



The Parts You Need and the Service You Deserve!

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They're Not Just For Kids Anymore!

Hot Wheels are not just for kids. To anyone who doubts this, we offer three bits of hard evidence to back up this claim. First, the Steve Wright-built, twin-hemi deuce delivery covered last month is the in-progress result of a design originally inspired by an outrageous Hot Wheels twin-hemi deuce sedan that has been around for many years. Then, the elongated, blown big block Chevy powered Nash Metropolitan, built by Dave Rentsman, appeared in the Hot Wheels line-up. Finally, the subject of this month's feature article, the Kitron Motor Sports Dragway, is a complete drag strip in miniature that is populated by hundreds of Kitron-customized Hot Wheels hot rods and dragsters.

Hot Wheels have been around since 1968, and it's safe to assume that some of the kids who bugged their parents to



Two rear-engine fuelers have just launched and are "marching" to the finish line.

buy them one every time they went to a store are now buying them for their grandchildren...and for themselves! Hot Wheels have been a constant in an ever-changing, and often bewildering world. When Ralph Kitron conceived his scaled down drag race facility,

Hot Wheels played a major part in the overall plan. A master builder of dioramas (his scale Silver Beach Amusement Park is nationally famous), Ralph has used the exquisitely detailed miniature vehicles to add realism and charm to his creations.

We had the opportunity to visit Ralph's basement recently, and not only photographed the meticulously crafted drag strip, but also the Silver Beach diorama. Both are breathtaking in their realism. The amusement park diorama even emits ham-



Lots of action in the funny car pits at Kitron Motor Sports Dragway

burger and cotton candy aromas from the

midway and ozone smells from the bumper cars as it goes through its automated display cycles. We didn't verify this, but it would not surprise us one bit to experience real burnt rubber aromas emanating from the drag strip before long.

A man of many talents, Ralph began building scaled



From upper left to lower right, we see Dave Crane's fuel altered, Larry "Cabby" Pasco's Anglia, Steve Wright's twin-hemi Deuce, Harry Hauch's "A" rat rod, Ralph's roadster, the Hoyh-Kitron Swamp Fox and Rudy Zachary's Meteor (Canadian Ford)

down models of real world places after suffering a series of health setbacks, including several strokes. Medical problems have never been an issue with Ralph, however, as he bounced back from cancer several years back to build no less than three street rods and engineer the complete restoration of the Swamp Fox fuel dragster. His next project is a recreation of the House of David Amusement Park.

The miniature drag strip is gravity-powered, just like Hot Wheels cars, and has several "Ralph" touches included for added realism. A functioning Christmas tree gets the races underway, and awards a "red eye" to anyone who jumps the gun. Elapsed times and top speeds, both measured in real time, are flashed on tiny digital scoreboards and a flag pops up in the winning driver's lane as cleverly designed parachutes "slow" both cars. A "walk" around the pits at Kitron Motor Sports Dragway shows realistically sculpted depictions of a funny car crew thrashing between rounds, a swap meet with an array of scale hot rod projects and parts, and a line-up in the staging lanes that is typical of any large drag strip. In addition, Ralph has created scale models of the cars belonging to all his pals, and they are parked in a row much like their real counterparts would be at a local show or rod run.



A view of the swap meet, lower right, and the crowded staging lanes, upper left.

Getting back to original statement at the beginning of this piece...we would guess that the average age of the "kids" grudge racing at Ralph's miniature dragway is somewhere east of 50. Who says we have to grow up? Certainly not Ralph Kitron! **R&R**

Editor's Notes

Garage Hopping...

Another Cacklefest Candidate

With very little digging on our part, we have managed to unearth some very interesting garage projects in and around southwestern Michigan. In the last issue, we highlighted the progress on Steve Wright's twin hemi deuce sedan delivery. Just down the road and around the corner from Steve's shop resides John Keyser, a retired elevator repairman who says he "...just got tired of all the ups and downs" of the business, and got out when he had the chance. Unlike many retirees who head for the couch, or take up gardening, John opted to spend his retirement time assembling a front engine dragster so he can join in the cacklefests that have become so popular at drag events and car shows (including our own!).

A few years back John acquired a straight front engine chassis that was manufactured by Mark Williams. Originally built with an early Chrysler hemi, the car had more recently been campaigned with a variety of big block Chevrolets. Since John wanted to reinstall an early hemi, he sent the car to Tom McKeon's shop in Midlothian, Illinois for some rehabilitation work. Tom campaigns a Donovan 417 powered front engine A/Fuel Dragster and has a lot of experience with the early slingshot style chassis. He managed to make the car receptive to hemi power once more, and, when the angles were all proper, the mounts were welded in. The car originally sported a Ford 9" rear, but John had Tom cut that out and replace it with the more traditional early Oldsmobile assembly.

