

# ***SLANT SIX RACING NEWS***

**NUMBER 51**

**AUGUST, 2008**



After 11 years of trying, Meril Bruner won his first Slant 6 points race at Wilkesboro on July 19. Nobody is more deserving of this victory than Meril. See story on page 30.

## **THE BEES ARE SWARMING**

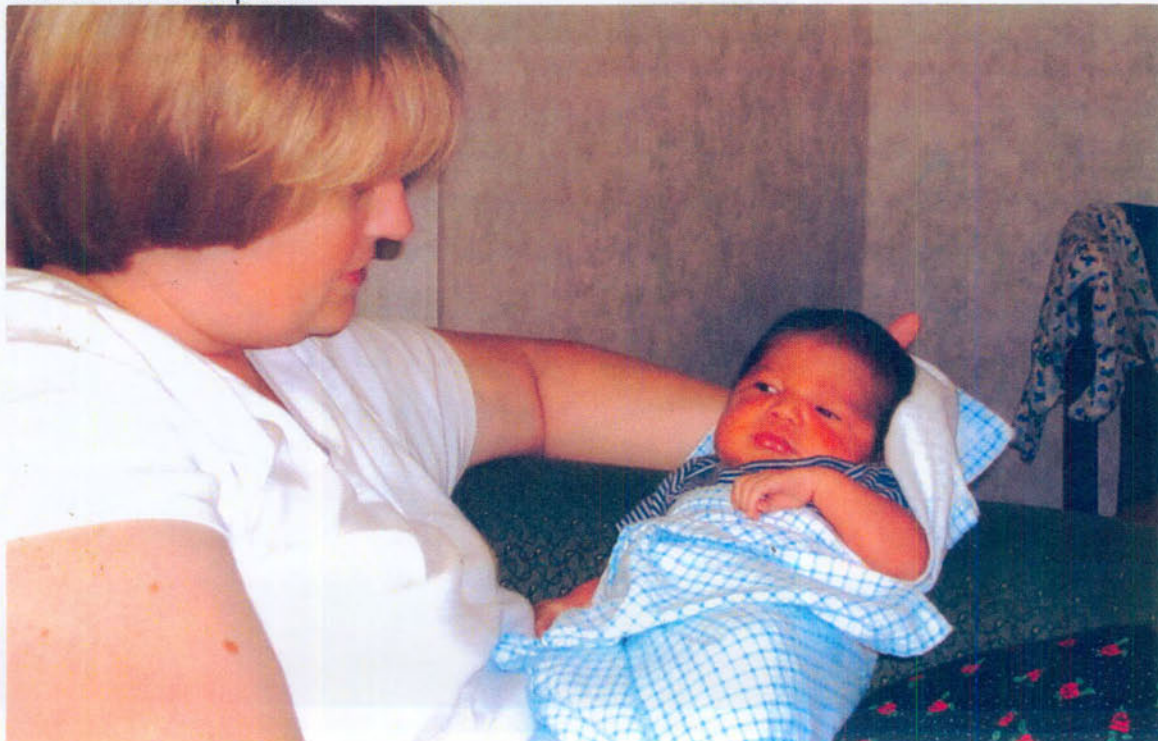
With 60% of the races completed for 2008, the points standings are dominated by representatives of the Killer Bees Team from the West Coast. The Bees presently hold 7 of the top 10 positions, even though the Bees have held the same number of races as the Easterners (without even counting Columbus or Pittsburgh). The attendance at the Bees races is a little higher, but the biggest difference is that 10 Bees have attended 3 or more races while only 5 Easterners have. If it wasn't for senior citizens Meril Bruner, Leighton Drake, Norman Foster, and Charlie Schmid they would really be hurting. So what happens is the western points are more concentrated among a few racers, while out east they are scattered all over the place. Unless somebody can pull a hat trick in the last three races, it is going to be very hard to displace 2007 National Champion Glen Terry. Glen has won all three of the races he has entered and at this time his closest competition comes from Aric Erickson who runnered up at those same 3 events.

