

The Parts You Need and the Service You Deserve!

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Russ Sutton Defines Pro Touring With His '62 Corvette

When a fellow has had a forty-six year love affair with 1962 Corvettes, and owned a total of seven of them during those years, we'd have to say he is eminently qualified to speak with authority on just how the car should look and perform. Kalamazoo's Russ Sutton is that fellow, and his bevy of meticulously constructed '62 Corvettes has run the gamut from stock to heavily modified. Most recently, Russ drove an all out, pro-streeted, nine-second street and strip performer. He sold that Corvette a while back and shortly thereafter began construction on Number 7, a pro tourer destined to be another beauty as only Russ can render.

Before we chronicle the construction process on Russ' newest Corvette, we'd like to point out that he

does all his own work, and he does it in a two car garage behind his house. This latest machine started out as a



The pieced together '62 'Vette body in the early stages.

true basket case. The body tub came from a wrecking yard in Spring Lake. Russ rounded up the hardtop, doors, hood and deck lid at swap meets, and area Corvette expert, Jim Roberts, came up with the rear half of the body. The "doghouse" - the front fenders and associated pieces - was purchased new. Russ painstakingly assembled this "kit" and the results are amazing. The original '62 Corvettes never looked this smooth and ripple free, even when they were new.

The basis for the whole car, the tubular chassis, is a story in itself. An Art Morrison '58-62 Corvette frame kit, it was originally designed as a pro-street model, with rear frame rails severely kicked inward to clear monster sized tires and wheels. Russ "un-pro-streeted" the rails, leaving them just a bit more inward than stock to clear wider, lower profile tires. The unusual part of the chassis story is that the entire kit and kaboodle was purchased on eBay. In addition to the complete chassis kit, the package included a 9" Ford rear end housing and two complete, modern Corvette front suspensions, one a 1985 and the other a 1992-up version. To say that Russ got a deal on this setup would be an under-

statement. The bargain on the chassis has helped to keep the budget under control on the project thus far.

Somehow, we knew that Russ would plant a big block Chevy beneath the hood of the 'Vette. We were right! This particular thumper displaces 502 cubic inches and has a relatively mild 8.2:1 compression ratio. It relies upon aluminum heads and a high lift Comp Cams Extreme Energy hydraulic flat tappet cam kit to make power throughout the



A 502 cubic inch, aluminum head big block will power the '62 'Vette.

entire RPM range. Coupled to a Turbo 400 automatic, the big block feeds well over 500 horsepower to the nine inch rear axle.

Russ made many trips to see "Big Mike" at Lane Automotive and each time hauled home an impressive array



Russ Sutton's Vette patiently awaits a trip to the paint booth.

of components for the '62 including AGR power rack and pinion steering, Edelbrock intake, Ididit steering column, Powermaster starter, B&M flexplate, Coan converter, Alan Grove brackets, Hooker Headers, Classic Gauges and many Allstar Performance parts.

When we stopped to see the car, it was ready for the paint booth. The body was completely assembled, and all filling, sanding and blocking was done. The finished product will be making the rounds of all the popular car shows come springtime. Be sure to look for the wildest, prettiest '62 Corvette. It'll be the one belonging to Russ Sutton. **R&R**

Editor's Notes

Some Thoughts On This Fuel Price Thing...

