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## In Pursuit Of The Hot Rod Dream

The term "hot rodder" has been defined and redefined many times, and even though most spell checks still don't recognize the term, the hot rodders themselves are very real, and of great substance. We prefer to define hot rodder as a person who never answers the question, "Why?", and who builds or modifies their own vehicle because they are not happy with anything available elsewhere. A hot rod is much more than just a means of transportation, however. It is, beyond all else, an extension of the builder's creative mind. Bob Dullam, of Kalamazoo, is definitely a hot rodder, and his unique and extensive re-creation of the "Tumbler" from the Batman movie, "The Dark Knight", is most definitely a hot rod.



Four gigantic Super Swampers make a definite impression on those following.



The Man...The Machine. Bob Dullam alongside his magnificent "Tumbler".

Bob started the "Tumbler" four years ago, designing, fabricating, molding and welding every bit of the finished product right in his own two-stall garage. An extremely gifted designer and fiberglass molder (he builds and sculpts special effects objects for movies for a living), with an acute sense of proportion, Bob built and cured the body molds, and the parts taken from them, based upon hundreds of photos and drawings of the original movie vehicles. How well did he accomplish his replication? One of the builders of the original movie cars told Bob that he would easily mistake his replica for any one of the actual cars built for "The Dark Knight". High praise, for sure!

Bob confides that, aside from his obvious fiberglass and visual skills, he knew next to nothing about automobiles. "I'd change a tire by myself, but wanted a source of advice for anything else, including changing spark plugs", he states. Bob credits the crew at Lane Automotive, Al Gossman in particular, for recommending the right components and "walking him through" this project. Bob says, "I think anyone who wants to build a hot rod can walk into Lane and get all the parts and advice needed to build a hot rod."

The tubular chassis on the "Tumbler" is a first class job. The narrowed rear end, courtesy of Kenny at Street N' Strip, perfectly spaces the four 44" Super Swamper tires, just like the movie version's, with help from spacers engineered by Bob. A 350 cubic inch GM ZZ4 crate engine is mated to a TCI Turbo 350 automatic and mounted backwards just like in the original. Bob deviated somewhat from the originals when setting up the machine to still be rear wheel drive. He consulted with the driveline specialists at SCS Gear and they recommended a drop box similar to those used by the monster trucks. The Dullam-fabricated front suspension resembles a catamaran hull and each side works completely independent of the other. Steering is via Sweet rack and pinion and suspension front and rear uses coil springs. Bob is still experimenting with spring rates for the rear.

When we stopped by Bob's house for a photo shoot, he fired the "Tumbler" up and drove it out of the garage. To see it moving is somewhat startling...sort of like standing on the runway as a Stealth Bomber taxis toward take-off!. With its Allstar aluminum radiator/electric fan combination, the machine calmly idled in the driveway for forty-five minutes and the temperature never went above 170. Seating in the cockpit is handled by a Butler racing seat with full perimeter support. Front tires are Hoosier Sprint Car tires, again just like the movie originals.

Words cannot express the impact this vehicle has upon those who see it for the first time. It must truly be seen to be appreciated. Bob has that process in the works and, after some preliminary shakedown runs, he plans, one way or another, to drive the machine to our 2010 cruise night and car show. With an overall width of 9+ feet, this will not be easy. However, if Bob is anything, he is DETERMINED, and he'll make it happen. Be sure to be here next May 28-29th to see the "Tumbler" up close. **R&R**



# Editor's Notes

## Visit Our New Website

It's new, it's sleek and completely revised for your surfing pleasure. What's that? It's the revamped Lane Automotive website. All new, and awaiting a visit from you.

When the racing and hot rodding pulses of spring and summer subsided, we gathered together in a bright, well lit conference room for the purpose of making over our website.

First and foremost in our minds as we set out on this adventure was user friendliness. To that end, we have streamlined the navigational procedures, edited the text down to a more manageable size and perked up the graphics to be more eye-catching. Visitors to our site can now enjoy access to all of our catalogs, featuring search functions, pricing and availability, this newsletter, and capsules outlining all of the events that will take place here during the upcoming year. You will enjoy viewing the photo galleries of past shows, past newsletters and updates within the racing community.