Shortly after buying the chassis from Dave Crane, John had come across a deal on a pair of blown 392 style Chryslers that were ready to run. One engine had a 5/8" stroker crank for a total displacement of 462 cubic inches; the other was closer to stock with a .030" overbore for 398 cubic inches. Both were set up for nitro and ready to go.

The car will have a full aluminum body, crafted to reflect the late sixties look. The chassis was built in 1969 and has a relatively long 180" wheelbase. Look closely at the photo of John in the cockpit. He says the smile comes automatically every time he sits in the car. **R&R**



John checks out the cockpit of his front engine dragster. Check out his smile.



From this angle, the 180" wheelbase dragster looks long and lean. It definitely sits right.

Not Your Ordinary Rod Shop

Mike Couts, owner of the C&C Rod Shop in South Bend, Indiana has been building first class hot rods for a good many years. Originally situated in Niles, Michigan, Mike moved the business to South Bend to be closer to his primary customer base. Mike is happiest when he can build a car from the ground up, but has the tools and the ability to straighten out others' mistakes as well. Other than paint and upholstery, the cars are ready to go when they leave his shop. Mike counts George Lane's flawless, black '32 Ford roadster among the many cars he has built over the years and he is currently hard at work on George's '32 Ford sedan which, like the roadster, will be a flathead powered highboy. **R&R**



Mike's pert '29 Model A Sedan Delivery.



Mike works on "late models" too, like this Cobra kit car.



George Lane's flathead powered '32 Ford highboy sedan.

Hot Rodding News and Notes

Occasionally, we like to highlight what we consider to be “real hot rod parts”...parts that we think reflect the true hot rod spirit. Here are some hot items from Edelbrock and Barry Grant that, quite frankly, have us excited:



EDELBROCK ROCKS...making the 409 even finer!

A while back, when we got all excited over Edelbrock's 348-409 Chevy water pump, we didn't know the half of it. That was only the first in a whole bunch of “W” motor components that will be introduced by the folks from Torrance in the near future. Edelbrock, right now, offers a Performer RPM dual quad intake manifold for 348 and 409 Chevrolets as well as Classic Series, finned aluminum valve covers (EDE4140) for that venerable engine. The next 348-409 component scheduled from the Edelbrock foundry will be a Performer RPM cylinder head with larger valves, improved flow characteristics and bulletproof valvetrain components.

The 348-409 dual quad intake is available with two port configurations: one for small port, factory cast iron heads (EDE5408) and the other, a large port version (EDE5409) for large port factory heads and the forthcoming aluminum cylinder heads.

As they celebrate their 70th anniversary, we heartily salute the folks at Edelbrock! They've never been afraid to revisit famous hot rod technology of the past and bring it back to the present. The 348-409 engines may not have been the best design to ever come down the pike, but we've always liked them, and felt that they never got a fair shake back in the day. After all, the '09 is one of the only engines to ever be immortalized by a popular singing group...in this case, the Beach Boys. We're already thinking of the possibilities of a 500-inch “dubbya” with a stroker crank, aluminum heads and dual quads...resplendent in stock “Tonawanda Tangerine” and nestled under the hood of a stone stock appearing '63 Impala! We bet that would shake up the troops! **R&R**



EDE4140 Valve Cover



EDE60819-409 Chevy Head

BARRY GRANT Finally, A Replacement For The Ancient Stromberg 97

We remember finding a rare Edelbrock X6 intake - a 6-2bbl. crossram no less - for a Chrysler 392 at a swap meet several years ago. The price was right, and the manifold came home with us. The X6 was designed to mount six Stromberg 97 type, 3-bolt carburetors (or the slightly more modern Holley 3-bolt units) and we thought finding six of these old squirters would be a piece of cake. WRONG! Not only were the 97's hard to find, but the ones we did find were, to put it politely, junk. Core price on any 97 carburetor back then was in the neighborhood of \$75.00, and a kit and a professional rebuild added another hundred and fifty to the original price. Doing the math, the purchase and rebuilding of six carbs came to well over \$1,300. Pretty expensive for seventy year-old technology, don't you think? Especially when the carbs would likely still leak around worn and unrepairable throttle shafts. We decided to wait for another alternative, and we're glad we did.