On a recent weekend trip we took the old Dodge wagon to Wisconsin for Broadway Bob's 80th Birthday Bash. Filling up with gas before the trip further reminded me of some of the fiscal problems that have arisen because of oil "greed". At the cheapest gas pump I could find - \$3.15.9 per gallon - I was able to pump 19 gallons into the old girl for less than sixty bucks, \$59.85 to be exact. The other long trip we made in the wagon was to the National Hot Rod Reunion in Bowling Green, KY in June, when gas was \$4.09 per gallon. A fill-up then cost me \$77.71. Doing the math here, the difference between June and late September fill-ups was \$17.86 per tank. It took three tanks of gas to get to Bowling Green, do the running around there, and then return home. A bit more figuring revealed that the trip cost me over fifty bucks more in June than it would have in September. I know that one trip is not that big a deal, but here's the kicker. Since the beginning of the year, we have been spending anywhere from fifteen to eighteen dollars more per every tankful, just taking care of our necessary daily and weekly travels. Multiply that by the 40 weeks of 2008 that we were spending this much extra and it comes out to at least \$600.00, and maybe as much as \$1,000. (As this goes to press, prices have fallen even further - by a buck and a half a gallon to less than two bucks a gallon!) The drops that we have seen in car show and auto race attendance, and tourism in general, should come as no surprise. That thousand-plus bucks likely would have funded a family trip to somewhere, but instead, just kept the family jitney running the mundane, everyday trips to school, the market and to work. I do not even want to get into all the other fuel related increases in expenses that we've all had to endure.



I guess the point here is that, given the outrageous fuel pricing, I have an even stronger appreciation for the sacrifices that car enthusiasts and racers must make in order to travel considerable distances to attend shows, specifically our annual car show, and various auto races. I hope that by the time the 2009 show rolls around that fuel prices (and not the whole economy) will have fallen considerably.

A Great Big Get Well For Bob Smith

After the monsoons hit Kalamazoo the weekend of the NSRA Nationals North in mid-September, we heard reports of at least three weather related crashes involving street rods. One of these reports hit very close to home. It involved Bob Smith's pretty, orange '41 Willys pickup, the very same one that graced the cover of our 2007 Hot Rod Catalog.



Smitty, who lives in Battle Creek, was headed home from Kalamazoo on Sunday afternoon when his truck skidded off a water covered stretch of M-96 between Galesburg and Battle Creek and made heavy contact with a tree. We're happy to report that in spite of a badly broken leg and other less serious injuries, that Smitty is out of the hospital and resting at home. The Willys did not fare as well. It was totaled in the crash and, at this point, we don't know what will transpire as far as a replacement is concerned. We'll keep you posted. In the meantime, keep Bob and his quick recovery in your prayers.

2009 Lane Automotive Car Show

Here's some news that will get everyone through the upcoming long and cold winter. Plans are already underway for the 21st Annual Lane Automotive Car Show and Cruise Night celebration, which will take place May 22-23.

We're currently making arrangements for Open Header Cruise III as well as the Nitro Noisefest and the popular Chassis Dyno Showdown. Have a safe winter season and watch for the entry form on our website after the holidays, as well as in the Winter Racing & Rodding in early February. R&R



New Products



Expandable Gauge System (EGS) is the window to the soul of the car. Instant, real time replay takes place right on the graphic screen so information can be reviewed quickly, while still in memory. Tach can be easily moved from car to car with no need for PC-cables, software downloads, etc. Intuitive roller button offers fast forwarding during replay.

Any system can be improved upon and, to this end, GTECH PRO has dedicated itself to offering a complete selection of Expandable Accessories for the EGS system. Among these:

Optional 8 Additional Data Logging Channels

GTE451

Digital and analog configurable, the option allows recording of eight additional channels and automatically determines if analog or digital is being used and then configures itself to provide proper information.



3-Axis G-Force Sensor

GTE452

Using the latest accelerometer technology, track the smallest power changes accurately.

2MB Additional Memory

GTE453

Two additional Megabytes of memory can store hours recorded sessions and keep a tuning and performance increase record.

Wide Band Lambda Sensor

GTE454

Rich or lean? When and for how long? Getting the answers too late? GTECH, with Innovate Motorsports, now offers a super responsive, super accurate Wideband Oxygen Sensor (Lambda) that was formerly only available to professional race teams.



Sequential Shift Light

GTE455

Sequentially illuminates three high output yellow lights and then one super high output red light 500 RPM before the red line so best shift point can be anticipated. Used in F1 racing.



OBDII Interface

GTE456

Understand modern cars and overcome the barriers present with their computer systems. Learn how to adjust timing, throttle position, engine load, intake air flow, fuel pressure, manifold pressure and much more.