R&R



## Shopping At The Pomona Swap Meet

When you are from the Midwest and you plan a trip to California for only four days, you try to squeeze as much into the time as possible. Our trip to the California Hot Rod Reunion in Bakersfield was planned out this year to not only include the vintage drag racing event, but also one of the huge Pomona Automotive Swap Meets held monthly at the Pomona California Fairplex and, since it's just around the corner, the NHRA Wally Parks Motorsports Museum. In previous trips to the reunion, we had managed to visit the museum, but the swap meets never coincided with the weekend we were there. This year the stars all aligned properly and we were able to take in all three spectacles. And, what spectacles they were!

The Pomona Swap Meet attracts vendors from all segments of the automotive scene. The first dozen rows held Volkswagen components almost exclusively. Beyond these rows were those rented by the lowrider contingent with some drag race goodies interspersed. Our time was limited and I was reluctant to buy much anyway because of the hassles of trying to fly it home on our airline. I eventually veered away from the swap meet area and spent the remainder of my time checking out all the cars for sale. There were some outstanding cars offered for sale at bargain basement prices. I was particularly fascinated by a rust-free, complete 1937 American Bantam coupe offered for only \$7,500 and a 1964 Dodge 426 Max Wedge hardtop for \$32,000. Both were half the price they would have commanded a few years back.

This swap meet opens at 6:00 am and many attendees bring flashlights to spot the bargains before the sun comes up. It was therefore no surprise when 1:00 pm rolled around that the vendors were already packing it in. This was our cue to hop back in our rental van and move on to the NHRA Museum. One must see item at the museum this time around was the showcase honoring Steve Gibbs, the major domo of the annual Hot Rod Reunions in Bakersfield and Bowling Green. A prominent part of the Gibbs display case is devoted to the 1/6 scale model of the Mel Hoyh family's "Swamp Fox" fuel dragster that Ralph Kitron built from scratch and presented to Steve at Bowling Green last summer. All in all, an excellent hot rod adventure. R&R



I was almost ready to buy this American Bantam and drive home.



Genuine 426 Max Wedge Dodge was priced to sell.



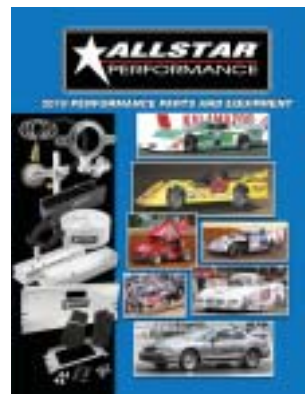
Ralph Kitron's exquisite 1/6th replication of the "Swamp Fox" at the NHRA Museum

# New Allstar Products



## New 2010 Allstar Catalog Now Available

The Allstar Performance Catalog keeps growing and growing, keeping pace with the constantly expanding product line. Now at 144 pages, the new 2010 edition of this full color catalog showcases the entire Allstar line including a sizeable assortment of new tools and components. A copy of the latest Allstar Performance Catalog is available by calling 269-463-8000 or by visiting [www.allstarperformance.com](http://www.allstarperformance.com).



## Waterproof Switch Panels

Designed with the racer in mind, panels feature well marked switches and indicator lights. Units are completely wired for easy installation and include detailed instructions. Panels with one or two switches are available in lighted and non-lighted versions. Replacement starter buttons, switches and indicator lights are also available.



## Transmission Coolers

Universal coolers reduce operating temperature of the transmission fluid to extend life of the transmission and provide better performance. Use as stand alone coolers or as auxiliary units to increase cooling capacity of a stock system. Increased cooling is recommended when using a high stall converter, or if the vehicle is used for towing. Choose from several sizes of universal coolers, all with 3/8" barbed fittings, rubber hose, clamps and mounting kits, or -6AN coolers with standard -6AN male fittings and mounting kits.



## Aluminum Sprint Motor Plates

Front motor plates are offered in one- and two-piece designs. One-piece version mounts using the lower front mounting holes. Two-piece set uses the lower front mount holes and the water pump mounting holes. ALL38128 and ALL38129 plates are 3/8" thick and have 19-1/2" center-to-center chassis mounting holes with bushings to allow for minimum engine flex and help with weight transfer. Universal one-piece plate is not drilled for chassis mounts but is staked for a 19-1/2" center-to-center chassis, 1/4" thick x 20-1/2" overall.



