

# SLANT SIX RACING NEWS

Dedicated to covering racing news, technology, and events



## 2010 Champion celebrates his 78<sup>th</sup> B-Day!!

A look back at 2010 as we look ahead to 2011...

I would like to start off by taking a look back at the 2010 race season since it has been a while since anything has been printed. The banquet for 2010 was held at the Valley Forge Inn on the parkway in Pigeon Forge, TN, the weekend of February 11-13 2011. It seemed that everyone had a great time. I was pleased to see the increase of people this year. We had

a good amount of people; around 35 not counting all of the children. I heard the comment made that if we grew in this economy, then we were doing well. This was a very true statement and we did grow from last year. Thanks to all those who made it this year. We hope to see more

### Records and More Records!!

Check out how **YOU** can set a National Record!!

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### Race Coverage!!

Race reports on Hagerstown, Clay City, Las Vegas and more.

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### 2010 Points Standings

How things shook out for 2010. Also check out the beginnings of 2011 with the MATS race report!

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## Top 3 awarded at Pigeon Forge

The **Top 3** points winners for 2010 were recognized at the banquet and presented with their awards. Third place this year went to **Lou Madsen**.

Second place went to long time racing veteran **Gary Bruner** from Maynardville, TN. Gary has been racing in the Slant 6 series since it formed. He was racing Slant 6's long before then though. This year's National Champion and the man to beat was **Meril Bruner**. Meril is Gary's uncle and has been racing Slant 6's for many years as well. They are both well known and liked in the slanted world. This was Meril's first championship since the group started.

Congratulations to these three young men. All three deserved these wins this year.

Rookie of the Year for 2010 is **Ryan Covalt** (not shown).



Lou Madsen presents himself with 3<sup>rd</sup> Place.



Lou Madsen presents Gary Bruner with 2<sup>nd</sup> Place.



Lou Madsen presents Meril Bruner with the National Championship!!



*By Lukus Bruner*

Meril Bruner celebrated his birthday along with Cinda Brent at the banquet this year.

Lukus decided to give Meril a Birthday party and discussed the idea with Rob Simmons. Rob got the word out by sending a bulk email and came up with the idea for some gag gifts. In the mean time Meril's garage burnt on Jan. 21<sup>st</sup> around 0830am. All the race cars were saved, but Meril lost a lot of parts, tools, his motor home, and much, much more. Due to this happening the gag gifts turned into new tools. He was given several new tools for his birthday which were really needed and greatly appreciated. A donation was also taken up by Lou Madsen to go toward the rebuilding of the garage. The money will be a great help to Meril, I am sure. Thanks to all who gave to this fund. Larry Chesney also had some tools in the garage that burnt up. Larry was sick with a respiratory infection and was unable to make it up to Pigeon Forge.

Meril wanted to thank everyone for the help that they have provided him with the clean-up, the rebuilding process, and the purchasing of the new tools and items for the garage. I asked him to write an article for the paper, but you all know Meril. He told me to just write it the way I wanted to. I can't express what he really would have said, but I know he was really touched at the banquet. I saw him get a little choked up when he was trying to thank everyone for the stuff. I don't know that I have ever seen him do that before in my life. Thanks again to all!!!





## New classes added for SSRN Records!!

*By Lou Madsen*

At the Eastern banquet in Pigeon Forge, TN on Feb 12, 2011, Slant Six racers discussed adding new weight classes to the official SSRN record books. These would broaden the scope of cars competing for records, and hopefully attract new attention from new (and current) fabricators and racers. At that meeting, we voted strongly in favor of adding the following new classes, which was backed up by wide support on the slantsix.org website:

AA weight class: "Any vehicle of any type (open wheel, dragster, altered, doorslammer, motorcycle...) with a Slant 6 engine that is 1999# or lighter"

D weight class: "Any doorslammer type vehicle with a Slant 6 engine that is 3200# or heavier" (C weight class will now be 2700-3199#.)

Each of these classes would have the normal 4 subdivisions by engine category:

- 1) "NA, gas" (naturally aspirated, any fuel except for nitromethane)
- 2) "NA, alcohol" (naturally aspirated, any type of alcohol fuel - methanol or ethanol, for example)
- 3) "Nitrous" (nitrous injected, either gas or alcohol fuel allowed)
- 3) "Unlimited" (turbo, blower, etc...)

We would also have 1/8th and 1/4 mile subdivisions for each of the new classes.

We feel these would better represent people with heavy street type cars and trucks, and some new lightweight dragsters under development.

It was also discussed on Slantsix.org that there was a rule on the SSRN books about record setting with "low deck" (170 block) motors. If you are running a 170 block engine, you are to be classed in the weight bracket just above the bracket the car weight actually falls into. For example, if you have a 2200# car, you would run "A" weight class with a 198/225-block motor, BUT if you have a 170-block motor, then you would be officially classed as a "B" class car. This rule will remain in place.

Another reminder is that you must be running at an official Slant Six race in order to set a record. You must also back up the record pass by running another pass that is within 1% of the record pass ET and/or MPH. For record setting, it does not matter whether you are in practice runs, qualifying, or in eliminations. For now, you must set a 1/8th mile record at a 1/8th mile race (no 1/4 mile splits allowed). There has been discussion about this too, and I expect we will revisit this before long.

So, now we have a whole bunch of new and open records, ready for the taking! Get those cars to the track and set some records folks! (See Next Page for the Official SSRN Record Application Form)

Thanks much, from Lou Madsen and the SSRN crew!!

**SLANT SIX RACING NEWS**  
**APPLICATION FOR RECORD**

Driver's Name and Address:

Car Owner's Name and Address:

Make, Model, and Year of Vehicle:

Event where runs were made. Must include a scheduled Slant Six Points Race:

Date or dates:

Quarter or eighth mile:

Actual Weight including driver:

AA Under 2,000# any type chassis

A 2,000-2,349# door cars only

B 2,350-2,699# door cars only

C 2,700-3,199# door cars only

D 3,200# and up door cars only

Type of Block:

Tall 198-225 style

Short 170 style

Fuel Used: No nitro methane allowed

Gasoline only (must be NHRA legal) normally aspirated

Alcohol only normally aspired

Nitrous with gasoline or alcohol normally aspirated

Unlimited including Supercharged or Turbocharged, can also use nitrous

Attach copies of the time slips for the record setting run and a back up run within 1%

Certification:

I hereby certify that the vehicle described above was awarded these time slips at the event indicated. If my car didn't weigh this much, or used a different type of fuel, I will go back to racing a Ford Falcon with a 144 cubic inch engine.