TriVac Semi-Permanent Mount

GTE457

Drill no holes and still mount the EGS. Can be moved from car to car thanks to revolutionary vacuum mount design. R&R



New Allstar Products



KSE Fuel Pump to Bert Bellhousing Bracket Kit **ALL48520**

Kit adapts KSE belt driven fuel pumps and fuel/PS tandem pumps to Bert bellhousing and includes mounting hardware.



Main Cap Removal Tool For LS Series Chevy **ALL96525**

Quickly and easily pull main bearing caps of GM LS series V8 engines, especially those with main studs. Hook the tool to the bottom of the cap, press down on the handles and the balanced leverage pulls the cap out of the block with one swift motion. 26" long x 4" high.



Ford 9" Rear End Truss Support **ALL68330**

Weld-on support is made of 12 gauge (.108") steel to strengthen the Ford 9" housing and reduce unwanted flex from extreme torque. Truss measures 36" long x 2" wide.



Bolt Extractor Kit **ALL11050**

A power driven drill bit and an extractor in one tool. Use with a 3/8" variable speed reversible power drill to extract broken, rusted, stubborn bolts. No grinding or center punch required. Self centering tips work on jagged, uneven breaks. Four piece kit includes 1/4" (M6), 5/16" (M8), 3/8" (M10) and 1/2" (M12) bits.



Universal Dash Mount Pedal Assembly **ALL41014**

Convert floor mounted brake master cylinder to a more convenient firewall location. Bracket is drilled to accept Allstar power brake booster and includes a dash support bracket. Arm has a 1/2"-20 threaded bung to mount a pedal pad. Pedal arm location can be positioned 5-7/8" to 11-7/8" from firewall in 1-1/2" increments.



Left and Right Hand Tin Snips

Durable tin snips have offset blades to keep hands clear of metal while cutting. Non-slip jaws cut through sheet aluminum and up to 18 gauge low carbon steel. Blade length 1-1/4", total tool length 9-1/4". Available in Left Hand Cut with red grips (ALL11030) and Right Hand Cut with green grips (ALL11031).



Non-Floater Replacement Axle **ALL99131**

Replacement axle for ALL68752 (58") and ALL68754 (60") Ford 9" housing kits. Axle fits ALL68754 with no modification but requires one inch cut from splined end for use in ALL68752. Complete axle assembly includes one axle, seal, bearing, bearing retainer, axle retainer bracket and wheel studs. 5.950" flange O.D., 31-spline, 30" long. NOTE: Axle is not compatible with ALL42120 Rotor hats. R&R



New Products

New Products From Our Longtime Vendors...



A Holley Performance Brand

Street Warrior Intakes

The big block Chevrolet is one of the best engine designs ever, but Weiland figures that even perfection can be improved upon. Now rodders can extract brutish horsepower and torque numbers from the Chevrolet rat motor with Weiland's new Street

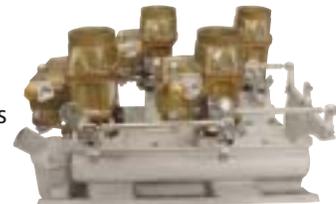
Warrior dual plane intakes. Proven to outperform competitors to the tune of 17 more horsepower and 16 Ft/Lbs of torque, the Street Warrior accepts square or spread bore carbs and can be had with standard oval ports or "peanut" ports. The new manifolds are available in satin and patented Everbright finishes.



Four And Six Deuce Carb and Intake Setups

The heartbeat at Demon Carburetion is that of the true hot rodder. One of the most exciting new products to come on the hot rod scene in the past several years

was the Demon 98 retro two barrel carburetor...a modern, jazzed up version of the venerable Stromberg 97 used on high performance engines for over sixty years. This carb was the beautiful frosting on the nostalgia cake. Now, that nostalgia cake can be had and eaten too. The Demon 98 is available for purchase in four and six carb configurations, with matching intake manifolds, for the small block Chevy. Choose from Old School or Modern versions. Old School setups use vintage styled, individual round air cleaners while the Modern versions use billet air cleaners. Imagine an old timey small block, fitted with a brace of Demon 98's, and sitting in a highboy Model A coupe...let the good times roll!