## Punch And Flare Tool

Add strength and a smooth finish to hole edges. Unique tools can be used to punch and flare new holes, or to flare existing holes. Starting with a small center hole, the punch halves bolt together to cut and flare at the same time. Sizes include 1-1/2", 1-3/4", 2" and 2-5/8".



## Stainless Steel Brake Line

304 Grade stainless steel line exceeds SAE and DOT requirements. Pre-made 3/16" and 1/4" lines in lengths from 8" through 72" include standard size stainless ends for years of service and show quality finish. Coiled tubing is sold in 20' lengths and does not include flare nuts (sold separately).



# Manufacturer Spotlight



**RACING**  
PERFORMANCE PARTS

## Handling and Suspension Packs for 2005-10 Mustangs

2005-2010 Mustang V6 and GT Coupes can be elevated to road racer status with a Ford Racing Handling Suspension Packs. Packs include Dynamic Suspensions dampers, lowering springs (1.25"), sway bars and strut tower braces (tower braces will not clear '07-'09 plastic engine covers). All components are specifically matched to work together as a package. Note that some factory fasteners are one time use only...refer to factory service manual for reuse information and correct torque specifications.



## Mustang Air Filter/Performance Calibration Kits

Air Filter and Performance Calibration Kits for 2010 Mustang V6 and GT with Automatic or Manual Transmission. For 2005-2009 Mustang GT, see M-9603-GTB include the Ford Racing ProCal tool with performance calibration for significantly improved throttle response and performance feel and a high flow K&N / Ford Racing Air Filter. Use of premium (91 octane or higher) fuel is recommended. All performance calibrations comply with emissions regulations in all 50 states and are eligible for limited warranty when installed by a Ford or Lincoln-Mercury dealer.



## Muffler Kit **FRDM5230-SA**

Aluminized stainless steel, black powder coated muffler with extended tips fits 2010 Mustang GT and 2010 SVT Mustangs and offers up a throatier exhaust note and improved performance. Kit is 50-state, drive-by noise legal.



## 2010 Mustang Power Upgrade Packages

Combining the Ford Racing Air Filter/Performance Calibration Kits with High Performance Muffler Kits and Oil Filters, the new Power Upgrade Packages for 2010 Mustang V6 and GT cars can add up to 10 horsepower and 8lbs./ft. of torque. Premium 91 octane or better fuel is required and the packages are 5-state emissions legal. Packages are eligible for limited warranty if installed by a Ford or Lincoln-Mercury dealer.



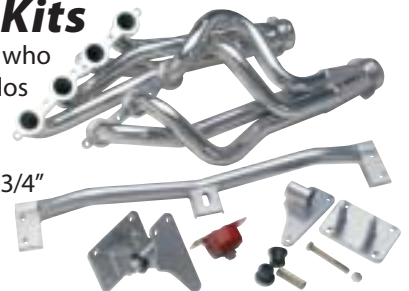
## Short Throw Mustang Shifter **FRDM7210-MGTA**

Designed by Ford Racing and Hurst, the Short Throw Shifters for 2010 Mustang V6 and GT models, have Teflon bearings with unique shifter rods and original equipment main stampings, chrome handles and Ford Racing white shift knobs. Urethane body vibration isolators, jam nuts and shifter boots are included.



## LS Muscle Rod Engine Swap Kits

Hedman has gotten the jump on the market for those who plan to update earlier Camaros, Firebirds and Monte Carlos with their new Muscle Rod Kits. Each kit combines Hedman Hedders, frame and motor mounts and a transmission crossmember with mounts to install GM LS Series engines in early Camaro/Firebirds and '78-87 Monte Carlos. Hedders are mid-length style with 1-3/4" tubes and 3" collectors, and are available in painted or HTC coated versions. All the elements of a good swap have been pretty well covered.



New Products

# New Products

## **RACE READY PERFORMANCE** Wireless Actuator **RDYRCU07**

The capability of automatically opening and shutting electrically operated exhaust cutouts was a great step forward, but having to cut a hole in an otherwise perfectly restored or original dash is not good. In fact, having to mount the activation switch in this manner can cause many to stop and think twice before installing the whole setup. Instead of cutting a hole in the dash, why not use RRP's new Wireless Actuator to open and shut the Electric Exhaust Cutouts? A great add-on, the kit can be retrofitted to any vehicle by plugging into the wiring harness where a standard rocker switch would go.