To be signed and dated by Driver and Car Owner:

Send to:

Seymour Pederson

2513 Princeton Ct.

St. Louis Park. MN 55416

## Slant 6 Racing News Quarter Mile Records As of: 9/12/10

<b>GAS</b>	<b>ET Record</b>	<b>Driver</b>	<b>Date</b>	<b>Speed Record</b>	<b>Driver</b>	<b>Date</b>
AA/G under 2,000#						
A/G 2,000-2349#	11.487	Seymour Pederson	8/28/10	114.210	Dale Rose	4/21/04
B/G 2,350-2,699#	11.500	Mark Etheridge	9/12/10	113.310	Mark Etheridge	8/29/10
C/G 2,700-3,199#	12.080	Mike Jeffrey	4/10/05	108.700	Mike Jeffrey	4/10/05
D/G 3,200# and up						
<b>ALCOHOL</b>						
AA/A under 2,000#						
A/A 2,000-2349#	11.477	Will Burns	6/22/02	115.750	Will Burns	6/22/02
B/A 2,350-2,699#	10.710	Brent Laney	9/6/03	120.810	Brent Laney	9/6/03
C/A 2,700-3,199#	11.279	Jason Davis	10/11/09	114.220	Jason Davis	10/11/09
D/A 3,200# and up						
<b>NITROUS</b>						
AA/N under 2,000#						
A/N 2,000-2349#	10.943	Will Burns	5/19/02	125.350	Will Burns	5/19/02
B/N 2,350-2,699#	12.845	Doug Dutra	7/12/08	103.930	Doug Dutra	7/13/08
C/N 2,700-3,199#	10.542	Mike Jeffrey	9/10/05	125.250	Mike Jeffrey	9/10/05
D/N 3,200# and up						
<b>UNLIMITED</b>						
AA/S under 2,000#						
A/S 2,000-2349#	10.012	Dale Rose	4/19/08	132.820	Dale Rose	4/19/08
B/S 2,350-2,699#						
C/S 2,700-3,199#	10.910	Ryan Peterson	8/22/10	124.870	Ryan Peterson	8/22/10
D/S 3,200# and up						

## Slant 6 Racing News Eighth Mile Records As of: 9/12/10

<b>GAS</b>	<b>ET Record</b>	<b>Driver</b>	<b>Date</b>	<b>Speed Record</b>	<b>Driver</b>	<b>Date</b>
AA/G under 2,000#						
A/G 2,000-2349#	7.250	Seymour Pederson	10/14/06	92.632	Dale Rose	5/8/04
B/G 2,350-2,699#	7.333	Seymour Pederson	10/14/06	91.910	Seymour Pederson	10/14/06
C/G 2,700-3,199#	7.873	Gary Bruner	10/14/06	86.770	Gary Bruner	10/14/06
D/G 3,200# and up						
<b>ALCOHOL</b>						
AA/A under 2,000#						
A/A 2,000-2349#	7.355	Norman Foster	10/14/06	92.390	Norman Foster	10/14/06
B/A 2,350-2,699#	7.600	Ron Hamby	5/13/06	87.783	Ron Hamby	5/13/06
C/A 2,700-3,199#						
D/A 3,200# and up						
<b>NITROUS</b>						
AA/N under 2,000#						
A/N 2,000-2349#	7.042	Will Burns	5/8/04	99.752	Will Burns	5/8/04
B/N 2,350-2,699#						
C/N 2,700-3,199#	8.319	Charlie Schmid	8/23/08	80.026	Charlie Schmid	8/23/08
D/N 3,200# and up						
<b>UNLIMITED</b>						
AA/S under 2,000#						
A/S 2,000-2349#	6.102	Tom Drake	5/8/04	109.896	Tom Drake	5/8/04
B/S 2,350-2,699#						
C/S 2,700-3,199#						
D/S 3,200# and up						



## Mason Dixon II

Hagerstown, MD May 22-23

*By Rick Covalt*

### **Rained out, but still a LOT of Fun!**

The east coast Slant 6 season was to officially kick off at the Mason Dixon Dragway, in Hagerstown, MD. This event was set to take place on May 22-23, 2010. My excitement about this race has been high ever since our first race here last year. I had hoped to have my "Teal Terror" 65 Valiant at the event, but as always the case, time and money did not permit this to happen. Why is it everything takes twice as long and costs twice as much as you expect it to? Anyway, I did get a truck that I could race at the event and had a lot of fun doing so.

It appeared from the time of the banquet that we could possibly have a really nice turn out for this event. It was decided at the banquet that this race would be a two day event with Slant 6 races on both days. The track owner Elmer Wachter, who treated us great again, agreed to two races and also to put 25 dollars of every

entry into the Slant 6 purse. So as the days approached I began counting the cars. I got to 18, then 20, then 24..... Wow! I just hoped that most of them showed up on race day. It was clear that we would definitely have more than our 20 car field last year. The main question that remained was, "Would this be a 50 points race event, (17+) cars?" I sent many emails and PM'S out to prospective racers, whom I hoped to encourage to come. The slantsix.org page had literally 13+ pages of notes about this race. This is going to be good! (We need more people with Rick's energy and enthusiasm about getting these races together. It sounds like he really put a lot of time into this event.)

As the week of the race started I had some concerns about the weather. Not big concerns, but still concerns. I just hate to see this many people tow and drive so far to get rained out. But our Slant 6 friends did come! We had Ron





**Ryan Covalt and Charlie Schmid preparing to do battle!**

Heath with some family and friends all the way from Maine pull in with their hyper-pack.

Charlie Schmidt towed all the way from Florida in his trusty old Toyota truck. His "Charlie's

Angel" 1965 Barracuda went through a last minute thrashing session, but thanks to some of his friends and customers he was able to make the long haul to be at our race. Nick Stamm and friends made an 8 hour tow from Ohio in their nitrous injected, turbo-charged, full size truck.



**Greg Ondayko and Lou Madsen square off. This shot is from the re-scheduled race in July, but you wouldn't have known that, huh? ☺**

The truck runs deep into the 11's! Boy I wanted to see that thing run. Our former editor and Slant 6 promoter Seymour Pederson started East in his Valiant, when 300 miles into his trip, fluctuating oil pressure and heavy oil consumption forced him to turn back. Maybe next time Seymour.



**Lou Madsen demonstrates for Ryan and Micah Covalt the proper technique for eating a banana.**

Interest was expressed about having a test and tune session on Friday night. There was a little confusion about where the T&T would be held, but after many phone calls and getting everyone on the same page it was decided that we would meet at the Mason Dixon for the event. About five cars ended up being there for T&T. Greg's Ruster Duster seemed to be getting a little water in the oil after he made some runs. Luckily, I had one of the Aussie big bore head gaskets at the

**Greg Ondayko's engine. Something's missing!**



house. So I went home Friday night and brought the gasket back Saturday morning. He and a few friends pulled the head to take a look.

**Greg and helper Sandy Marshall from Canada preparing to reinstall Greg's head.**



Saturday started out to look ok and the junior dragsters got to run their classes in the early afternoon. As they finished up about 4:30 pm the skies began to sprinkle. Then a little more rain,





then it stopped, only for the rain to start again. Even as the track owner came on the PA to tell us the evening race was cancelled due to weather, more Slant 6 racers were still arriving. As the day went on Saturday I counted 17 cars and 2 locals that did not come down due to weather, which totals 19 cars for the Saturday event even after the rain. 19 cars was a great turnout for the second event at the Mason Dixon race. (Hopefully 2011 can bring even more cars to the race)

We left that evening hoping for better weather on Sunday morning. However, that was not the case. Instead there was more rain. It rained on and off pretty hard all night long and into the day Sunday. So the race was canceled due to weather early on Sunday.