Demon Pro Twins Dual Quad Induction Package

Demon Carburetion has not forsaken the modern street performance crowd either. The new Pro Twins induction package combines traditional, dual quad appearance with proven performance and a modern intake manifold. Inline, vacuum secondary four-barrel carbs in 525, 625, or 725 cfm versions, provide crisp throttle response and proper "grunt". The primary carb has an electric choke for easy starts and rapid warm-up. Packages include red and black fuel hose, chrome fuel block and nickel-plated linkage.



Demon EconoComp Intake Package

Street/strip warriors take note. A uniquely different 4-barrel induction package with a competition appearance and unparalleled performance for street use is now available from Demon Carburetion. The great performance starts with the AeroRam intake manifold with tuned, equal length runners that keep all the cylinders working in unison for increased power and amazing throttle response and top end pull up to 6,500 RPM. Eight packages are available, all with Mighty Demon "General Competition" (GC) carbs from 575 to 850 CFM.



Race Write MOR35581

Use Race Write, new from Moroso, to mark tires and wheelie bars. R&R



New Products

Drag News

Da Grove's Broadway Bob Turns 80!

In all of the history of drag racing, there has only been one "Broadway Bob", the legendary owner and promoter of Great Lakes Dragaway in Union Grove, Wisconsin. From the time he built the track in 1953 (with a stack of poker winnings), until he sold the track in 1995, after being diagnosed with cancer, Bob elevated the weekly drag racing meet to the level of a Barnum & Bailey Circus or a Boardwalk carnival. Managing to recover from the cancer problem, Bob took up a post-retirement presence at the drag strip as a vendor of drag racing collectibles.

Back in the day, Bob could always be counted on to create a spectacle, often placing himself center stage with such stunts as sitting astride the flame-belching jet dragster of Doug Rose, or sitting on the back of the metal eating, car crushing monster called the Dragonator. Spectators loved it. Bob loved it. He also reportedly loved swilling a beer or three at the track; no doubt the suds were the source of a good deal of the nerve it took to pull off his outrageous stunts.

Just about anyone who ever raced at "da Grove" can relate at least one amusing or touching anecdote about Broadway Bob. One typical story involves his practice of seeking out families waiting in line and cutting their admission price in half so they could spend the rest at the food concessions.

Ninety percent of those who know him don't even know Bob's last name. He's always been Broadway Bob, or just plain Broadway. For the record, his name is Bob Metzler, and he recently celebrated his 80th birthday with an appropriate (and annual) "Birthday Bash" at the Grove. Age has not slowed him down...nor has it toned down the outrageousness of his "schtick". For his eightieth celebration, Bob sort of adopted a Gothic look, complete with jet black hair.

Steve "Nitro Man" Wallace flew in from California and orchestrated a nitro style "Cacklefest" as the caper to the scheduled drag races at the Grove on Saturday September 27. Taking part in the fest were David Hoyh with the "Swamp Fox", the Spectrum Illumination Frantic Fueler with "Dragster Dave" Daunheimer, Charlie and Mark Proite's new "Telstar" front engine dragster, Tom Brown's "Wheelie Wagon" and, making his first appearance in over six years, "Nitro Neil" Bisciglia with his famous nitro competition coupe. What better way to hit the four score mark than with a cold beer in hand and liberal doses of nitro in the air?



Photo By Suzanne (Hoyh) Schultz

We got Broadway Bob to stand still long enough for a pose with David Hoyh prior to firing up the dragsters for the Cacklefest.