Barry Grant has introduced a totally new carburetor called the Demon 98. It's a retro two-barrel that will look right at home, in multiples of two, three, four, six, or even eight on intakes for flatheads, Red Ram Dodges, Y-block Fords, Chrysler hemis or Buick nailheads. The Demon 98 has compact, side-hung float bowls that fit perfectly on multiple car installations. The carb's towers accept standard, period-style 2-5/8" air cleaners. The best part is that repair and tuning parts are all standard issue Barry Grant, and are readily available. Two Demon 98 models are available. One functions as the primary carburetor and has mountings for manual or electric choke assemblies and adjustable idle speed and idle mixture. At 6-7 PSI, the carbs are rated at 205 CFM.

Finding vintage, multiple carb manifolds for early engines is not difficult. In fact, the swap meet areas at most large hot rod shows (NSRA, Goodguys, etc.) are teeming with old intake manifolds. While they tend to be a bit pricey compared to modern stuff, the odds of your retro engine being one of a kind are much better when you can run around with a whole brace of carbs on a vintage manifold. There are more reasons now than ever before to grab up that old manifold deal now that Barry Grant has introduced a great new two-barrel carb. **R&R**



The new Demon 98 looks right at home in a three deuce setup on this Ford Y-block.

New Allstar Products



Small Block Chevrolet Raised Motor Mounts

The advantage of low engine mounting points with dry sump oiling systems becomes a disadvantage when, for one reason or another, a wet sump engine must be swapped into a race car chassis. Extra clearance is needed, especially between the bottom of the wet sump pan and the ground. Many will hurry up the mounting process by inserting spacers and longer bolts, but now Allstar Performance has a better, more workable alternative: Allstar Raised Motor Mounts. Made of 1/4" thick steel plate, mounts are available for front and rear use in 1" or 1-1/2" versions. Fronts: 1", ALL38060; 1-1/2", ALL38061. Rears: 1", ALL3804; 1-1/2" ALL38065. **R&R**

Allstar Stainless Steel Overflow Tanks

Attractive, practical stainless steel overflow tanks from Allstar Performance will look right at home in any street rod or high performance street machine. The tanks capture radiator overflow and later return the coolant to the system. Topped by an aluminum, twist-on cap, the tank uses a rubber O-ring for sealing and accepts 1/4" I.D. hose on inlet and outlet fittings. Available in two lengths, 13" (ALL36150) and 15" (ALL36151), the tanks include mounting brackets and hardware. Remember, the dimensions stated are of the tank body only...2" must be added to arrive at the overall length. **R&R**



Allstar Dual Pass Radiators

The theory behind the dual pass radiator is that heat is actually dissipated twice. As the coolant flows across the top half of the radiator, from side to side, a certain percentage of heat is removed and then, as the coolant flows back across the lower half of the radiator, a greater degree of heat can be removed. Research has shown in many instances that a dual pass radiator can increase heat dissipation by as much as 10-15% over a traditional, single pass radiator. Allstar Dual Pass Radiators offer the same features as all other Allstar radiators including furnace brazed tanks, two rows of 1" tubes, machined billet filler necks with overflow, standard 1-1/2" inlets and 1-3/4" outlets. The inlets are universal and can accept regular radiator hose fittings, or -16 or -20 AN fittings. Two sizes are available: 19" x 26" (ALL30035) and 19" x 28" (ALL30036). Fittings for the dual pass radiator are available separately. Order ALL30038 for 1-1/2" standard radiator hose, ALL30039 for -16AN and ALL30040 for -20AN. (Each includes an O-Ring.) **R&R**



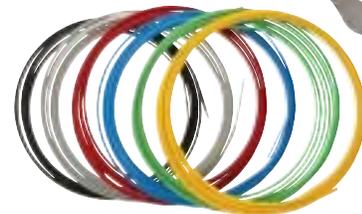
Allstar 8-Bolt Steel Brake Rotor ALL42011

Any race car builder looking for ways to reduce unsprung weight on the next car he builds would do well to check out the new Allstar 8-Bolt Steel Brake Rotor. The rotor is scalloped to reduce weight without compromising brake performance or rotor durability. A big 11.75" in diameter and .250" thick, it weighs a mere 2.85 pounds and has a 7" diameter mounting bolt circle. **R&R**



Allstar Powder Coated Brake Lines

Revolutionary powder coated steel brake lines are available in six colors (black, silver, red, blue, green and yellow) and are available in 5' lengths or 25' coils. Line coatings will not crack or flake off during bending. Flare nuts are available separately. **R&R**



