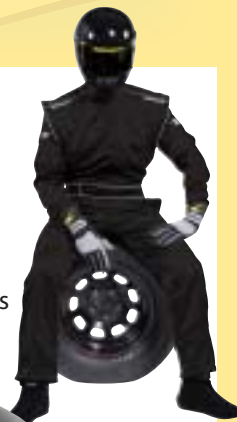


# New Products



## Team Impact One Piece Driving Suit

European Semi-Gloss Twill Nomex with an SFI-5FIA rating has been box quilted, with a soft knit lining, rolled collar and internally padded athletic shoulders, 360 degree, full arm gussets and many other features and the result is the Team Impact One-Piece Driving Suit. Available in sizes Medium through XX-Large, in black, blue and red, the Team Impact suit is among the finest to be found anywhere. **R&R**



## Spider Helmet

Patented Speed Channels™ comprise an air induction system called the WEB™ which emphasizes airflow across the shield and through the chin bar, nose and mouth on Impact Racing's new Spider Helmet. Made of light, advanced composites, the Spider includes a HANS anchor hood/cover and a Gray Matter liner. Choose from silver, white and gloss or flat black finishes. SNELL 2005 and SFI/FIA approved, the Spider is the perfect complement to the Team Impact racing suit. **R&R**



## Silver Bullet Alternator

Tuff Stuff's Silver Bullet Alternator has it all. Rugged, polished and triple-plated die-cast housings, one-wire hook-up and 140 amp capacity make it the ultimate in looks and performance. The finishing touch is added by a billet aluminum fan and pulley. One of the most vital and visible components in any engine compartment, the alternator can make or break an otherwise nicely detailed engine compartment. In the case of the Silver Bullet, we'd have to say, if it's gotta be there anyway, it might as well be pretty. **R&R**



## Dual Force Winches

Warn Industries has introduced a pair of revolutionary, dual purpose winches that not only function as a means of removing or hoisting, but as handy, ready-to-use air compressors. That's right! The same winch that may be used to pull a stuck vehicle out of the mud, sand or snow can air up a flat tire, run an impact wrench and even power a nail gun. The best part is that they can be easily installed and require no complicated plumbing or wiring.

Two PowerPlant models are available, the Dual Force HP (WAR71800) and the Dual Force HD (WAR71801). The Dual Force HP is designed for serious off-roading, delivering 9,500 lbs. of pulling power and quick line speeds. The Dual Force HD is a commercial grade unit offering farmers, tradesmen and ranchers a strong 12,000 lb. winch and a air compressor powerful enough to run impact wrenches, nail guns, etc. **R&R**



# Racing News

## Bozell Takes Fourth Klash Krown

Nine time Kalamazoo (MI) Speedway Super Late Model Champion, Andy Bozell, turned a mediocre season into a good one by claiming the winner's check at the 15th Annual Kalamazoo Klash presented by Edelbrock and Lane Automotive.

Bozell, who has won the Klash on three other occasions, bested multi-time Berlin Raceway Champion, Joe Bush, and current Kalamazoo point leader, Steve Needles, on his way to the richest payday in Michigan late model history. After starting the race in tenth spot, Bozell used the outside groove on his march to the front, trailing only track regular, Kenny Head, at the lap 100 break. An inversion of the top five found Andy restarting in the fourth position for the final 57 lap segment of the event. Bush, and race leader Dave Sensiba saw Bozell get around them on lap 129, and then stay up front for the winner's prize, \$30,157 - part of a hefty \$90,000+ purse. Steve Needles was the ARP Fasteners fast qualifier, topping the 57 car field with a 13.119 second tour of the 3/8 mile speedway.

The Allstar Performance first segment leader \$1000 bonus went to Kenny Head. The 50 lap Klash Shootout, presented by Holley and Comp Cams, was worth \$1500 to Johnny VanDoorn, who drove a car owned by former ARCA champion, Tim Steele. Veteran Kalamazoo campaigner, Rich Hardy, won the Klash Bash and scored \$750 courtesy of Longacre. A large crowd enjoyed the Klash, which has become one of the premiere short track events in the country.