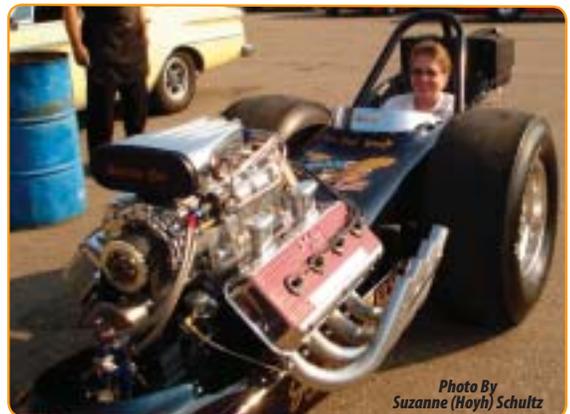


Photo By Suzanne (Hoyh) Schultz

Al and Linda Carcy of Al's Rod & Custom in Junction City, Wisconsin came out for the celebration. Linda tries the "Swamp Fox" on for size.



Photo Courtesy of Steve Wallace

"Nitro Neil" Bisciglia (right) seems to be thinking that this guy has really "blown his mind". "Nitro Man", aka Steve Wallace, is quite an act.

Reichert Wins Another Championship!

Defending two-time NHRA Top Alcohol Dragster Champion Bill Reichert won his third-straight title and his fifth-straight event during the Division 2 Lucas Oil Drag Racing Series finale at Silver Dollar Raceway in Reynolds, Ga. To add icing to the cake, Bill reset the track's elapsed time record. Reichert qualified number one with a 5.268 at 274.05 mph. In round one, he readily dispatched Dan Lucas with a record breaking 5.236 at 274.66 mph. Next, he defeated Artie Allen, this year's Division 2, in the semifinals with a 5.303 at 274.44 mph. The semifinal win nailed down Reichert's third-straight World Championship. In the final, Bill Evans left before the tree was activated, handing the automatic win to Reichert, who recorded a 5.307 at 274.66 mph to record his 17th straight round win since August of this year. Bill brought his successful season to an end at Automobile Club of Southern California Finals in Pomona, Calif., Nov. 13-16 and accepted his NHRA Championship trophy at the Sportsman Banquet the following Monday. R&R



New Product Showcase

New Additions To Our Line-up

POWER BRAKE SERVICE Hydro-Boost

Vacuum. Can't live in it, can't stop without it. When we were kids, a friend motored around in a slightly skeezy '60 Falcon. Among its limited, pre-better idea features was a reliance upon engine vacuum from its fire-breathing 144 cubic inch six to power the windshield wipers. At idle, when vacuum was high, the wipers worked flawlessly. At road speed, vacuum was in short supply and the wipers would just barely "frump" through a cycle. Since those halcyon days, we've had lots of experiences with vacuum - or lack thereof - mostly brought on by replacing stock cams with radical bumpsticks.

Every hot rod engine with a high performance camshaft suffers from a loss of vacuum which, in turn, affects the power brake booster's performance. Power Brake Service has developed Hydroboost, a power brake booster that is even smaller than 7" and 8" units now in use that will generate 1,200 to 2,000 PSI to the calipers using pressure from the vehicle's power steering pump. It requires no vacuum. The Hydroboost can be fitted to master cylinders with bore diameters from 15/16" to 1-5/8". Model specific boosters are available as well as two universal mount setups to convert early model cars to power brakes. I don't know if we can supply one to improve a stock, six cylinder Falcon, but the odds are good we can get one to pep up the brakes on most muscular factory rides built in the sixties and seventies.



Superchips Mileage Xs Performance Programmer

The new Mileage XS optimizes engine management for increased performance and fuel economy. The programmer will retrieve and clear check engine codes and recalibrate speedometer, odometer and shift points when wheels, tires and gears have been upgraded. Vehicles requiring 89 octane gas can even be recalibrated to run on lower octane, saving money at the pump. Free updates are available at Superchips.com, and, for an additional charge, the unit can be upgraded to full Flashpaq features.



Perma-Cool Fuel Filter And Water Separator PRM81074

Kit features cast aluminum filter mount, Perma-Cool® 24,000 mile filter element, high-pressure/high-temperature flame-retardant hose, brass fittings, stainless steel hose clamps, mounting hardware and illustrated multilingual instructions. For diesel, gas engines, withstands 90 PSI line pressure.