Allstar Body Bolt Kit

Often used on dirt late model race cars to fasten fenders and side skirting, these bolts have 1/4"-20 threads and are 3/4" long with a captured washer for easy installation and removal. The nuts are serrated to keep them tight and are sold in packs of 10. **R&R**



Allstar 4" Peep Mirror

Hard to believe, but side mirrors were not really a standard item on American cars until the late fifties. Consequently, it's always been hard to even find a restorable mirror for an older street rod or street machine...until now. Clip the Allstar 4" Peep Mirror over the top edge of the door, lock the Allen head screw and keep an eye on what's going on behind you. **R&R**



New Products

New Products From Our Longtime Vendors...



Synthetic Hot Rod Oil

If you've been following all the articles in car magazines about the lack of anti-scuff additives in modern motor oils, and the effect it will eventually have on older engines with pushrods and flat tappet cams then listen up. Zinc and other important additives have been all but deleted from most motor oils because they tend to gum up catalytic converters and other smog equipment. You will be pleased to know that the fine folks at Joe Gibbs have developed a new synthetic motor oil formula with critical additives that will protect older engines, even when they are not running. Increased levels of zinc provide anti-wear properties for superior cam and lifter wear protection and, in combination with mineral oil, keep unwanted saturates out of the oil to eliminate sludge and varnish. Hot Rod Synthetic Oil from Joe Gibbs is available in quart bottles in 15W50 (JGP1606) and 10W30 (JGP1506) viscosities. **R&R**



380 Series Car Covers

Covercraft has taken Kimberly-Clark's newest film barrier fabric, comprising inner and outer layers of spunbond materials and an intermediate layer of protective film, and created the new 380 Series Car Cover. The film barrier's microscopic holes are smaller than water droplets and most dust particles to keep rain and dirt out, but large enough to allow the covers to breathe and get rid of moisture vapor and heat. The taupe colored covers are impervious to acid rain, industrial pollutants, tree sap and even bird droppings. Universal covers are currently available to fit small through large passenger cars, short and long bed pickups, Jeeps and full size SUV's. **R&R**



Performance Exhaust Cat-Back Exhaust Systems

Gibson has added some new part numbers to their selection of cat-back exhaust systems for late model cars and trucks. Engineered to increase horsepower and torque output and improve mileage, Gibson's systems are designed around their Superflow High Performance mufflers, mandrel bent tubing, stainless tips and zinc plated fasteners and hangers. All are direct replacements for stock systems and add a deep, aggressive tone. New systems recently introduced include those for the Toyota Tundra (Double Cab, Long Bed, 2&4WD; CrewMax Short Bed 2WD), 2008 Ford Super Duty 6.4L Power Stroke Diesel and 2005-07 Ford Mustang. **R&R**



National Hot Rod Reunion Moves Back To Bowling Green, Ky.

The wishes of many nostalgia drag race fans came true recently with the NHRA's announcement that the National Hot Rod Reunion would be moving back to Beech Bend Raceway Park in Bowling Green, Kentucky in 2008. The one year move to Columbus was well attended, but somehow the rural Ohio drag strip just didn't create the sixties "vibes" that had made Beech Bend a favorite. Moving the event to Columbus became necessary when a legal wrangle over the rights to one of the roads leading into Beech Bend could not be settled.

Several reasons were put forth for the announcement of the return to Bowling Green including the settlement of the lawsuit over the road rights and persistent lobbying by several entities - among them the business people of Bowling Green and Steve Gibbs, NHRA's reunion event organizer. The real reason, according to a blurb put forth recently on a website devoted to nostalgia racing and drag racing's "golden years" was that Holley, the sponsor of the event since its inception in 2003, threatened to pull out of the deal unless the event was moved back to Bowling Green. Lending credence to this theory is the fact that Holley's world headquarters are located in Bowling Green.

Whatever the reason for the return to Kentucky, mark the weekend of June 13-15 on the calendar and make it a point to head to Beech Bend for the sixth annual Holley Hot Rod Reunion. **R&R**

Torco Sponsorships Pulled For 2008 Season

According to a statement in a press release by Torco CFO, Latrelle Preston, Torco has withdrawn 2008 sponsorship money for all racers gathered under their banner. Greatly affecting at least seven NHRA teams, including Top Fuel standouts J.R. Todd, Melanie Troxel, Funny Car contender, Mike Ashley and Pro Stock top eight finisher, Dave Connolly, the announcement stunned the drag race world and could have injurious effects on the start of the NHRA's 2008 season.