## **SUPERWINCH** LP8500 Multi-Purpose Winch **SUP1585200**

A reliable, powerful winch for off-road and utility operation, the LP8500 has weather sealed solenoids, lever shift freespooling clutch, hawse fairlead and a rubber, handheld remote. It will power a load in or out. The 4.5 horsepower, series wound motor is rugged and dependable. Line pull is rated at 8,500 lbs. and the wire rope is 5/16" diameter.



## Winch-In-A-Bag **SUP1120149**

Completely portable, the Winch-In-A-Bag includes a 2,000 lb. rated, freespooling winch, 4' and 6' choker straps, 1-ton bow shackle, 8' sealed, handheld remote control, Teflon rope guide and a storage and carrying bag.



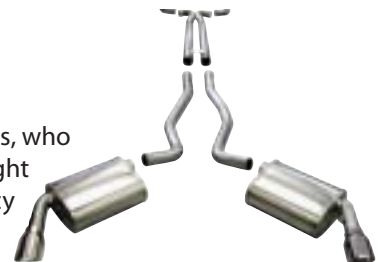
## **Permatex** Headlight Lens Restoration Kit **PEX09135**

In the days of glass sealed beam headlights, lens fogging was never a problem or a cause for concern. If a light did fail, replacement was inexpensive and quick. Not so today. With the majority of cars and trucks now using small halogen bulbs, mounted within very expensive plastic housings, headlight servicing is a major expenditure. One big problem is fogging of the clear plastic lenses on these housings. Road grime, careless cleaning, road salt...lots of things can render the lenses cloudy, seriously reducing the range and intensity of headlights. Finally, an inexpensive, effective kit that can remove cloudiness and restore clarity to modern headlights is available. Permatex has developed a new kit which contains lens polish, polishing cloth, four grades of very fine sandpaper and a pair of latex gloves. Instructions are clear and easy to read. Improve light output and appearance of headlights right in the home garage.



## **CORSA** Axle Back and Cat Back Exhaust Systems

Unlike most performance muffler manufacturers, who use perforated tubes with packing material, or baffles, to reduce noise, CORSA uses a straight through design coupled with RSC - Reflective Sound Cancellation - to reduce low frequency resonance and minimize backpressure so the engine can make more power and torque. All CORSA systems are made of 304 stainless steel.



## **FAST** LSXR 102mm Intake Manifolds For LS3 and LS7

Designed for LS7 raised rectangle port heads, the LSXR can add up to 16 or more horses to stock engines and upwards of 26 rear wheel horsepower on larger displacement engines. A three-piece, modular design, the manifold has removable runners for easy disassembly and porting and the 102mm throttle body intake diameter works with 90, 92 and 102mm bodies. Made of advanced polymer material that is strong, light and easily modified.



# Rodding News

## First Relix Riot Is A Success

Spurred on by the success of the Illinois-based Chrome Czars' "Hunnert Car Pile-Up", the Relix Car Club joined forces with the Gilmore Car Museum to present the "Relix Riot", billed as a "Hot Rod & Ol' School Bike Show", on Sunday September 27, 2009. The show was open to pre-1965 traditional hot rod cars and trucks and old school motorcycles (no twin cams). The show was well-attended and the cars on the show ground represented a cross-section of everything currently in vogue in the hot rodding world as the following photos will attest. Plans are already underway for a "Relix Riot II" for 2010. **R&R**



Photos by John Berglund

## Hot Rod Reunion Is An International Affair

One of the most rewarding aspects of the recent trip to California was the chance to become acquainted with some genuine hot rodders from "down under". Shaun and Tracey Pask and their friend, Nigel, were among several Australians we met on the trip and we were pleased to be able to share the reunion experience with them. Shaun and Tracey saved up for over a year to make this trip and when they were ready to head home they had made several purchases, including a 1950 Dodge Wayfarer coupe for a future hot rod project. Shaun made arrangements to buy his own margarita machine, too! **R&R**



Shaun's Polara  
The Pasks cruise in this 1964 Dodge Polara  
2 dr. hardtop with 440 power.