Fire Wrap 3000

A heavy, iron oxide silicone compounded outer sleeve covering a glass fiber inner sleeve, Fire Wrap 3000 is highly flame resistant. Featuring an internally sewn Velcro edge closure, the wrap is easily installed and can withstand repeated exposure to heat as high as 3000 degrees and direct continuous heat up to 500 degrees. Use Fire Wrap 3000 to protect wire looms, hoses, cable bundles, fuel and brake lines and hundreds of other items prone to heat and abrasion damage. Available in 5/8", 1" and 1-1/2" inside diameters.



Hi-Temp Spray Adhesive DSN010490

A high temperature, quick drying spray adhesive that is ideal for automotive and marine use on headliners, trim, laminating and any other substrates requiring a high bond strength and resistance to elevated temperatures. Works well on wood, metal, glass, fabric, plastic and insulative materials. Perfect for use with DEI Heat Screen #010401.



Hi-Temp Shrink Tubes

Over expanded, flame retardant polyolefin tubing easily fits over the end of connectors and shrinks down to 33% of its original diameter. Fits snugly to provide a waterproof, dustfree seal while retaining original length. Use a 120-80 degree heat gun to shrink. Ideal for electrical wire, hose and cable bundling. R&R



Rodding News

The Hunnert Car Pileup

The 5th Annual Hunnert Car Pileup took over the Grundy County Speedway and Fairgrounds in Morris, Illinois on October 11, 2008. From all indications, it was a booming success. The Pileup, the brainchild of the Chrome Czars Motor Club, is based upon the philosophy that hot rodding is about two things - building your car, and driving it...FAST! Over a thousand cars were entered in this year's event and all had to pass strict entrance requirements which dictated that nothing newer than 1964 was allowed, and that all must have been built in a "traditional" style. No restorations were allowed, nor were any hot rods sporting ("ugh") billet aluminum. And trophies? Well, this show is not about trophies. It is about hanging out, meeting new friends and seeing old ones. It's all outlined right there in black and white on www.HunnertCarPileup.com Sounds like a great time, doesn't it?

We gave our circle track dude, John Berglund, a day off from the races so he could accompany George Lane and Bob Stineman on a pilgrimage to Morris. Here are some selected shots taken by John. **R&R**



Manufacturer Spotlight



Four Seasons Radiator & Racing Joins Lane Automotive Line-Up

Four Seasons Radiator was founded in Houston, Texas by the Harris and Bell families in 1981 as a small radiator repair shop. They started with one delivery/service vehicle, a well used 1975 Toyota pickup truck, and a strong desire to provide professional mechanics and do-it-yourselfers with the right parts, the right price and the right advice.

In 1987, present owner, Carl Harris, purchased the remaining assets of the shop from the Bell family. with one thought in mind: Whether or not the business succeeded, no other shop was going to outwork them. At Four Seasons, everyone was expected to be responsible for everything including sales of parts, servicing delivery trucks, posting inventory, pulling orders and restocking. Worry of success soon became insignificant as the small radiator business was caught up in the whirlwind growth of the entire performance aftermarket industry in the 1990's and flourished. Sales were increasing, the Four Seasons delivery fleet was expanding and so was the work load.

Today, Four Seasons Radiator has warehouses in Texas comprising more than 80,000 square feet of space, over 4 million dollars in inventory, a fleet of delivery vehicles and over 85 employees.

All Four Seasons Radiators are furnace brazed to completely eliminate the use of epoxy in the construction process. Each radiator is 100% pressure tested. Several circle track stock car versions are available with 19" tall cores in widths of 21, 24, 27.5, and 31 inches. The most effective unit is the triple pass which can remove up to 30 degrees of heat. Motor State will also carry a double pass sprint car radiator that can remove up to twenty degrees of heat.

Because of FSR's dedication to high quality construction, they will continue to take care of their customers and will do their best to stand behind their products. They do in-shop repairs on their radiators and coolers, too. If a hole gets knocked in a radiator, for example, the customer just has to ship it to FSR and they'll take care of the repairs for a nominal price.