The reason given for the sudden pullout centers around the health of Torco founder and CEO, Evan Knoll, who has been undergoing treatment for delayed effects from a closed head injury suffered in an automobile accident in 2004. **R&R**

NHRA/HD Partners Deal Falls Through

The sale of the NHRA Powerade Series and various other NHRA tidbits reported here in the last issue did not come to pass as expected. When push came to shove, and the approval of the sale was put before HD stockholders, the deal was resoundingly defeated. Just a week earlier, most racing publications had mentioned that the deal was to be officially closed with the vote and referred to that vote as "just a formality." Evidently, many of the shareholders took a look at the unstable stock market right now and decided that professional drag racing of the Powerade caliber was a might too risky for their tastes.

With the subject matter of the previous story, which also heavily involved the NHRA, there have been two major salvos leveled at the Glendora, California based National Hot Rod Association. We're sure the sport and the sanctioning body will survive, as will HD Partners, but the failure of the deal to gel sure must have realigned some thinking and financial planning among the upper level executives in both groups. **R&R**

Mid Michigan Will Again Field The Lane/Edelbrock Bracket Points Series

For the eleventh year in a row, Lane Automotive and Edelbrock Corporation will pair up to fund the Lane/Edelbrock Points Series at Mid Michigan Motorplex. Super Pro and Pro brackets will divide up money among the top eight finishers and money will go to the top six finishers in the Street Bracket. The series will begin on April 26 and conclude on September 1, 2008.

An additional sponsorship deal will pair Lane Automotive with Perfect Circle to fund the 10.5" Street Tire Shootout class. Street cars must be driven to and from the track and must run either D.O.T. approved tires (not shaved or cut) or 10.5 drag slicks. **R&R**



Jim David (right), the 2007 Outlaw 10.5" Street Tire Champion at Mid Michigan Motorplex, accepts trophy from Mike Ledford.

New Vendor Showcase

New Additions To Our Vendor Line-up



Maximum Performance, Long Term Use

The unique geometry of the E3 plug design provides optimized spark paths well into the useful life of the spark plug. The plug came about after a long, dedicated series of laboratory experiments to maximize the power output of the plug itself. Much of the study time was devoted to observing the actual pressure rise during combustion, using a different plug with each test and keeping all parameters (load, RPM, temperature, humidity, etc.) as close as possible. This portion of the test was defined as Indicated Mean Effective Pressure (IMEP) and was focused on maximizing the peak pressure created by the proposed E3 electrode design. In a nutshell, E3 claims to improve the advantageous use of combustion pressure and create more power... whether in a weed whacker or an automotive application. **R&R**



Portable Fluid Transfer Systems

Portable fluid transfer has never been easier. Flo-Fast transfer systems were originally developed for the racing industry, but it didn't take long for marine and off-road enthusiasts, plumbers, hot rodders and just about anyone else who must pump fuel on site to recognize their usefulness. Available to fit 5, 7.5 and 15 gallon jugs as well as 55 gallon drums, Flo-Fast systems make transferring fluids simple, clean, quick and safe. Use Flo-Fast in the shop, in the pits or anywhere fluid transfer is a necessity. **R&R**



The "Ring Leader"

The Hastings Piston Ring Company has been around for over 90 years and is justifiably proud of its record of integrity, innovation and engineering excellence. Hastings manufactures a complete line of piston rings, highlighted by the Flex-Vent oil ring, which has become the standard in low friction, high efficiency engines.

Each Hastings Flex-Vent ring set is custom-made in the U.S.A., right in their plant in Hastings, Michigan, and promises to deliver precise fit and engine-saving performance even in the most demanding and outrageous applications. A quick run through the latest Hastings catalog reveals the depth and breadth of the Hastings product line with piston rings to fit not only the currently popular domestic and foreign engines, but such diverse applications as Red Ram Dodge hemis, nailhead Buicks, early Rocket Oldsmobiles and Ford Y-blocks and flatheads. Bear in mind that the latter are all special orders here, but Hastings assures us that they are all on the shelves and are just a phone call away. **R&R**



Your "Ace" In A Sleeve

Sleeving cylinders in worn out engines has been around for nearly as long as the engines themselves. A very common practice in diesel truck, farm tractor and heavy equipment maintenance, sleeving also is used to a great extent in restoration of vintage engines. In this day of custom engine building, especially those engines which have had serious machine work done internally to clear stroker cranks, the practice of sleeving has begun to make perfect economic sense.