Tracey and Shaun Pask, and Nigel, from Australia

# Lane Happenings

## Hot Rodders Of Tomorrow Engine Challenge Update

The five members of Team Fel-Pro from Joliet Central High School, Joliet, Ill. each received \$10,000 scholarships after winning "The Showdown at SEMA" Engine Builder Challenge championship. The Fel-Pro team did so by only taking 44:22 to take apart and reassemble a high-performance Chevy 350 engine. Their championship opponents, Team MSD from Elkhart Area Career Center, Elkhart, Ind., completed the task in 56:54 to win individual \$7,500 scholarships.

"The Showdown at SEMA was a stellar event. It went well beyond our expectations," said Tim Freeman, founder of the Hot Rodders of Tomorrow Engine Challenge, "...SEMA was duly impressed with the event and has committed to supporting it again next year. SEMA believes this competition benefits students, teachers, schools and the future of the performance aftermarket industry."

To qualify for the championship round, Team Fel-Pro and Team MSD eliminated Team Hedman Heddors from Loara High School, Anaheim, Calif., and Team Edelbrock from Van Buren Tech Center, Lawrence, Mich., respectively. Team Hedman Heddors won third place, and its members each earned \$5,000 scholarships. Team Edelbrock members received \$2,500 each.

During the competition, students must properly disassemble an engine using only hand tools and practicing proper torque and disassembly procedures. They start with the air cleaner, carburetor, distributor, plug wires, spark plugs, manifold, headers, heads, lifters, rocker arms, push rods, timing chain and cover. Then they tackle the oil filter, oil pan and oil pump, and remove all eight pistons. The cam and crank remain in the block.

Team members then return to their bench and wait for the judges to call them back. They then begin reassembly of the engine in front of judges and spectators, following correct assembly procedures and torque specs. Time-added penalties for dropped components, improper disassembly, assembly, sportsmanship and other factors are assessed by the judges. When reassembled, the engines would fire up and run if gas, water and oil were added. The team with the fastest time including penalties is declared the winner. **R&R**



The winning MSD team after the competition came to a close.



The action was fast and furious at the first Hot Rodders of Tomorrow Engine Challenge at the SEMA show.

## Bill Reichert Again Captures National and Division III Top Alcohol Honors

In what has become a repeat of the previous year's command performance, Owosso's Bill Reichert has held off all contenders to win national and divisional crowns in the NHRA Top Alcohol Dragster class.

In Division III competition, Bill bested second place racer, Ken Perry by 1 margin of 126 points. The real secret to Bill's success was that he raced in all nine Division III races to amass 404 points, or an average per race of 44.8 points. Perry, on the other hand, ran only six of the nine races compiling a total of 278 points, or 46.8 per event. Had Perry run all nine events at that same pace, the end result could have been different. It's a tribute to Bill Reichert's long years of experience. He understands that to be a winner, you have to show up at every race.

On the national level, Bill Reichert's march to the top was steady and consistent. Although he did not win the class at the finals in Pomona, Bill's point total of 776 was too much for anyone to overcome although tough competitor Jim Whitely came within 22 points of winning the national championship, finishing up as winner of the final race and holder of the low e.t. and top speed of the event.

This is Bill's fourth consecutive NHRA Top Alcohol Championship at the wheel of the Bars Leaks/Rislone/Allstar Performance dragster. **R&R**



## Bobby Martin Shoes Lane Automotive Alcohol Funny Car To Fourth In Division III Championship

The ParkerTech/Lane Automotive Top Alcohol Funny Car, running a limited schedule this year, still managed to eke out a couple of key wins and finish in the Top Five - a solid 4th - in NHRA Division III competition.

At the national level, Bobby Martin finished in the top twenty (16th) and winning the "Big Go"...the U.S. Nationals at Indianapolis over Labor Day weekend. **R&R**



# 2010 Registrations

## Fourth Annual Open Header Cruise To Kick Off Car Show Weekend

Our Fourth Annual Open Header Cruise at 5:00 pm on Friday May 28th will pick up where we left off last year...and we hope to again increase the number of participants. We are currently looking into lengthening the front portion cruise route by starting in Coloma and merging into the old route on the north side of Watervliet. We're hoping for 100 cars, and would be really happy if even more showed up! Sign up for the Open Header Cruise here, on our web site - [www.laneautomotive.com](http://www.laneautomotive.com), or call John McLellan at (269) 463-0202. When you visit this web site, you'll see a map of the Open Header Cruise route as well as a list of the cruise rules. **R&R**

## Plan Now To Attend Our 2010 Car Show

Work is moving right along on the 22nd Annual Lane Automotive Car Show and Cruise which will take place May 28-29, 2010. Many things will remain unchanged, including Saturday's nitro-fueled Noisefest and the Chassis Dyno Challenge which have grown to be real crowd pleasers. Enjoy the second annual Engine Builder Challenge, too.