Rich Hardy, winner of a check for \$750 courtesy of Longacre.



Photos By Doug Swift



Andy Bozell, the winner of the 15th Annual Kalamazoo Klash, his fourth crown.



The ARP Fasteners fast qualifier, topping the 57 car field with a 13.119 second lap time.



Winner of the \$1,000 bonus, courtesy of Allstar Performance



Scott Wahlstrom presented a \$1,500 check to Johnny VanDoorn, winner of the Klash Shootout B Feature.



Meet the 2007 Kalamazoo Klash drivers

# Racing News

## Andy Bozell Heads List of Michigan Motor Sports Hall of Fame Inductees

If you were asked to name the one Michigan race car driver who has achieved the most in the shortest span of time, the name Andy Bozell would instantly pop into mind. When the Michigan Motor Sports Hall of Fame holds its induction ceremony on November 4, Andy will be among eleven race personalities with Michigan connections to be inducted into the Hall of Fame for 2007. We doubt that there is anyone connected with the racing fraternity who would not agree that the honor is well-deserved.

Andy was just nineteen years old when his dad, longtime racer Gordy Bozell, put him and his younger brother, Jeff, behind the wheels of race cars he owned and put them on the track at Southwest Michigan Speedway in Mottville. The year was 1983 and Andy wasted no time in making a mark at Mottville, racing to the runner-up championship spot, a feat he duplicated in 1984. In 1985, Andy moved to Galesburg Speedway, winning the track championship in the sportsman division that year, and again in 1986.

In 1987, Andy switched to a late model and went back to race at Mottville where the season end points total found him in second place. In 1988, Andy won the track's late model championship. It was back to Galesburg in 1989 where Andy finished second in the late model division, but scored the most feature wins with 16. In 1990, Andy scored his third track championship and decided then and there that he was going to expand his horizons by also running at Kalamazoo Speedway in 1991. He finished fourth in the Kalamazoo late model standings in 1991 and still found time to visit Galesburg for three wins that same year.

Andy's accomplishments at Kalamazoo Speedway have made him a legend. Since his first track championship in 1994, he has amassed nine more - eight of them in a row - making him the only driver in the NASCAR Weekly Series to have won eight consecutive championships. In 1994, he won his first ever NASCAR sanctioned title. While he was doing all of this, Andy was still racing at Galesburg, where he won seven out of seven features in 1992, and running in the ARTGO Series on a limited basis. In 1997, Andy began another chapter in his championship quest when he began racing at the new M-40 Speedway in Jones, Michigan, finishing his first year with 9 feature wins. The next year Andy won the first of three consecutive late model championships (1998-99-2000) at both Jones and Kalamazoo, and followed this up with five more championships at Kalamazoo (2001-2005)! In 2004, Andy was the NASCAR Heartland Region Champ.

Along the way, Andy has enjoyed some big paydays including \$10,000 for winning the first Kalamazoo Klash, another ten grand for winning the inaugural Late Model Jones, and the biggest money win of his career, the \$20,000 Summer Sizzler at New Paris Speedway. Over the course of his racing career, Andy has raced at more than 35 different race tracks in eleven states and has started his son, Phil, on his way to a championship career as well. This guy is just getting started. Andy will mark his 44th birthday the same month he is inducted into the Hall of Fame.

Other 2007 inductees into the Michigan Motor Sports Hall of Fame include: Ron Drager, Ron Flinn, Sam Gianino, Bob Hanes, Don Holben, Rusty Kelly, Ken Mackey, Artie Sommers, Tom Straley and Brian Tyler. **R&R**



2006 Late Model Jones  
with track owners Steve and Bill Brown



Andy Bozell, the winner of the 15th Annual  
Kalamazoo Klash, his fourth crown.