**Lou Madsen presenting Thomas Heflin with the 2009 East Coast Rookie of the Year award!**

This was the Mopar event that the track hosts every year. We had a great turnout and some great cars to show case our Slant 6 race. We looked at the track calendar and picked out 3 possible dates that the race could be held. After that most people headed home; some with a very long haul ahead of them. One good thing was that 2009 East coast Rookie of the year, Thomas Heflin, showed up to race on Sunday. He is from nearby Winchester, VA. This allowed Lou to officially present him with the 2009 plaque that I have been holding onto for him since the banquet. Congratulations Thomas!

# Mason Dixon Again

Hagerstown, MD 31 July – 1 August



Rick Covalt presenting Greg Ondayko and Ken Anderson with their winning trophies for Saturday and Sunday. Congratulations!

*By Rick Covalt*

**A few days after the rainout event I posted the 3 weekends that looked to be the best for the reschedule event.** It is always hard to reschedule because you know that someone is not going to be able to make it. I felt bad, but finally just decided to go with whatever date suited the most people. The track had rescheduled the all Mopar event for June 13<sup>th</sup>, which fit nicely with our Slant 6 race, but it did not suit the most racers. The race would be on the weekend of July 31<sup>st</sup> - Aug. 1<sup>st</sup>.

This time around the weather would not play a factor!! As a matter a fact, we had been in a near drought since the May rainout! Go figure. Again, some of us met at the track for test and tune on Friday night. Ryan Covalt, Chris Evrard, Lou Madsen and Greg Ondayko arrived around 5:00pm and got to run several time runs. The Hambys arrived around 8 pm and got to watch and help Ryan and I work on his Dart a little. One interesting note is that Ryan and I had been working on installing a “stealth” nitrous kit on his Dart. When he got to the track and made his first

time run I knew it would be deep into the 14's and maybe a 13.XX.. Oh, but not so quickly. It only ran a 15.3! That's not good, because it ran a 14.80 without the nitrous kit. After you scratch your head a bit it's time to figure something out. Let's see... He added nitrous; that should make you go faster. He added a stub stack carb that should also make you go faster. And he added a taller air filter with the filter in the top that should make you go faster. So what is the problem? As it turns out, 3 good products make for a slower car. The nitrous plate raised the carburetor an inch. Then the air filter was too tall so it hit the hood and it couldn't get enough air. Quick fix was to throw the air filter on the ground and run without it. And that's what we did, after richening up the secondary jets, he went out and ran a nice 14.06 @ 97MPH. (This is a lesson that many of us have learned the hard way. Good parts don't make us go faster if the combination is not right).

With the arrival of Saturday morning I was truly getting excited. It looked as if it was going to be another nice turnout and the weather was going to be great at least for Saturday. The plan was to



arrive at 1:30 or 2:00pm since that is when I thought our time runs started. As it turns out I was wrong and the actual start time was set for 5:00pm. A gamblers race was scheduled for 2:00pm. Now we were 3 hours early! I spoke to the owner of the track and he said just go ahead and run time runs. That was greatly appreciated by everyone, and then at 5pm we went ahead and started our time runs for the Slant 6 program. I think some guys got as many as 5 or 6 time runs alone on Saturday. (That always helps to get familiar with a new track).

As I looked around the pits I counted 8 Rookies in our group of 14 cars.



**Ryan Covalt's Dart in the burnout box..**

As we hung out around Greg's tent and talked "shop" I gathered some helpers and pulled names out of a hat to set up our random ladder. I also was a little concerned about Sunday's weather. I talked to Lou about the purse. We had originally thought we would have a \$1,000 payout on Sunday and less on Saturday, but we split the payout evenly both days instead. The rain turned out to not be an issue on Sunday and our purse ended up being about \$700 for each day with \$300 going to the winner.



**Chris Evrard, 2<sup>nd</sup> Place winner on Saturday evening with his 67 Dart 4 speed.**



The 1<sup>st</sup> round- our random pairing gave us 3 sets of Rookies facing each other, so some of them were going to be in the second round for sure. Chris Evrard in his 4 speed 67 Dart faced Sam Powell in his super nice 69 turbo 5 speed Dart. Both guys are Rookies. The win went to Chris. The next pair was Denny Covalt who took the win in his brother's 85 truck facing Charles Brooks Jr. in his 67 turbocharged Barracuda. Again, both drivers were Rookies. Phil Stoneback in his "new" Volare wagon 4-speed took the win over local Tom Kagarise, who drives a really clean Dart swinger. Lou took Project V to the win over Rookie Wayne Swanson, who was driving a super sweet 63 Valiant, 4-speed 170 car. Wayne assured us that his car would not be as slow next year! Slow or not, it's still a nice little ride. Brian Mimken took the win in Lou's Slantkoda over Brian Droschack in his Duster. Rookie Ryan Covalt raced his dad and got the win. Of all the things my truck could have decided to do, it decided to run 2 tenth's faster than ever before, breaking me out. (One of those bracket racing mysteries). The final pair in the first round of eliminations was Greg Ondayko in his Ruster Racer running a 13.46 taking the win over Ron Hamby who ran a 12.42 in his Dart. We were glad that Ron got to race with us; he had a little bit of trouble with his ole ticker over night. Wife Kay Hamby took him to the hospital to be checked out. They released him over night and he was able to race with us on Saturday. We all know that he was not feeling 100% though. Best wishes to Ron and get well soon Ron. (Ron is doing much better and plans to attend BOTH days at Mason Dixon this year!!)



Brian Droschak with his Duster



Sam Powell's 69 turbo 5 speed Dart.

In the second round Chris Evrard would get the bye run and automatically move into the third round. Phil Stoneback faced Lou Madsen and got the win with his 19.63 to Lou's 14.10. Greg Ondayko running a 13.42 took the win over Brian Mimken when Brian broke out with a 15.90 on his 16.05 dial. The Covalt brothers Ryan and Denny faced off with the win going to Ryan in his Dart. Ryan cut the best reaction time with a .009 and Denny broke out.

The third round would start with Chris Evrard dialed in at a 16.40 running a 16.408 to win over Phil Stoneback. Phil wasn't far off the mark either with his 19.56 on a 19.48 dial. Both of these cars are 4-speeds to add to the fun and excitement. Greg Ondayko dialed a 13.40 and would face Ryan Covalt with another 4-speed car dialed in at 14.30. Greg had been running consistent all night and Ryan was a little bit early on the light (-.047) giving Greg the easy win on the "First to Foul" rule. However, both guys still completed their passes and Greg ran a 13.46 @ 99.77 MPH.