Our final 40th Anniversary Circle will highlight the Cars of 1970. We're on the lookout for the Automotive Class of '70 members including 'Cudas, Challengers, second generation Camaros, Dart Swinger and Demon 340's, Plymouth Superbirds and even Mavericks! The year 1970 also marked the swan song of the muscle cars we had come to love and cherish. **R&R**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ WORK PHONE: \_\_\_\_\_

CAR YEAR: \_\_\_\_\_

CAR MAKE: \_\_\_\_\_

CAR MODEL: \_\_\_\_\_

**Don't Miss Out On All The Fun, Sign Up Now**

Mail To Lane Automotive,  
ATTN: John McLellan 8300 Lane Drive, Watervliet, MI 49098  
or Register On-Line @ [www.laneautomotive.com](http://www.laneautomotive.com)

## Uncork Those Pipes and Join Our 2010 Open Header Cruise!

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ WORK PHONE: \_\_\_\_\_

CAR YEAR: \_\_\_\_\_

CAR MAKE: \_\_\_\_\_

CAR MODEL: \_\_\_\_\_

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## B&M Dyno Challenge Registration Form

Time slots are limited so register soon. A \$30 entry fee is required and will be donated to Relay For Life. Once registered you will be notified via email as to your date and time slot. The Dyno Challenge dates are May 28th & 29th (during the Lane Cruise-In and Car Show). Be sure to go to [www.laneautomotive.com](http://www.laneautomotive.com) for info and rules. **R&R**

NAME \_\_\_\_\_ E-MAIL \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ WORK PHONE: \_\_\_\_\_

CAR YEAR: \_\_\_\_\_

CAR MAKE: \_\_\_\_\_

CAR MODEL: \_\_\_\_\_

CID: \_\_\_\_\_

**Don't Miss Out On All The Fun, Sign Up Now**

Mail To Lane Automotive,  
ATTN: Scott Wahlstrom 8300 Lane Drive, Watervliet, MI 49098  
or Register On-Line @ [www.laneautomotive.com](http://www.laneautomotive.com)

# A Word To The Wise

## Be Extremely Careful When Using Brake Cleaner

Safety Alert by Brew Dude ([www.brewracingframes.com](http://www.brewracingframes.com)). First published in American Iron Magazine 8-09. Used with permission of Mr. Dude, who says "pass it on!"

The following article outlines some very serious repercussions that can arise from less than prudent use of brake cleaner. Normally a very effective degreaser, it can turn deadly when heated. Read on!

Yep, I thought I was a goner this time! How simple it was to get in trouble. After seeing and reading so many warning labels, we tend to no longer pay the many heed. We buy chemicals and sprays at a local parts house and think "How can this be so bad, healthy-wise, if I'm buying it over the counter?" Here's how a small whiff of smoke almost dropped me where I stood. I had a rush job to do welding four diesel tanks. I had to patch where they were pitted by road salt corrosion. Normally, I spray a little carb cleaner on the spot I'm going to weld, wipe it off, and then preheat the area with an acetylene torch to get rid of any solvents. Where I normally

get carb cleaner was sold out, so I got a can of brake cleaner and went through my regular routine. To be on the safe side, I even had the shop door open and the exhaust fan on. I started TIG-welding on Thursday afternoon and had no problem at first. When I started welding across a really pitted area I found a couple of drops of cleaner that were lurking in a deep dimple. As I came close to the cleaner, a small puff of white smoke popped up, and I almost passed out. I made it outside and sat for awhile in the fresh air. After

about 10 minutes, I went to the office and sat at the computer to check the warnings on the brake cleaner can I used. That's when my whole left side started shaking for about 10-15 minutes. (I found out later I was having a seizure.) When I was able to control myself again, I read the can's warning: "Vapors may decompose to harmful or fatal corrosive gases such as hydrogen chloride and possible phosgene." After reading about hydrogen chloride, I started researching phosgene. The active chemical in the brake cleaner is tetrachloroethylene. When this chemical is exposed to excessive heat and the gas argon, which is used in MIG and TIG welding, it produces phosgene. Phosgene gas can be fatal with a dose as little as four parts per million: basically a single small puff of smoke. Symptoms can be delayed from six to 48 hours after exposure.