Hall of Fame inductee,  
Ken Mackey



# Racing News

## Osceola Dragway Celebrates 50th Anniversary

In the late fifties, there were very few drag strips anywhere in the United States. The primary locus for acceleration contests between hopped up cars back then was the street. It was common knowledge that whenever a new stretch of asphalt paving went down, a start and finish line would mysteriously appear before the street surface had even cooled, much to the dismay of local officials. Citizen groups were formed to deal with those "...senseless, darn fool hot rodders and their souped up rods." The call had gone out: Get the hot rods off the street! There were very few legal drag strips, and those that did exist were often only abandoned or little used aircraft landing strips where racers could congregate and do their thing without fear of retribution from the law.

Over fifty years ago, the late Art Chizum set out to build a drag strip near Osceola, Indiana because he was sure that the popularity of drag racing could only grow as time went on. His track, Osceola Raceway, opened in the spring of 1957 and the die was cast. For over 50 years, Art, first, and now his wife, Ruth have kept the well known drag strip up and running.

It's interesting to note that Osceola Dragway was among the first drag strips to be built in the entire Midwest. Only the Bunker Hill, Indiana Drag Strip, built in 1956, is older (Beech Bend, in Bowling Green, Kentucky had a dirt strip in 1953, but the current paved strip was not built until 1964). Other well known drag strips were built after Art Chizum broke ground on his track. Indianapolis Raceway Park (O'Reilly Motorsports Park) was not built until 1958. Midwest drag strips like Detroit Dragway, Motor City Dragway, Martin, Milan, Tecumseh, Onondaga, Broman, Northern Michigan, Ubly and Tri-City, all in Michigan, came along between 1959 and 1963 (Lapeer came along in 1968), although only Martin, Milan, Northern Michigan, Lapeer and Ubly have survived the test of time.

Most of the long gone drag strips succumbed to urban or industrial sprawl, airport and highway expansions or shortage of room for lengthening the track as speeds increased. For Osceola Dragway to still be with us after fifty years is nothing short of fantastic. The track's outstanding longevity speaks well of the track operators and the racers who frequent the track. In recent years, the track has had some major improvements made for both safety and aesthetic reasons. The drag races are held every Sunday. For the past few years, Osceola has been an IHRA affiliated track. Major events include a nostalgia race on Memorial Day weekend and the Ironman Trophy race, held in mid-summer. **R&R**



Dave Nave  
Photo courtesy of Osceola Dragway



Rick Cubbernuss, jr  
Photo courtesy of Osceola Dragway



Samantha Bennett  
Photo courtesy of Osceola Dragway

### Hey Mom, can I have the keys to the Taurus?

## Kalamazoo To Introduce "Cyber Stocks" Next Season

Six cylinders, automatic, front wheel drive, cheap, fun. These five ingredients comprise the "Back to the Basics in 2008" motto recently put forth by Kalamazoo Speedway while describing a new racing class the track plans to introduce next year. For a minimal investment - as little as \$1,000.00 - a "Cyber Stock" can be track ready and the hope is that several partnership arrangements, including father/son, mother/daughter and high school teams, will emerge to get their "racing feet" wet without breaking the bank.

According to track owner, Gary Howe, the tech officials plan to build several cars during the off-season that will be for sale to anyone interested in getting started. Kalamazoo Speedway is even looking into providing a free, outdoor storage area at the track for those who don't have a trailer. The class will have no entry fee, no license needed, no hassles, and all the racer has to do is show up and race. The class will compete at 12-15 races next year, roughly every two weeks. Sounds like an excellent starting point for anyone interested in getting started in racing on the ground floor.