Basically, a sleeve is a cast iron tube with an inner diameter very close to the original bore of the engine being fitted with one. The outer diameter fits within a feasible overbore diameter of the block being sleeved. Once the sleeve has been inserted, it may be bored to the exact diameter needed. Sleeves can be used to return all eight cylinders to standard bore in engines that have already been bored to the maximum safe diameter and may also be used to repair single cylinders damaged by piston failure.

Sure to be popular with engine builders, L.A. Sleeves are available for a variety of bores and cylinder heights. Give us a call if you are in the market for a new inner "life" for hard-to-find engines. **R&R**



Bob Curry Grabs Second USA Modified Title

Michigan's Bob Curry, driving his own Lane Automotive sponsored modified, was crowned 2007 O'Reilly USA Modified Series Champ Saturday night January 19 at Redwood Banquet Hall in Angola, Indiana.

It was the second consecutive title for the veteran modified driver who edged out Ft. Wayne Indiana's "Zero Hero", Tony Dager, by just four points in the season ending North / South Shootout held at the Music City Motorplex in Nashville, Tennessee. Dager won the event and Curry had to finish no worse than third, which he did, to clench the title.

Indianapolis, Indiana young gun, Mike Hadley Jr., finished third in the standings, followed by Brad Springer, fourth and Tim Burkett fifth.

In other awards, sixteen year old Jon Beach, of Mt. Morris, Michigan, took home the Lincoln Electric "Rookie of the Year" Award and a brand new Lincoln Welder.

Fellow Rookie contender, Jonathon Martin, received the "Sportsmanship" Award and Joe Axsom picked up the "Most Improved Driver" Award. Mike Hadley Jr. picked up the "Allstar Performance" Hard Charger Award for the second year in a row. Allstar Performance is pleased to continue our Hard Charger Program in 2008. For further information on The USA Modified Series visit www.usamodifieds.com



Bob Curry

Knoll Gas US 131 Honors 2007 Champions

Champions in the Knoll Gas US 131 Motorsports Park 2007 Lane Automotive/Edelbrock Bracket Series were honored at a gala banquet held February 1 at The Silo in Allegan, MI. Track Champions in all divisions received accolades, including Bernie VanderPloeg in Auto Value Top ET, Rick Wanamaker in Extreme Salon Modified, Tyler Fisher in Fisher Body Shop Motorcycle, Steve Mesik in Hinkle's Body Shop Street, Ryan Hill in Advanced Jr. Dragster and Jesse Horvath in Beginner Jr. Dragster, sponsored by Cole Automotive.

Knoll Gas US 131 again presented three special awards at the banquet voted upon by the attending racers. Most Improved Driver for 2007 was Jr. Dragster racer Randy Overmyer of Cassopolis, MI.

Sportsman of the Year was again awarded to Stan Jones, Jr. of Hamilton. Jones won this same award in 2006.

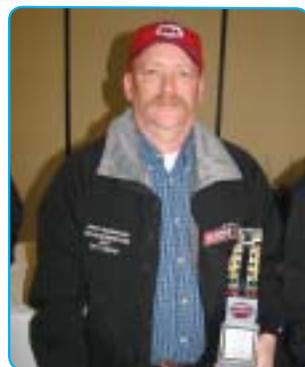
The Hard Luck Award was awarded to Anthony Heiman of Elkart, IN. Summit Super Series racers were also recognized and checks were given to Rick Wanamaker and Jeff Green in the No Box category.

Bernie VanderPloeg and Craig VanderSloot received checks in the Box division. Each winner received \$1000.00 and second place received \$325.00. Knoll Gas US 131 has an ambitious schedule on tap for 2008, featuring The Lane Automotive Bracket Series as well as many national caliber events.

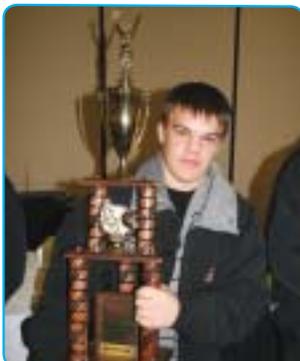
For more information visit www.knollgasmotorsportspark.com



Rick Wanamaker



Bernie VanderPloeg



Jesse Horvath



Ryan Hill



Steve Mesik



Tyler Fisher

Allstar Performance and WISSOTA Ink Three Year Deal

Article courtesy of All The Dirt! Racing News, Inc. © 2008

Allstar Performance has become the "Official Performance Parts" brand of WISSOTA Auto Racing through an agreement reached between the manufacturer and sanctioning body in late January. "In just one year, we've established a very good relationship with the group at Allstar Performance," noted WISSOTA marketing committee chairman Scott Hughes. "In 2007, we worked together on an initial program that brought additional cash into the WISSOTA point fund along with some tremendous Allstar product certificates that were given away at the national awards banquet."