There is no antidote for phosgene poisoning. If you do survive, the long-term effects can be chronic bronchitis and emphysema. My breathing still was hard a few hours later, but I felt a little better, so I didn't go to a hospital. The chlorine

taste and smell in my nose and mouth were still strong. About midnight, I started coughing and my chest started hurting, but I thought that this would pass after a night's sleep. The next day (Friday), the symptoms got worse and my kidneys started hurting, so I drank a bunch of liquids and cranberry juice. For the next four days, I was constipated and only urinated a lot of clear fluid with no smell. Though sometimes I felt okay, I was really in a lot of pain on and off for the next several days, as well as weak and tired. By the next Monday, nine days after poisoning, I lost all balance. I was confused and could hardly talk, so I finally went to the emergency room.



My symptoms were low oxygen level, sugar levels out of control, vertigo, and I was hurting badly in my entire chest. I was admitted and put into ICU. My kidneys had probably shut down for those first four days. My lungs were damaged, so I had to be on oxygen. I had to be on insulin to keep my sugar in check. Since there is no antidote for phosgene, all I could do was try to rest and hope I got better. After CT, MRI, EKG, and EEG tests, as well as several blood tests it looked like, at least for now, there is no permanent damage.

However, the MRI showed fluid in my sinuses and a buildup of fluids near my brain. The phosgene scarred my sinuses, which then became infected. The three doctors I saw said I was really lucky to make it. After four weeks, it appears that I may have emphysema and chronic bronchitis. I'm on nasal medicine and an inhaler. My sinuses are severely scarred and my smell nerves are damaged. I still have that awful chlorine taste and smell. I may also have pancreas damage. The insulin that I was taking had little effect on my sugar levels, so I'm now on some stronger medicines. So why am I telling you all this? I hope to save someone from an easily avoidable severe illness or even death. The cleaning sprays commonly found in thousands of bike shops across the country can be just as dangerous if improperly used. Read the labels and warnings! Look up the chemicals you use. Just because you got away with it before, doesn't mean you won't get in trouble the next time. **R&R**

# Rodding Journal

## California Hot Rod Reunion

When the California Hot Rod Reunion was first held at Famoso Raceway near Bakersfield it was supposed to be a one year only event. I don't think anyone was prepared for the overwhelming response the event generated and it was quickly decided to try for a second event the next year. Spectator attendance was even greater, and so was the drag car count. This year marked the 18th installment of this "one year only" event and everything about the reunion was outstanding. Weather was sunny and warm, the swap meet was huge, and the 32 nostalgia funny cars present for the first round of qualifying set a reunion record.

At Saturday evening's "Cacklefest" there were more than one hundred vintage fuelers present, creating a nitro cloud and a sound that had to be very reminiscent of the glory days at Famoso Raceway when they regularly qualified 64 car Top Fuel fields.

I was once again fortunate enough to join three good friends and attend this fantastic event for a third time. Three of us had been to past reunions, and all agreed that it was by far the best reunion yet. Interestingly, while we watched a good deal of the racing, and haunted the swap meet for a fair amount of time, we realized that this event is about much more than just being a big swap meet or an outstanding drag race.. It's about meeting new people, rekindling friendships from past meets and, best of all, being in the company of thousands of guys who are, like us, certified hot rodding gearheads. Nowhere else will you ever find more people with interests planted firmly on the same page!

Our adventures this year started out on Thursday night with a visit to a hot rod shop, Kiwi Connection, in suburban Bakersfield. One of the guys in our group, Rich Martin, had made the acquaintance of Duane at Kiwi who invited us to an open house at the shop. The scene when we arrived was straight out of a sixties hot rod movie. Hot rods parked everywhere and guys and girls milling around, socializing and checking out the cars. Kiwi fabricates beautifully crafted deuce frames and pairs them with well-built fiberglass '32 bodies imported from Australia. We were fortunate enough to get a tour of the fabrication shop while we were there.