To get a glimpse of just what a "Cyber Stock" is, stay in touch with Kalamazoo Speedway's website. The track hopes to have a couple of the cars ready for a preview yet this summer, most likely in mid-August or early September. The dates will be posted on [www.kalamazoospeedway.com](http://www.kalamazoospeedway.com) **R&R**



# Rodding Journal

## National Hot Rod Reunion...Columbus Style



Don Trasin's immaculately restored "Jade Grenade" AA/FD

When the National Hot Rod Association conceived the idea of having an Eastern version of the immensely popular California Hot Rod Reunion, they chose Beech Bend Raceway in Bowling Green, Kentucky as the site. The first event, held in 2003, was a big hit, and the event grew bigger with each successive year. Then, an ugly controversy between the owner of the land bordering Beech Bend and the track owner resulted in one of the access roads being declared off limits. A hopeless traffic snarl greeted most racers and rodders as they pulled off I-65 to head for the track for the 2006 reunion. The NHRA, for this, and other reasons, decided to move the reunion to another site, at least for 2007. Thus, the 5th Annual National Hot Rod Reunion was held at National Trail Raceway near Columbus, Ohio. Word has it that next year's event has already been scheduled for June 13-15, 2008...again in Columbus.

The Hot Rod Reunions, East and West, are conducted under the auspices of the Wally Parks NHRA Motorsports Museum. The intent is to present a historical perspective on the sport of drag racing through an event and a venue that reflect what drag racing was like in the earlier days. In this case, the earlier days pretty much encompass people and machinery active in the sport between 1948 and 1975. Highlights of the three day event include Nostalgia Top Fuel and Funny Car Eliminator categories, exhibition cars, nostalgia super stocks, gas coupes and a host of other cars long rendered obsolete for one reason or another.

After four thoroughly enjoyable years in Bowling Green, many of us reunion regulars here in Michigan's Southwest were somewhat apprehensive as to just what we could expect from the move to Columbus. Motel accommodations and pricing were among our chief concerns. Nitromethane was rumored to be in short supply at National Trail, with mention made of a rationing system possibly being used. And, even though many racers and Cacklefest participants had been assured by track officials that everything would be done to enhance traction, Swamp Fox team member, Ralph Kitron, was still concerned about "bite" as late as Thursday afternoon.



Unusual '48 Packard gasser was campaigned by B-1 Mopar guru, Dave Koffel way back when



The late Don Carlton ruled Pro Stock in the early 70's with this hemi-powered Plymouth Duster

Fortunately for all concerned, motel rooms were plentiful and rates were quite reasonable, especially if reservations were made early. Everyone was supplied with ample nitro to get the job done...and Ralph, no longer concerned with bite, was openly smiling and holding court at his encampment on Friday. As we have for the past several years, we made our old Dodge station wagon available as a dragster push car for one of the Cacklefest participants. This year we were very honored to be the push car for Al Bergler's "More Aggravation" competition coupe, making us "famous by association." Certainly one of the most beautifully rendered dragster restorations, Al's Bantam-bodied machine was one of a trio of his recent projects which also included Ed Golden's "Probe" AA/FD and Larry Payne's "Gang Green" AA/FD. With these three cars from the Detroit area as well as the Hoyh family's "Swamp Fox" AA/FD out of St. Joseph, the Barnes and Gladstone "Michigander" AA/FD from St. Johns, and many more gassers and altered, the state of Michigan was well represented. Who says it all happened on the West Coast? The Midwest can hold its own with any other part of the country when it comes to drag cars with a historic impact.

So, was the Columbus experience a good one? Was it better than Bowling Green? Most people I talked to missed Beech Bend's much better restroom and shower facilities, plentiful shaded areas and overall "downhome" flavor. From a personal standpoint, I had a great time, but I thought the crowds were smaller, there were less show cars, the swap meet was smaller and the overall organization of the program schedule was somewhat scrambled.

As the photos accompanying this article demonstrate, the Hot Rod Reunions, regardless of where they are held, bring some very interesting vintage drag machinery out of the woodwork. Hopefully the NHRA and the Wally Parks Motorsports Museum will continue to hold these annual get-togethers. They are good for the sport and good for the fans. **R&R**



No one carried the Ford drag race banner better than Len Richter at the wheel of the Bob Ford Thunderbolt

# Manufacturer Spotlight



## Air Ride Technologies...Drive It, Feel It!

In the ten years or so since Air Ride Technologies came on the street performance scene with their revolutionary air ride systems the company has kept up their philosophy of always looking forward. What is coming in the future has always held more interest than looking back at what has been accomplished. A philosophy like this guarantees that the technology will always keep progressing.