The final round concluded with Chris Evrard, a Rookie with a 4-speed car, facing Greg Ondayko's very consistent Ruster Racer for the win. Both men had just come off great third round wins. Greg Dialed in a 13.45 & Chris Dialed a 16.40, giving Chris a 3 second head start. Chris really ran well with a 16.44, but it just wasn't quite enough and Greg ran him down to take the win. Congrats to Greg on his win and Chris for making it to the finals in his very first try. Greg ran really consistent all night. His four elimination rounds were a 13.46, 13.43, 13.42, and a 13.45. Way to go Greg! Now he can afford another spray bomb for the Ruster! Just kidding!!



What would a race report be without a shot of the ever present "Bench Racing!"



Ken Anderson, winner of Sunday's race with his '68 Dart.



Lou Madsen's Project V sportin' a trophy hood ornament.

*Thanks to Rick Covalt for submitting the photographs and article for Mason Dixon! If you have pictures from an event you'd like to share, please contact us at [SSRN01@gmail.com](mailto:SSRN01@gmail.com)*



## **Sunday's Race**

I arrived at the front gate on Sunday at 10:00am. Within a few minutes our first new racer pulled in behind me. Ken Anderson is a gentleman that Ryan and I met at the Mason Dixon Mopar meet a few weeks earlier. He is from Annapolis, MD and said that he would like to try to come up for the race. I took his number and email so I could remind him when the time got close. I talked to him a few times over the last couple of weeks and he was not sure if he would be able to make it. He was not sure that he would have his 69 Dart together that he was installing a new cam in. As it turns out he got it done and I am glad he made it out to race with us. About 5 minutes later some friends of mine from West Virginia pulled in, Tony Walker & Colton. Colton was driving his 1985 pick-up that is a V-8. Tony came prepared to race in his 1985 pick-up. The truck was sporting some big tires on the back. I was sure the truck could never spin those tires. That is unless it snowed later in the day!

We had already said good-bye to Ron Hamby Saturday night before we left the track. They thought it was best to leave Sunday morning and take a nice leisurely drive home. Sam Powell and Wayne Swanson also were not returning to race on Sunday. It looked as if we were going to have a nice 13 car count for Sunday. Out of 13 racers 8 would be Rookies. If we want to look to the future of Slant 6 racing (which most all of us do) we will always need new people to come out and race with us.

During time trials Ryan's Dart developed a pretty bad vibration that seemed to be in the driveline, so we jacked it up and took a look. It did seem that the driveline had a bit of a wobble in it, but we were not sure that it did not have something else going on for sure. I was leaning towards him not racing the car. He wanted to give it a try though, so when his wife arrived at the track he jumped in her car and drove 35 miles to my garage to pick up a new driveline. He arrived back at the track just in time to install the driveshaft and pull the car into the staging lanes for his first run. He promised that if the vibration got worse that he would lift off the throttle and be done for the day. I did not wish to see a 95 MPH crash! Fortunately, (or if you ask Ryan, unfortunately) he ran out of nitrous and had to run the whole race on just motor.

To kick off the first round, our random ladder was set and we would have a bye run in the first round that went to Rookie Ryan Covalt. Do you think he will take it easy on his transmission? NO! I don't either. Rookie Tony Walker faced Brian Mimken who had a slightly better reaction time of .136 to Tony's .151, but Brian broke out by .06 on his 15.75 dial. Tony ran a 20.34 and would advance to the next round. Lou Madsen's 14.08 on a 14.05 was good enough to take out Rookie Tom Kegarise who ran 19.11 on an 18.99 dial. Phil Stoneback and I were dialed almost the same with his 19.54 to my 19.59. It was the first time I had ever run all the way down the track nearly side by side. It was pretty cool though! (That is real bracket racing there). I think he was just toying with me at the end of the track though as he took the win with his 19.62 time. He also had the best reaction time of the race with his .016. Rookie Ken Anderson got the jump off the line on Brian Droschack, but Brian ran him down and broke out with a 15.46 on a 15.57 dial. Ken ran a 16.31 on a 16.29. Greg Ondayko took the win over Denny Covalt with a 13.44 on a 13.39 dial. Ryan Covalt ran his bye run to a nice 15.306 on his 15.30 dial and the transmission stayed in the car. The first round did have a little excitement. Chris Evrard, fresh off yesterday's R/U, was facing Charles Brooks Jr. when the lights dropped on the tree so did Chris's driveline! He only moved a couple of feet then had to be pushed back off the track and towed to the pits. Charles ran his car out and broke out running a 14.46 on a 14.70 dial.

Then we all learned something. It is this; if your opponent breaks and cannot complete the run, and you break out, then your opponent still wins even though he never went down the track. This presented us with an issue that a decision had to be made on. Chris was obviously done for the day, and it seemed proper to all of us discussing it that Charles should be allowed to advance. It was decided to talk to Chris and if he was ok with it, Charles would move on to the next round. Chris agreed and Charles moved on to the next round. If you have never experienced this, then it is a good lesson to learn. I can remember this happening a few times in the past. If your opponent breaks the beam at the starting line, then he is in the race whether he gets to the finish line or not. So, the lesson being if he is not coming then get off the gas at the big end of the track to keep from breaking out!!!

The second round Ryan Covalt faced Phil Stoneback. Ryan got the easy win when Phil red-lighted. Ryan had a bad light with a .449, so I am sure he was glad that Phil fouled first. Our next pair had our new Rookie for the day in it. Ken Anderson and Tony Walker were facing each other. Tony ran a 20.19 on a 20.30 dial giving Ken the win, but Ken was right there with a 16.205 on a 16.20 dial. Greg Ondayko faced veteran racer Lou Madsen. Greg had been super consistent all weekend, but was just a little anxious to get to the other end and left a little early with a -.158; giving the easy win to Lou. Lou ran Project V through the lights with what I think was his first official 13 second run at a 13.987. Charles Brooks got the bye run and ran a 14.83 on his way to the next round.

The third round Lou Madsen faced Ryan Covalt and dropped his dial to a 13.96 since he had just come off that 13 second pass. Ryan dialed the same 15.3 he had run all day. Lou had a .096 light and ran a 14.06 for the win. Ryan's 15.48 was a little too much off the mark to take out Lou, but his transmission did make it through the day. The next pair had Ken Anderson dialed at a 16.15 and Charles Brooks dialed at a 14.60. Ken left with a .119 light and ran a 16.67, which was good enough to advance him to the finals. Charles ran a little bit closer to the dial in at a 14.88, but his reaction time of .675 gave the win to Ken.

Our finals for the day had the Rookie and a Veteran facing off. It was Ken Anderson, who was not even sure that he would have his car ready earlier in the week and was not really happy with how the new cam was performing, going up against Lou Madsen in Project V. So Ken dialed the same 16.15 from the previous round and Lou dialed a 13.91. Lou would have to wait for 2 whole seconds while Ken took off with a .130 reaction time and roared down the track. Lou waited for his light, but not quite long enough as he red lighted with a -.044 to give Ken the easy win. When Ken returned to the pits he could hardly believe that he had won! He also could hardly believe that he had earned a \$300 reward for the win. I guess I really didn't tell him what our payout was since he wasn't there Saturday and wouldn't have known. Congratulations Ken on the win and Lou for the nice runner-up finish.