That program also helped establish Allstar as a featured brand name for racers to purchase at their favorite retailers in 2007. "The new sponsorship program expands on our initial partnership and the investment Allstar makes in WISSOTA will be a great benefit to the drivers of our region," Hughes stated. "For the next three years we will work closely together to increase sales of the Allstar brand at retailers across the WISSOTA region, while at the same time rewarding the racers in all our divisions with cash and product distributed by Allstar Performance."

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 organized an association and work together for the betterment of short track racing all across the upper Midwest. Competing classes include Late Models, Modifieds, Super Stocks, Midwest Mods, Street Stocks, and Mod Fours.

For more info on WISSOTA log on to www.wissota.org or check out their official newspaper at www.allthedirt.com



World Drag Expo A Great Success

Drag News Magazine presented their 13th Annual World Drag Expo at the Schaumburg Convention Center in Schaumburg, Illinois January 19-20. According to event organizers and Drag News Magazine publishers, Todd and Laurie Silvey, the trade show broke all attendance records with over 6,500 people passing through the gate during the two day show. Allstar Performance was represented by Brian Robbins and Scott Wahlstrom who manned the booth during the show. Highlights of the show included the presentation of the Allstar Great Racer Giveaway, a certificate worth \$500.00 toward the purchase of Allstar Performance products. This year's giveaway winner was Troy Bogner, a drag racer from Sparland, Illinois.



Allstar Great Racer Giveaway winner Troy Bogner

NHRA Division III Chassis Certifications At A Number Of Locations

DATE	LOCATION	CONTACT	PHONE
March 1-2	Chassis Service Unlimited, Waukegan, IL	Jim Quinn	(847) 336-2305
March 2	Team Z, Flat Rock, MI	Dave Zimmerman	(734) 789-9540
March 15	South Holland Dodge, South Holland, IL	Dave Helms	(708) 333-1060
March 15	Racefab, Freeland, MI	Al Wisniewski	(989)692-3278
March 29-30	Kil-Kare Dragway, Xenia, OH	Kil-Kare Office	(937) 429-2961
April 4	Edgewater Sports Park, Cleves, OH	T.J. McDowell	(513) 353-4666
April 12-13	Mid Michigan Motorplex	Track Office	(989) 831-5447

Rodding Journal

Returning To My "Roots"

Although I have lived in southwestern Michigan for two thirds of my life, I still enjoy returning to my "roots" in the so-called Upper Thumb area of the state, especially in the summer. The "Thumb" is very flat, for the most part and, because of the soil, is conducive to heavy farming. Hot rodding, especially the motorsports variety, is alive and well here, and it comes as no big revelation that many of the competition vehicles in this area are owned and/or sponsored by farmers. Nor, is it any surprise that some of the hot rods in competition are converted farm vehicles.

It was at the Huron County Fair many years ago that I was introduced to the sport of tractor pulling, likely one of the most unique motorsports any of us will ever encounter. We were content for a long time to just watch various stock, or nearly stock farm tractors in various weight classes try to outpull one another while hooked to a machine called a "sled". The sled gradually increases the weight being pulled until the tractor runs the full length of the course, or bogs to a complete stop. It's a fact that one of the pioneers in the invention of tractor pulling sleds owns a truck equipment company in the Thumb area.

One year at the fair, over 40 years ago, we watched with interest as the umpteenth nicely restored Farmall tractor, resplendent in bright red, pulled into position and waited to be hooked to the sled. There was something different about this particular tractor, and it took us about a tenth of a second to realize that this tractor had a small block Chevrolet V8 sitting where the original four-cylinder engine used to reside. When the engine nearly reached six thousand RPM, as it started its pull, the crowd went wild. What a novelty! A V8 tractor. What we had all witnessed was the beginning of a branch of the tractor pulling sport that has steadily gone from wild to wilder to wildest. The typical modified tractor of today is a multi-engined, supercharged alcohol burning Goliath that bears little resemblance to that old Farmall. Most of these modern "tractors" represent a huge bundle of money, and are far beyond the reach of mere mortals.