Nick Bowman, the young phenom who won the Columbus race, also won at Pittsburgh to put himself in a strong position to claim 2008 Rookie of the Year honors. With three major events yet to come in each division, anything could happen. The biggest event of the year has to be at Bristol on September 19-21. Glen Terry is going to tow all the way from California to the far corner of Tennessee to take on the old guard racers on their own ground. No matter what happens, this will be an event not to miss. There are likely to be at least six National Champions on hand and I am going to write a special letter to Gordie Stevens to see if we can persuade him to come out of retirement and be part of the show. I only hope there is enough enthusiasm left to produce a good turnout when we return to Clay City two weeks later.

An unprecedented problem has arisen with this issue of the racing news, and the next one. With so many races on the schedule, and our reporters doing such a good job gathering information and taking pictures, we have way over our normal maximum of 32 pages. At 42 pages, this is our biggest issue ever. To keep costs down, I am only mailing it to paid subscribers and a few others, the rest of you will hopefully be able to see it on the internet. It is difficult to properly cover the many races I cannot get to, so I would like to give special thanks to Charlie Schmid, Judy Drake, Doug Dutra, Dave Erickson, Lou Madsen, Greg Ondayko, Elaine Foster and Kay Hamby for making this huge issue possible. Since I get to so few races these days, I kind of overdid it on the Samoa race where I could do the kind of a story I wish we could bring you on every event.

If we can get the same quality of coverage on the last 7 events, the next issue will probably be about the same. After that the future is uncertain. It isn't as much fun doing this as it used to be, many of the colorful characters I enjoyed working with and covering are gone. There is little interest in seeing how fast a Slant 6 can go any more, and I never was that excited about bracket racing. I really don't like having deadlines, worrying about attendance, making phone calls or working with promoters. So if this newsletter is to continue it will have to be produced by others. I have written a letter to the key figures in the Slant 6 racing scene soliciting their ideas and help. We hope to have new plans for next year to announce in the next issue.

I recently received a nice letter from Tom Drake, he brought us both good news and bad. The good news is that Tom and Melissa have completed the adoption of their new son Brody born on July 1. The more disappointing news is that Tom is dropping his support of the Farmington, NC race that is held on the Saturday before Mother's Day each year. This used to be one of our most popular events but has not been supported by the racers for the last two years. Not only did Tom sponsor the purse and special awards for this race, but he did all the work to coordinate our race with the sponsoring Piedmont Mopars club. Tom did say that if someone else wants to assume his role he would introduce them to his contacts there. Just today I noticed that Wes and Darin Alumbaugh posted an ad on the slantsix.org web site offering their well known green 62 Valiant Slant 6 race car for sale. This is the original car that Mark Goodman built to challenge Meril Bruner at the 1993 Mopar Nationals, where I met Meril and Mark for the first time. That's pretty much where I came in, one more indication that this is a good time for me to step down.