FSR Triple Pass Radiator

Triple pass radiator to fit Chevrolet engines is 100% aluminum which has been furnace brazed to eliminate use of epoxy in its construction. 100% pressure tested, it drops coolant temperature by as much as 30 degrees. Available in four sizes.

FSR Mobile Bleeder Tank FSR122853

Tig-welded aluminum bleeder tank includes a pressure gauge and a built-in carrying handle. For anyone who has ever lost a race because of a faulty bleeder, this tank is a life saver. It will ensure bleeder accuracy every time and may be fitted with an extra gauge.

FSR Sprint Car Radiator FSR6291

Furnace brazed, 100 % pressure tested aluminum sprint car radiator is a double pass version designed to directly mount to the sprint car chassis. Radiator has two -6AN and two -8AN fittings and, under the right circumstances, remove up to twenty degrees of heat from the cooling system. R&R



Rodding Journal

The Ultimate Hemi Collection...and the Self-Proclaimed "Hemi Idiot"

To say that Steve Atwell loves Mopar hemi cars would be a major understatement. It might be more appropriate to say that he eats, sleeps and dreams Mopar hemi cars. Factory experimentals, funny cars, super stocks, NASCAR stockers and just plain stock, original hemi cars...you name it and Steve has at least one, maybe two in his impressive collection. It might also be appropriate to make note here that Steve's hemi machines are not wallflowers. He believes that to savor the complete hemi experience, the cars must be driven on the street and raced at the drag strip.

I had heard of the Atwell collection, and had even seen several of the cars over the years, at the Detroit Autorama and an Eyes On Design Show. The opportunity to travel to Walled Lake, Michigan to see Steve's collection up close presented itself when Art Kollin and Joe Mazza from the Gilmore Car Museum asked me if I wanted to ride along on their trip to pick out a few Atwell cars for the museum's 2009 historical drag racing perspective display. Needless to say, I was on that invitation like a hobo on a hot dog.

The trip to Walled Lake was without incident, but Art finally turned off the GPS unit, which was trying to tell us we had arrived when we were, in fact, still about four miles away from Steve's shop. We finally pulled into the yard of the tubular metal fabrication business owned by Steve and drove to the back building, where he stores his collector cars. The business is a veritable beehive of activity, currently doing much of the tubular fabrication for the Harry Potter roller coaster being built at Universal Studios in Orlando, Florida. Steve got away from work duties long enough to answer some questions about his cars, but was eventually called away for a phone call so one of his assistants showed us the cars.

The cars are stored on two levels at the rear of the building, and most are under protective covers. Uncovered, one by one, were a pair of Dodge lightweight hemi super stock sedans, a blue '65 and a red '64; an ultra low mile '66 Belvedere HP2 two door post sedan, (the HP2 emblems preceded the more familiar 426 HEMI emblems early in the first year of the street hemi); an original, unmodified and unraced '68 Dart SS/A sedan (one of 50 built for NHRA super stock competition); a '68 Hemi GTX convertible, driven on a cross country road test by Car Craft Magazine in 1968 and again in 1999; and a battered '69 Charger NASCAR stocker originally driven by Buddy Baker.

The '68 Dart was driven over 1,500 miles on the street a few years back in Hot Rod's Drag Week Tour. Its full race hemi, a rear end outfitted with 4.88 rear gears, and running on street tires made for some interesting travels. The car averaged 11.01 at better than 122 miles per hour (and got about two miles per gallon!) on the tour. Steve was a part owner of the restored '65 Dodge Coronet A/FX altered wheelbase car, raced by Dave Strickler, which was recently sold, and is currently part owner of the similarly altered '65 Plymouth Belvedere campaigned by the Golden Commando race team and currently undergoing restoration. Yet another hemi project under restoration is Don Prudhomme's first funny car, a '70 'Cuda with Hot Wheels livery.

Perched high atop upper tier shelving were some other very interesting, well known drag race vehicles. *Continued on page 11*



This is the 1968 Plymouth GTX 426 Hemi convertible that was tested new by Car Craft Magazine in 1968...and again over 30 years later.