Well, that puts the Mason Dixon II into the books. We had a great turnout and met some great new people. I think everyone had a great and wonderful time. It was especially nice to have our Rookies do so well on both days. They took R/U on Saturday and the win on Sunday. Out of the 8 drivers in the semis 5 of them were Rookies. I think that they have represented themselves very well. I also believe that most of them will be waiting for the Mason Dixon III in 2011. I want to send out a special thanks to the Mason Dixon Dragway for the support of the race and to all who supported the race by buying T-shirts and hats earlier in the year. It provided \$700 towards our purse. I guess it will soon be time to start getting ready for the 2011 event.

# Clay City, KY

8-10 October, 2010



Clay City Winner Gary Bruner (right) and Runner-Up Rodney Hargis (left) standing in a very familiar spot for both of them. In the Clay City Winner's Circle! ☺ These two have been attending and winning Slant 6 races here since before the Slant 6 Series began back in 1997!

*By Rob Simmons*

It's easy to see why Clay City used to be "the" Slant 6 race track to attend for so many years. The comfortable feel of the track and the attitude of the track manager really make you want to come back. My oldest son, Andrew, and I drove up Friday afternoon and were the first Slant 6ers to arrive. I introduced myself to Jared, the track manager, and he treated me like an old friend right from the start. He told me that the Slant 6 folks always set up under the big oak tree by the concession stand. He even went as far as to ask other people to move so that all of the Slant 6 racers would be able to park and set up together! Where else can you get treated like that? (I think that most people would agree with Rob that very few tracks come close to Clay City. They always treat us great and it has always been one of the fastest and best working tracks that we attend.)

It was a Mopar versus the world type event, so Friday night test and tune had all makes and models represented. The only Slant 6 car to take the track Friday night was Lou Madsen's "Project V". Lou towed in from VA with his Slant 6 powered Dakota pulling the Valiant on a dolly. A quick drive shaft install and Lou hit the staging lanes. His times were looking good and steadily got better in the cool night air. He whittled his times down from a 14.08 to his quickest ever, 13.74. Unfortunately, his fourth round ended the weekend for Project V when the transmission decided to take a vacation coming out of the bleach box. No worries though, he pushed the Valiant back to the pit area and would run the Slantkoda in the race on Saturday! (That's a dedicated racer, always bringing a spare car just in case.) Other familiar faces that showed up Friday night were Meril Bruner and his faithful side-kick Larry Chesney along with their wives Ella and Ellen. Also from the motor home and van came a whole slew of grandkids! (Isaiah, Ashley, Josie, and Elijah)

The rest of the folks started showing up Saturday morning. First to arrive was Gary Bruner with his familiar '64 Valiant that has been called "Desperado" since he started racing it back in 1971. Rodney



Hargis and Alanna Hopper (Now Mr. and Mrs. Hargis) came in with the "Grasshopper" '62 Lancer that Rodney has won three national championships with over the years. As always Rodney's mom, Diane Hargis, was there to support. One of the front tires of Rodney's car had always had a problem of losing a little bit of air, so Rodney did his usual check and was ready to add air. Well, this time it hadn't lost any air. Instead it kept it inside the tire, sort of.... There was a nice big bulge sticking out the side of the tire this time. Alanna got ready to drive into town to find a replacement and Rodney hit the swap meet. Luckily, there was a matched set of tires and wheels for sale in the same size as Rodney's. The guy was even nice enough to just let Rodney use them for the weekend! Mopar guys are cool, huh? The last racer to show up and bring the total count for Clay City 2010 to an even six cars was Lukus Bruner with the "Half Hemi" '62 Valiant.

Everyone got busy preparing their cars and I wandered around from car to car to ask silly questions and make a general nuisance of myself. Meril could see that I was drooling, so he took pity on me and told me to go warm up his "Funny Truck" for him by driving it around the pits a little. When I got back from driving around the pits in the "Funny Truck" (I wore a bib so I



From left to right: John (DadTruck), Gary Bruner, Wayne Venable (wvenable), Lou Madsen (Dart270) and \_\_\_\_\_



Rodney's '62 "Grasshopper" Lancer waiting patiently for a new set of front tires before getting' down to some Slant 6 Racin' Bizness.

wouldn't make a mess), Gary said I ought to fire up his Valiant so I could get a taste of what my race engine will feel like when it is done. A bib wouldn't help this time! I told him I wanted a serious race engine, but these things are just silly!! You've really gotta watch those Bruners. They'll get you hooked on this Slant 6 thing real quick.

The Slant 6 cars were the first ones called up for time trials at 1pm. There was a good mix with two cars in the 12's, two in the 14's and two in the low 15's. Low qualifier would be Gary Bruner in the Desperado with a 12.61@ 103MPH.

The track worked the ladder and all of the pairings for us. They even sent someone over to check with all the racers to ensure all was ok. This is another reminder why Clay City has been such a popular track among Slant 6 racers. First round pairings were Gary and Lukus Bruner, Lou Madsen and Rodney Hargis, Meril Bruner and Larry Chesney. Here's how it went down:

First up were two red Valiants and both had red lights to match their cars! Gary advanced on the first to foul rule. Lukus lit the bulb first thanks to his 14.67 dial to Gary's 12.58. There was a lot of red this first race!

*Thanks to Rob Simmons for submitting the photographs and article for Mason Dixon! If you have pictures from an event you'd like to share, please contact us at [SSRN01@gmail.com](mailto:SSRN01@gmail.com)*

Next up was Lou Madsen in his tow truck "Slantkoda" against Rodney Hargis in his green "Grasshopper". No red this time with Lou taking off first with a .211 light on his 15.38 dial and running it out with a 15.47 @ 70.87. Rodney had him covered with a .062 light on his 12.90 dial and running a 13.01 @ 82.16. Lou's truck held up just fine, so he would be able to get home.

The third pair was Meril Bruner and Larry Chesney. Larry left first with a nice relaxed .446 light on his 15.72 dial and running it out at a 15.88 @ 77.30. The old fox Meril cut a much better .055 light and ran Larry down with a 14.41 @ 80.78 on his 14.25 dial to advance to the next round. Gary got the bye run for round two and made the most of it by running it out the back door with a 12.50 @ 103.40 on his 12.58 dial.

Rodney changed into his "No Meril" T-Shirt for round 2 to take on the old fox. (The "No Meril" T-shirts came from Mark Goodman back when Mark built a new car to beat Meril in the Half Hemi. This would be Mark's third attempt and the successful one. Mark had the shirts made to wear to aggravate Meril, but the best part of the whole thing was that Meril put one on and wore it.) The shirt did the trick causing Meril to break out with a 14.19 on a 14.20 dial to Rodney's 12.94 on a 12.90 dial. Meril got on the brakes at the big end, but not quite hard enough. They both cut good lights with Rodney cutting a .056 and Meril a .060.