Ever since the founding of Air Ride Technologies in 1996, owners Bret and Sharon Voelkel have found it truly satisfying that their forward thinking concepts have been rewarded with impressive sales. The newest of those forward concepts involves the development of the ShockWave series of air suspension systems, quite possibly the most advanced and most dependable air ride systems available anywhere, and the AirBar bolt-in air ride systems for Ford, GM and Mopar B-Series muscle cars.

The first ShockWave, the 9000 series, was introduced in 2000 to accommodate those who wanted air suspension on the rear of their vehicle as well as the front. The 9000's tapered sleeve design allows a softer spring rate, longer travel and a lower load capacity...all more desirable features for a rear suspension.

Next, in 2003, the ShockWave 7000 was developed to meet the needs of lighter weight vehicles with relatively confined spaces in which to mount an air suspension. At 4" in diameter, the 7000 series fits in a smaller space, and offers a softer spring rate and load capacity for a smooth ride in a lighter car.

Finally, the ShockWave v3.0, the latest refinement, was introduced. Typically used in independent front suspensions, it can sometimes be used in independent rear setups as well. The ShockWave v3.0 offers a double convoluted airspring bellows to achieve the load capacity required by independent front and rear suspensions. It has been refined with double adjustable shock valving for separate adjusting of compression and rebound, internally fastened airspring endplates to eliminate fasteners normally required to join these assemblies, and 1" smaller diameter endplates for increased frame rail clearance on aftermarket IFS systems.

AirBar systems can improve the ride and handling of a myriad of sixties and early seventies muscle cars including Road Runners, Super Bees, Chargers, Galaxies, Fairlanes, Mustangs, Camaros, Chevelles, etc. With exquisite engineering and foolproof installations, AirRide has taken all the guesswork out of bringing these venerable marques into the twenty-first century. **R&R**



# Lane Happenings

## The Lane Automotive/Holley Performance Challenge

This innovative program, developed in-house at Lane Automotive, gives all drivers a chance to shine. Winners of all races contested on challenge nights receive a \$200 product certificate redeemable for Holley or Earl's Performance Products through Lane Automotive. The winner's package also includes a goody bag with hats and T-shirts. Winning drivers are featured in ads placed in The Marc Times Racing News, Michigan Racing Scene and for the dirt track winners, National Dirt Digest. Winner photos are also posted in the image gallery on the Lane Automotive website [www.laneautomotive.com](http://www.laneautomotive.com) and featured in the Racing and Rodding newsletter. 2007 Challenge events will be held at Berlin Raceway and M-40 Speedway in Michigan, with a first-ever visit to Kamp Motor Speedway in Boswell, Indiana. Thanks to Holley and Earl's for supporting this program and good luck to all participating drivers. **R&R**



**Allen Davis**



**Bob Spencer**



**Brian Maxim**



**Garrison Jewett**



**George Munniks**



**James Haney**



**Nick Shotko**



**Randy Veldman**



**Ryan Gruppen**



**Scotty Root**



**Tom Thomas**



**Tony Davis**



**Weston Jewett**



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An Exact Detail Exclusive - Each Firebird replica has been personally signed by Linda Vaughn! The Tyrol Blue 1967 Firebird convertible, equipped with a 400 cubic inch V8, Turbo 400 automatic transmission and special Hurst wheels, is adorned with graphics depicting the distinctive Hurst Armed Forces Club logo and banners proclaiming the winner of the "Date at Daytona 500" contest. In 1967, one lucky G.I. was plucked from Viet Nam and flown thousands of miles to Daytona, Florida. The prize? A chance to drive this brand new, not yet introduced 1967 Pontiac Firebird convertible for the week leading up to the Daytona 500, and then use it for a date with Linda Vaughn!

**HURST**  
**ARMED FORCES**  
SPECIAL EDITION  
1967  
FIREBIRD

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