Left to right, Hemi threesome includes a '68 GTX, a '66 Belvedere I and a '68 Dart.



Now at the end of its circle track life cycle, Buddy Baker's '69 Dodge Charger will be restored to its original "NASCAR glory days" condition by Steve and crew.



Rare, never-raced '68 Dodge Dart Hemi SS/A has racked up most of its miles on the streets and highways during Hot Rod Drag Week events.

Rodding Journal

The Ultimate Hemi Collection... continued

Perhaps the most famous were the Ramchargers 1973 Demon funny car and one of Roy Hill's pro stockers. The Ramcharger funny car is completely restored - minus lettering - and race ready. Steve is negotiating with the owner of the rights to the Ramcharger name and eventually plans to letter the car as it originally appeared, and then make some quick passes through the quarter mile.

One other car stored overhead in the Atwell warehouse and worthy of mention is the Sammy Miller Mustang II bodied rocket car. In 1985, this car ran the quarter mile in 3.58 seconds at better than 331 miles per hour (John Force & Co. eat your hearts out!). It's no surprise that NHRA outlawed rocket cars when they did. Miller and the Mustang II set most of their records in England, where the fans went wild over the rocket cars. This car is also slated for restoration.

It was a quick trip to Walled Lake, but well worth the time it took. Start planning now to visit the Gilmore Museum during their 2009 season for a unique historical look at the sport of drag racing. If you like what you see, plan on returning in 2010 when the spotlight shines on historical circle track race cars.



A muscle car in its purest form...plain two-door, huge engine.

Dodge Red Ram Hemi Unearthed; Headed For Traditional Hot Rod

Mark Akright has been searching for a long time for just the right early hemi engine to power his traditional 1940 Ford hot rod sedan. Mark didn't want to deal with the overall girth and extra weight of the Chrysler Fire Power engines, and shied away from the DeSoto hemis because they are the hardest to find parts for under most circumstances. That left the relatively rare and desirable...and somewhat dimensionally smaller... Dodge Red Ram hemi. After buying and disassembling a 241 cubic inch Red Ram a while back, Mark decided that if he was going to have to rebuild one of these engines, he might as well start with a larger cubic inch version. That's when the search for the largest Red Ram, a 315 cubic inch version, was undertaken. It took nearly a year, but he finally found one through word of mouth and a deal was struck. We snapped this photo of the engine on its way home in the back of Mark's pickup. Now the fun begins...! We'll keep you posted. Mark has some really neat ideas in store for this project.



Venerable Red Ram 315 headed for greatness.

ParkerTech/Lane Automotive Funny Car Wins Division III Crown

Hard work, skillful driving, and dedication paid off for Frank Parker and crew as driver Bobby Martin piloted the Lane Automotive Top Alcohol funny car to the 2008 NHRA Division III championship in fine style.

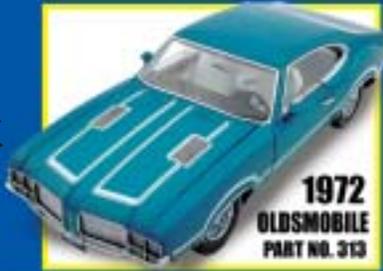
Throughout the 2008 season, Martin amassed a total of 320 points to outdistance second place finisher, Andrew Bohl, by 53 points. R&R





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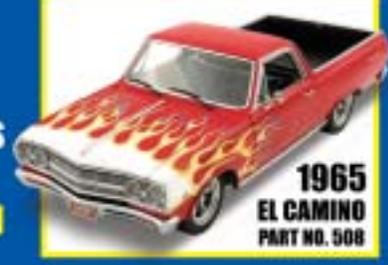
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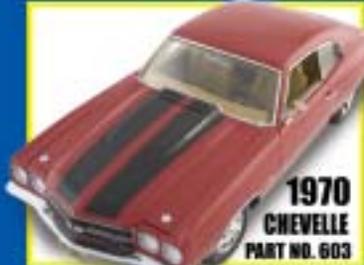
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