Rodney didn't have a "No Gary" shirt for round three, but he needed one. He got just a tad anxious and went red with a .003 red light to hand Gary the win. The Desperado wasn't taking any chances though. He cut a .019 light and ran a 12.50 on a 12.48 dial on the brakes at the big end.

There was a Mopar only race on Sunday, but most folks headed out Saturday. Meril and Lukus stayed over for Sunday and ran in superstreet and modified. Meril got down to the semifinals in superstreet when he cut a .010 light, but missed his shift point to lose the round. Lukus ran modified and got to the third round before red lighting with a -.002 to end his day.



**Michael's '62 Lancer show car. He drives it to events, but we haven't convinced him to race with us,...Yet!**

Saturday night several of us went out to dinner at Kathy's Country Kitchen in Clay City for some great food and bench racing. Wayne (wvenable), John( DadTruck) and Kenny Johnson from Indy joined us and planned to be back next year; hopefully with cars to race! Wayne is working on a '46 "Fodge Truckster" and a Nostalgic Front Engine Dragster (FED) with Slant 6's. John has a '83 D150 daily driver and picked up a sweet '68 Barracuda "survivor" project. Other slant 6 folks at Clay City this year were Nick (Valleyant) from Cincinnati and Jack (myfirstmopar) from Elizabethton, TN that are both interested in working on Slant 6 street and race car projects. Michael was there with his sweet '62 Lancer show car that has been seen at some of the big Mopar Shows. We are still trying to get him to race this car, but no luck so far.

So, I finally made it to Clay City after many years of reading the tales. It was great to see some familiar faces again after six years away and meet some new friends in the Slanted Family. I am hoping to encourage more people to come to the Clay City race next year and get this race back to its former glory of being "the" race to attend for the East Coast racers. See ya next year!!

# Flathead/Inliner Race

6 March 2011 at Phoenix, AZ



*By Rob Simmons*

On March 6, 2011, a small group of Slant 6 racers gathered at Speedworld Dragstrip in northern Phoenix, AZ to represent the Slant 6 movement and the Killer Bees Race Team at a Flathead / Inliner race that was part of the Southwest Nostalgia Drags. This event served as a “warm up” to get people ready for the first SSRN points race of 2011 to be held in Las Vegas, Nevada the following month as part of the “Mopars at the Strip” event. The event was organized by a fellow named Rich from Phoenix who goes by the screen name “300fan” on the Slant 6 Forum. Rich posted an invitation on the forum and no fewer than five Slant 6 racers from Arizona and Southern California took up the call.

Ed (805moparkid) from Phoenix was there with his Slant 6 powered '68 Hemi Dart clone (pictured above) who ran a best of 14.72 @ 94 MPH. He did have a little hiccup on his way home when he sent a pushrod through one of the adjusters! Not to worry though, as he definitely seems pretty handy with a wrench and surely had it up and running again in no time. He was nice enough to post several pictures and videos of the Slant 6 guys racing on YouTube and posted links both on the Slant 6 Forum and over on the “For A Bodies Only” (FABO) forum.

Driving in from California were four more Killer Bees: Guzzi Mark (madmax/6) from Long Beach brought his very wicked SSRN record holding Valiant/Lancer (also pictured above). He posted on the forum that his new goal was to run in the high 11.30s. It didn't happen at this event, but he will





very likely have run that number by the time you read this! He did manage to run an 11.54 at this event and cut some very good lights. Here is one of his posts from the forum: "I also had a great time, Glen had the biggest grin on his face when I showed him my .012 slip. Then he shows me his .011. Thought I finally beat him at something. Not!!! I did get a .006 later that night in the test 'n tune and ran an 11.54 @ 114 with about 2500 altitude." Mark is pictured above bowing down to the greatness of Mr. Glen Terry, the SSRN 2008 and 2009 National Champion. Glen towed out from California assisted by Sergio G. who made an attempt to locate a car locally to drive, but was unsuccessful. Here is a post from Sergio: "I was a spectator, but must compliment 300fan for his efforts. We had preferred, reserved pit spaces in an ideal spot, by the staging lanes near the tower. Keep in mind this was a big event. They treated us fantastically and this is a very nice facility with a very smooth track surface and good bite. The weather this time of year is ideal and I would recommend to anyone that can attend next year to do so. I will let the participants discuss their endeavors, but the slanted represented themselves well! I don't know who won."



Here is a shot of the pits showing Ed's '68 Dart in the foreground as well as Glen's Dart and Mark's Valiant/Lancer.

The big news of the event is Romeo Furio, who also came out from California with his '67 Dart 4 door. He won in the final over a Flathead powered dragster! Here is a forum post from Romeo: "Great time with great people. Like Sergio said, they treated us like top fuelers. Good to meet 805moparkid for the first time, only 20 years old but sure knows what he is doing. Glad to see some young blood in our class of slanters. My hat is off to Rich and all of the Speedworld crew for all they did. A big thank you for the steak dinner that was provided for us on Saturday. Like I said, we were treated like pro top fuelers. Thanks Guys, sometimes it is just your day and lots of luck. I thought it was all thrown away when a brain fart struck and I forgot to put it in first gear on the line during the bye run. Either way I may have had to run that rail for the final anyway. And thanks go out to Glen Terry for coming up with the cure for my red light starts.





Here is a shot of the staging lanes showing all four of the Slant 6 cars that represented Slant 6 Racing and the Killer Bees Race Team at this event. Romeo's '67 Dart, Glen's '65 Dart, Ed's '68 Dart and the door of Mark's car way back in the back behind Ed's Dart.

All of the information for this article was gleaned from photos and posts on [slantsix.org](http://slantsix.org). I've tried to capture the essence of the race as well as I could from a few thousand miles away. I'm originally from Arizona and consider myself a "Desert Rat" at heart. Seeing these photos made me really homesick!

If you attend any type of automotive event that features Slant 6 powered vehicles, please feel free to snap some photos and send a few words about the event to [SSRN01@gmail.com](mailto:SSRN01@gmail.com). We would love to hear about it!

# Mopars at the Strip 2011

8-10 April 2011 at Las Vegas, NV



*By Rob Simmons*

“Mopars at the Strip” is traditionally the Season Opener for the Slant Six Racing News Points Series and this year was no different. A handful of racers had represented Slant 6 Racing at a Flathead / Inliner event the month before in Phoenix, AZ to shake off the cobwebs and get ready for the racing season. Romeo Furio even won against a Flathead powered dragster in the final! There was no doubt that the 2011 SSRN Points Series would be off to a roaring start as all of those racers also made their way to Las Vegas for the season kick-off event.

A common saying you hear when referring to Las Vegas is, “What happens in Vegas,... Stays in Vegas!” Well, as we wait for some of those stories to reveal themselves as they always do, we will make do with gleaning information from internet forum postings and photos in order to get the news to you in a timely manner. Check out the next page for a quick synopsis of how things went down in Sin City and how the points race for 2011 got kicked off with a bang!