Apparently, a good sized group of tractor pullers out there remembered - and appreciated - the economics of that little V8 Farmall, and they have done something about it. They have stepped back in time to embrace the single engine, small displacement hot rod tractor, not only for the economy, but also for the aesthetics. Originally designated as Nostalgia Tractors, they have recently evolved to a more specific breed called 5500 V8 Hot Rod Tractors. The 5500 designates a minimum weight of 5,500 pounds. Restricted to 410 cubic inches (any combination of bore and stroke), the powerplants run kind of heavy to Chevy small blocks, but 389-400 Pontiacs, 383-400 Chryslers and 360 FE Fords are also legal for a competitive hot rod tractor engine. One four-barrel carburetor is the only legal means of induction and a list of acceptable - and stock - carburetors is clearly outlined in the rules. No BG, Braswell, Bo Laws, etc. are allowed. Aftermarket iron blocks are legal and heads - stock or aftermarket - must also be iron. The only "high tech" part absolutely required via the rules book is an MSD 6AL with a chip for 7,000RPM, the maximum RPM limit. Tractors must remain stock in all other respects.

A close friend, Ken Messing, is a race engine builder in Bad Axe and several truck and tractor pullers are among his customers. He invited me to tag along to a local competition last July. Thus it was that I found myself at the annual Lions Club Truck and Tractor Pull in Minden City. What a laid back, enjoyable event! Minden City is a tiny, rural farm community, with less than 250 people living within the village limits. For two nights every July, however, it comes alive. Amenities at the event were limited, but included bleachers, a beer tent and one food concession selling brats and burgers. I heard no complaints.

This event is a local tradition. The Lions actually own the land where the track is situated. I learned that the hot rod tractor class is one that many can afford to enter with a hope of being competitive, without five Keith Black hemis. The evening ended all too soon, but you can bet I'll be back in Minden City again next year.

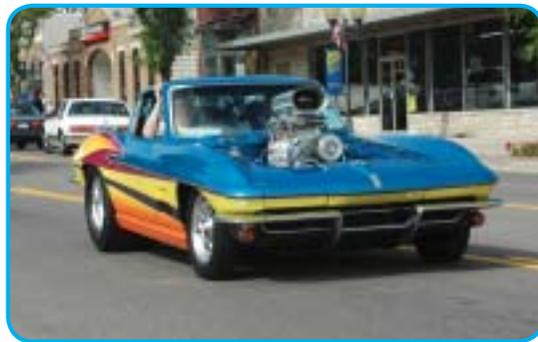
I guess the point of this whole epistle is that there are still affordable motorsports out there. We just have to condition ourselves to getting "off the beaten paths" every once in a while to seek them out. For a Thumb Tractor Pulling Association event schedule, visit www.ttpa.org/schedule.html. **R&R**



Lane Happenings

Second Annual Open Header Cruise To Kick Off Car Show Again

Last year's inaugural Open Header Cruise went over so well that we are going to do it again this year...and we hope to increase the number of participants. The route will be the same as last year and some of the rodders who would have joined us last year if the road was in better shape will be happy to know that the state moved up their paving schedule and that M-140 from downtown Watervliet all the way to Lane Drive is brand new asphalt. We are planning at this time to add a few vintage fuel dragsters to the cruise. Sign up for the Open Header Cruise on our web site - www.laneautomotive.com, or call John McLellan at (269) 463-0202.



Ron Willit's supercharged, Pro Street 1964 Corvette struts its stuff at last year's Open Header Cruise.

Plan Now To Join Our 2008 Open Header Cruise

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Plan Now To Attend Our 2008 Car Show

Work is moving right along on the **20th Annual Lane Automotive Car Show and Cruise** which will take place May 23-24, 2008. Many things will remain unchanged, including the nitro-fueled Noisefest, which has grown to be a real crowd pleaser.

The **40th Anniversary Circle** will highlight the **Cars of 1968**. We're on the lookout for any and all cars built in 1968. Remember, 1968 was also the first year of the Road Runner, Super Bee, GTX and R/T Mopars, AMX's and Javelins, as well as the intro of restyled 'Vette, GTO, Chevelle, 4-4-2, etc.

Don't miss the **Lane Chassis Dyno Challenge II** both days! **R&R**



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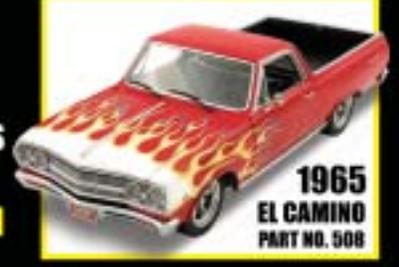
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