Several of the hot rods parked around the shop, although more than likely newly built, reflected those from the late fifties and early sixties. Wide white-walls, flipper hubcaps and long absent Olds, Buick and Chrysler engines were the norm at this gathering. I could not get enough of a black , Olds powered '32 Ford five-window with the top insert, running boards and pleated interior all done in white.

Friday morning, bright and early, we were northbound on Highway 99, headed for Famoso Raceway and the reunion. The swap meet was our first stop and, although prices were high, as usual, the selection of vintage speed equipment was impressive. A heavy fog, that settled in about nine and didn't lift until almost noon, caused postponement of time trials and allowed lots of time to tour the pits. The number of vintage front engine dragsters most certainly had to reflect what the Famoso pits looked like forty years ago when they ran a 64 car Top Fuel program. The day at the track came to an end and we headed back to Bakersfield for the festivities at the host hotel. In my write-up of the 2006 CHHR, I made mention of margaritas that were being mixed in a blender powered by a gas powered weed whacker engine. The bar was set up in the trunk of a beautifully restored 1960 Pontiac Bonneville 2 dr. hardtop. Naturally we looked for this party on wheels again this year. We finally found it, but the Bonneville was gone, and, in its place, was a very straight, very clean and bright red '65 Malibu 4 dr. wagon, outfitted with a high buck CD changer, huge speakers and the aforementioned bar and blender. The host, John Coute, recognized us and said he was glad to see us again because he figured we



The Hazen & Velebil fuel altered is a six-second stormer with early hemi power.



A 276 cubic inch DeSoto hemi powered the Schrank Brothers vintage fueler.



California Deuces always look this good, it seems.



The famous Mondello & Matsubara Fiat fuel coupe, out from the NHRA Museum for the Cacklefest.

Photos by John McLellan

# Rodding Journal

## California Hot Rod Reunion - Cont.

must be "...dead or something." He invited us to join a club dedicated to the furthering of the spirit of the hot rod reunions. This club, the Bakersfield Fence Crows, has been around in one form or another for many years, and even has a tree dedicated to the group in the famous "Grove" at Famoso. The club holds an annual ceremony to toast fallen comrades ("...if you ain't here, you must be dead 'cause no one would ever miss this if they were still alive") at high noon on the Saturday of each year's California Hot Rod Reunion. A new item was added to the agenda this year with the dedication of the T-shirt to a prominent figure in the sport of drag racing. The first recipient of this honor was "TV Tommy" Ivo.

When the group gathered at high noon on Saturday there were about forty or so BFC black shirts in the mix, worn by hot rodders from all over the world. We were all united by our love of hot rods, drag racing... and margaritas. Tommy Ivo stopped by to give a short speech acknowledging his gratitude for the being the first T-shirt honoree, and to sign autographs for everyone. To make the meeting official, John Coute introduced another guest, Jack Daniels, who circulated among those present, spreading warmth and good cheer.

The photos included here are representative of the sights to be seen Friday and Saturday at the 18th annual California Hot Rod Reunion, an event that has become a solid institution and, like I said earlier, much more than just another vintage drag race. Late Saturday evening, we bid farewell to Famoso and struck out for Pomona. We planned to attend the big swap meet at the fairgrounds on Sunday morning and make a stop at the NHRA Wally Parks Museum that afternoon. (That adventure is related on page 2.) **R&R**



Ultra modern Willys, but check out the engine... it's a high tech Ford flathead.



Don Prudhomme drove up in the restored Hot Wheels Dodge hauler, complete with 'Cuda funny car.



Built only recently, this cherry red '32 Ford 5-window could have just as easily been the sixties.  
Photo by Harry Hauch

As evening's darkness set, this period correct Deuce couple's black with white highlights looked even better.  
Photo by Harry Hauch



Just a few of the more than one hundred front engine fuelers on hand for the Cacklefest.



Vic Miller's fabulous restored Veney's Vega alcohol funny car from Washington.  
Photos by John McLellan



This portion of Kiwi Connection's shop is devoted to building 1932 Ford frames. Photo by Harry Hauch



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