*Thanks to Rob Simmons for submitting the photographs and article for Mason Dixon! If you have pictures from an event you'd like to share, please contact us at [SSRN01@gmail.com](mailto:SSRN01@gmail.com)*





### **First round**

Romeo F. Dial 13.68 RT .062 ET 13.648 MPH 96.37 WIN  
Doug D. Dial 13.05 RT -.064 ET 12.994 MPH 101.72

Scott J. Dial 18.35 RT .536 ET 18.171 MPH 75.14 WIN  
Mike K. Dial 20.35 RT -.168 ET 20.779 MPH 67.99

P. J. Dial 14.20 RT .036 ET 14.223 MPH 94.51 WIN  
Andrew Dial 13.55 RT .264 ET 13.453 MPH 98.26

Wendy P. Dial 16.25 RT .025 ET 16.438 MPH 79.10 WIN  
Allen D. Dial 18.65 RT .099 ET 18.541 MPH 72.00

Ed T. Dial 14.30 RT .243 ET 14.999 MPH 90.19 WIN  
Mark E. Dial 11.75 RT -.014 ET 11.769 MPH 112.10

C. J. Dial 15.47 RT .031 ET 15.432 MPH 88.53

### **Round 2**

Scott J. Dial 18.20 RT .088 ET 18.171 MPH 75.46 WIN  
Romeo F. Dial 13.99 RT -.057 ET 13.725 MPH 96.07

P. J. Dial 14.22 RT .104 ET 14.193 MPH 94.57 WIN  
Wendy P. Dial 16.30 Broke/Red

C. J. Dial 15.41 RT .171 ET 15.443 MPH 88.60 WIN  
Ed T. Dial 14.97 RT .193 ET 15.006 MPH 90.52

### **Round 3**

P. J. Dial 14.20 RT .134 ET 14.129 MPH 94.52 WIN  
Scott J. Dial 18.15 RT .212 ET 17.994 MPH 75.01

C. J. Dial 15.43 RT .007 ET 15.377 MPH 88.33

### **Round 4**

C. J. Dial 15.35 RT .045 ET 15.364 MPH 88.71 WIN  
P. J. Dial 14.13 RT .449 ET 14.647 MPH 94.91







So, our 2011 season has officially begun with C.J. Stoakes drawing first blood by winning the season opener and earning 41 points for this four round race. Stay tuned, as there are many more battles to be fought and points to be earned before we crown our 2011 Champion. It could be YOU! All you have to do is come out and "Run with the Slants!" See you at the track...



## Upcoming Events & 2011 Race Information

### Eastern Race Schedule for 2011

**May 21-22: Mason-Dixon Dragway in Hagerstown, MD.** Points races on BOTH Saturday and Sunday. Camping allowed. Contact is Rick Covalt. CONFIRMED

**June 4-5: Kearney Raceway Park in Kearney, NE.** Points races Saturday, and Sunday. Contacts are Mike Jeffrey and Lou Madsen. Come one, come all from North America!! CONFIRMED.

**July 22-23: Elk Creek Dragway in Elk Creek, VA** (location - 20 min SE of the I77/I81 intersection). Points races Friday and Saturday nights. \$1500+ purse. This one replaces our long running N. Wilkesboro, NC race due to track conflicts. Camping allowed Fri night. Ron Hamby contact/coordinator. CONFIRMED

**August 5-6: Knoxville Dragway in Maynardville, TN.** Points races Friday and Saturday nights. Gary and Meril Bruner contacts/coordinators.

**Sept 2-4: Mopar Thunder at Bristol Dragway in Bristol, TN.** Points races on BOTH Saturday and Sunday, t'n't Fri eve. Brian Mimken contact/coordinator. CONFIRMED.

**Oct 1-2: Mopar Southern Classic at Mountain Park Dragway in Clay City, KY.** Points races BOTH Saturday and Sunday, t'n't Fri eve (30 SEP). Rob Simmons contact/coordinator. CONFIRMED.

**Oct ??? (late): Silver Dollar Raceway in Reynolds, GA.** Points race Saturday. CONFIRMED. Come down south for nice weather in late Oct and some fast times! Contact is Charlie Schmid. NEED DATES from Charlie and track - late Oct or early Nov?

### West Coast "Killer Bee" Event Schedule for 2011

Wittmann, AZ. Speedworld dragstrip. March 5 - 6, 2011 (Completed)  
 Las Vegas, NV. "Mopars at the Strip". April 8 - 10, 2011 (Completed)  
 Redding, CA. Redding dragstrip . May 2011 (Cancelled)  
 Medford, OR. Champion Raceway. June 4 - 5, 2011  
 Kearney, Nebraska, National event June 4 - 5, 2011  
 Woodburn, OR. Woodburn Dragstrip. June 25 - 26, 2011  
 Eureka, CA. Samoa Dragstrip. July 16 - 17, 2011  
 Woodburn, OR. Woodburn Dragstrip. August 13 - 14, 2011  
 Medford, OR. Champion Raceway. August 27 - 28, 2011  
 Sacramento, CA. Sacramento Dragstrip. September 11, 2011 (One day, Sunday)  
 Redding, CA. Redding dragstrip, October 8 - 9, 2011

Please check with this website or [www.killerbeesracing.com](http://www.killerbeesracing.com) for up-dates prior to each event.



# 2010 Eastern Points Standings

## FINAL

	Hagerstwn 1	Hagerstown 2	Knoxville 1	Knoxville 2	N.Wilkes	Kearney 1	Bristol	ClayCity	Valdosta	Total
Meril Bruner	0	0	11	41	0	0	41	11	0	104
Gary Bruner	0	0	11	1	11	0	11	41	0	75
Lou Madsen	11	31	0	0	1	11	11	1	0	66
Greg Ondayko	41	11	0	0	1	0	0	0	0	53
Rodney Hargis	0	0	0	11	0	0	21	21	0	53
Lukas Bruner	0	0	41	1	0	0	1	1	0	44
Ron Hamby	1	0	0	1	41	0	1	0	0	44
Ryan Covalt (Rookie)	21	21	0	0	0	0	0	0	0	42
Ken Anderson (Rookie)	0	41	0	0	0	0	0	0	0	41
Larry Chesney	0	0	0	31	0	0	1	1	0	33
Chris Evrard	31	1	0	0	0	0	0	0	0	32
Phil Stonebeck	21	11	0	0	0	0	0	0	0	32
Mark Charapich	0	0	0	0	0	0	31	0	0	31
Norman Foster	0	0	21	21	0	0	1	0	0	43
Charles Brooks Jr. (Rookie)	1	21	0	0	0	0	0	0	0	22
George Buchan (Rookie)	0	0	0	0	0	0	0	0	21	21
Frank Brent (KillerBee)	0	0	0	11	0	0	0	0	0	11
Brian Mimken	11	1	0	0	0	0	0	0	0	12
Denny Covalt (Rookie)	11	1	0	0	0	0	0	0	0	12
Charlie Schmidt	0	0	0	0	0	0	0	0	11	11
Tony Walker (Rookie)	0	11	0	0	0	0	0	0	0	11
Rick Covalt (Rookie)	1	1	0	0	0	0	0	0	0	2
Tom Kagarise (Rookie)	1	1	0	0	0	0	0	0	0	2
Brian Droshack	1	1	0	0	0	0	0	0	0	2
Sam Powell (Rookie)	1	0	0	0	0	0	0	0	0	1
Sara Charapich (Rookie)	0	0	0	0	0	0	1	0	0	1
Wayne Swanson	1	0	0	0	0	0	0	0	0	1
Steve Adams (Rookie)	0	0	0	0	0	0	0	0	1	1
Renee Fuller (Rookie)	0	0	0	1	0	0	0	0	0	1
										804

# 2010 West Coast "Killer Bee" Points Standings

## FINAL

	Vegas	Redding 1	Woodburn 1	Woodburn 2	Kearney X 2	Eureka	Sacramento	Redding 2	Total
	MAR	MAY	JUN	AUG	AUG	AUG	SEP	OCT	
Richard Bjerklund		11	1	31		31			74
Mike Jeffrey					62				62
Mark Murray						21	41		62
Doug Dutra	11	41		1		1	1		55
John Terry	11	31		11		1	1		55
Mike Bjerklund			41	11		1			53
Wendy Pine		21				21	11		53
C.J. Stoakes			31	21		1			53
Andrew Howard	1			41		1	1		44
Mark Etheridge	31					11	1		43
Seymour Pederson					2	41			43
Randy Jones	41								41
Doug Powers			1	31					32
Terry Scott	21						11		32
Glen Terry					32				32
David Rudd							31		31
Sergio Gonzales	1			11	12		1		24
Aric Erickson		11				11			22
David Endres		11					11		22
Alethea Mueller			21	1					22
Aaron Downing							21		21
Randy Judge		21							21
Allen Dutra	1	1		1		11	1		15
Mike E (mikeysmopar)					12				12
Wayne Erickson		1				11			12
Robert Evanoff			11	1					12
Mike Keller	1	11							12
Lou Madsen					12				12
Dave Mueller			11	1					12
Rhonda Amis	11								11
George Harris					2				2
Frank Wright			1			1			2
Steve [need last name]		1							1
Ralph [need last name]			1						1
Rob Armstrong				1					1
Kristi Dutra						1			1
David Erickson		1							1
Kevin Esdeb				1					1
Tristan Foley	1								1
Romeo Furio	1								1
Gene (from Kansas?)					1				1
PJ Jesiolowski		1							1
Roy Murray		1							1
Ryan Peterson					1				1
Bill Poehler			1						1
Dana Prater		1							1
Dan Rodman		1							1
Mike Williams		1							1

people next year!!

## The New Age of SSRN

*"The production will be crude but hopefully readable. If we can find the time to learn to use a computer publishing program we will give that a try. In any event we will endeavor to get information to you while it is still fresh. The length of the newsletter and therefore how much we can cover will be limited to what we can send with one stamp."*

Technology has marched on since 1997, and the *Slant Six Racing News* is working to change with it. Now that digital cameras and the Internet have reached more and more fans, the timely coverage of races has improved dramatically, so we plan to leverage those tools to produce the SSRN. Our biggest change is shifting towards electronic distribution, which will reduce the costs of publication and allow you to see everything in full color. However, we will still continue to mail paper copies to anyone who would like to continue to receive it by mail, never fear. *Please contact us if you would like a paper copy delivered to you. We will charge a small fee for printing and*

*mailing (about \$5 per issue).*

The goals of the Slant Six Racing News remain unchanged. We want to continue to cover the inspiring stories and racers in the slant six scene, publish member-contributed technical articles, and continue to be a hub for reporting on slant six racing news. While we will move to an electronic presence that will be able to report in a more timely manner than print, we will continue to create a print version and distribute that to everyone who would like to get a copy.

Welcome you to the "new" *Slant Six Racing News* and we hope to bring you even more of the racing information you have enjoyed in the past from Seymour's tireless efforts. Hats off to Seymour and may we do half as good as he did!

**Doug Dutra** (West Coast Director)  
**Lou Madsen** (East Coast Director)  
**Menko Johnson** (Editor & General Lackey)  
**Lukus Bruner** (Editor & General Lackey)  
**Rob Simmons** (Editor & General Lackey)

[Slantsix.org/ssrn](http://Slantsix.org/ssrn)

[SSRN01@gmail.com](mailto:SSRN01@gmail.com)

## **SSRN needs YOU to help make it happen (a plea for help!)**

The Slant Six Racing News exists solely to bring you the very best information about the national Slant Six racing scene. Seymour Pedersen used to spend an incredible amount of time on covering races, taking photographs, and editing stories. We are dedicated to carrying on that tradition and making the Slant Six Racing News an essential piece of your racing life. However, there is no way we can do it alone. The lateness of this issue conveys how challenging it has been for us.

Many of you already take photographs and write small blurbs on slantsix.org. Instead, why not have your article featured in the SSRN? You don't need to be a professional writer or photographer, we just need to get the story from the racers that were there so everyone can enjoy the slant six racing scene from wherever they

are at that moment. Also, the internet posts do not have the —staying power and completeness of an edited article. We can help with editing!

Frankly, we are a bit desperate. Most of us work 50+ hr/wk jobs and cannot do it all. SSRN will not continue without help writing articles and sending in pictures from YOU. This does not mean —oh, someone else will do it. This means YOU. Please step up and help your community — everyone will appreciate you for it. Sign up to help cover a race, submit photographs, edit stories or write tech articles—all of these are an essential part of the SSRN. It's your newsletter, and won't happen without your input and support.





## SSRN Mission Statement

The *Slant Six Racing News* was founded in August 1997 to promote the racing of Slant Six powered vehicles, provide a network and platform for the exchange of information and to recognize the contributions and achievements of Slant Six racers.

The *Slant Six Racing News* works to organize a series of races in different parts of the country that bring SL6 racers together and keep them informed of up-coming events. The ultimate goal is to have an annual race for SL6 powered vehicles where the contest is fiercely contested and the technical innovation is so amazing, that knowledgeable fans await the event.

Readers and racers MUST offer suggestions and ideas about what they want to see in the publication. Race results and technical articles must be submitted by the readership in order to keep the newsletter meaningful. Pictures and information on performance up-grades are especially welcome.

The Slant Six Racing News is moving towards focusing on being an Internet published document posted at [www.slantsix.org/ssrn](http://www.slantsix.org/ssrn) free of charge and available for download. Racers who wish to receive a "hardcopy" are asked pay a subscription fee of \$5.00 per issue. The Slant Six Racing News is a product assembled by a community of people who are passionate about Slant Sixes and want to communicate their enthusiasm to as many others as possible.

For more information about subscriptions and volunteering, please email [SSRN01@gmail.com](mailto:SSRN01@gmail.com) or visit our website at <http://slantsix.org/ssrn>