**SLANT SIX RACING NEWS NATIONAL POINTS SERIES  
SCHEDULE FOR 2008**

Date	Event	Location	Slant 6 Points Race	Min. Points for Win	Approx. Purse	Bracket Racing	Event Contact	Slant 6 Contact	Comments
Aug. 9-10	Hot Rod Nationals Including pre 1972 Slant 6s, Inliners & Flatheads	Woodburn Dragstrip Woodburn, OR	Saturday	30		Sunday	Woodburn Dragstrip 503-982-4461	Richard Bjerklund 541-689-7274	Slant 6 Points Race on Saturday All inline and flathead race on Sunday with cash purse
August 23	Meril Bruner Classic 1/8 Mile	Knoxville Dragway Knoxville, TN	Saturday	30	700			Meril Bruner 865-992-4430	Purse sponsored by SCT Southern Chemical & Textiles
August 23-24	Northwest Reunion	Medford Dragstrip Medford, OR	Saturday	40	600	Sunday	Medford Dragstrip 541-830-3724	Wayne Erickson 530-345-4222	Slant 6 Points Race on Saturday All inline and flathead race on Sunday with cash purse
Sept. 19-21	Monster Mopar Weekend	Gateway International Raceway Madison, IL	Saturday	30	400	Saturday & Sunday	S&S Promotions 636-938-6629	Seymour Pederson 952-929-0508	
Sept. 19-21	Thunder Valley Mopar Thunder	Bristol Dragway Bristol, TN	Sunday	40	700	Saturday & Sunday	Bristol Dragway 423-764-6555 Ext 253	Ron Parker 706-278-8362	Purse sponsored by SCT Southern Chemical & Textiles Your chance to meet and race with 2007 National Champion Glen Terry
Oct. 3-5	Mopar Southern Classic	Moutain Park Dragway Clay City, KY	Saturday	30	700	Saturday & Sunday	Moutain Park Dragway 606-663-2344		Promoter is Joe Payne 502-868-0517 Purse sponsored by SCT Southern Chemical & Textiles
October 25-26	ET Series	Redding Drag Strip Redding, CA	Sunday	40	600	Saturday	Redding Dragstip 530-221-1311	Wayne Erickson 530-345-4222	

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## 2008 SLANT SIX RACING NEWS POINTS STANDINGS

Thru 7/13/08

R=Eligible for Rookie of the Year

Driver	Las Vegas	Bowling Green	Farmington	Columbus	So. GA.	Medford June	Redding June	Pittsburgh	Samoa	Wilkesboro	Woodburn August	Less Over 4	Total
Glen Terry						41	41		41				123
Aric Erickson						31	31		31				93
Richard Bjerklund	41					11	11		21				84
Nick Bowman-R				41				31					72
Doug Dutra	11					21	21		11				64
Meril Bruner		11			11					41			63
Leighton Drake			41		11					1			53
Allen Dutra	21					11	11		1				44
Andrew Howard	1					21	21		1				44
C.J. Stoakes	31					1	1		11				44
Norman Foster		1			41						1		43
Ron Hamby			11							31			42
Dale Rose		31											31
Ron Parker					31								31
Charlie Schmid			1		21						1		23
Rodney Hargis		1	11							11			23
Greg Ondayko				1				21					22
Larry Chesney		1									21		22
Brien Radley-R					21								21
Hannah Plyler-R			21										21
Lydia DuPuis - R									21				21
Michael Glass										21			21
Tristian Foley	11					1	1		1				14
Jessica Howard-R						11	1		1				13
Sergio Gonzales						1	1		11				13
Lou Madsen								1		11			12
Dan Gravatt								11					11
Dana Prater							11						11
Judy Drake										11			11
Kristi Dutra - R									11				11
Phil Stonebeck								11					11
Tom Davis-R					11								11
PJ Jesiolowski							1		1				2
Randy Judge						1	1						2
Rick Valent	1								1				2
Scott Silkwood - R							1		1				2
Amy Nelson - R							1						1
Barry Harrison			1										1
Brian Droschak								1					1
Brian Mimken										1			1
Cecil Higginbotham					1								1
Dave Mueller									1				1
David Erickson						1							1
David Fornero-R	1												1
Erik levins					1								1
Frank Brent-R					1								1
Frank Todesco								1					1
Gary Bruner										1			1
Jack Parlier			1										1
Jerry Dearolf					1								1
Joe Nelson											1		1
John Guthrie-R										1			1
Joshua Skinner-R						1							1
Marcus Crews-R					1								1
Mark Etheridge-R	1												1
Mark Wilson-R					1								1
Paul Moran								1					1
Ray Lloyd-R					1								1
Seymour Pederson				1									1
Total	119	45	87	43	154	153	155	78	166	154	0	0	1154

## TEAM STANDINGS

Killer Bees	119			1		153	155		166				594
The Rest		45	87	42	154			78		154			580
Total	119	45	87	43	154	153	155	78	166	154	0	0	1154

## SOUTH GEORGIA RACE MAKES STRONG REBOUND

Last year, Slant 6 racers could muster only 5 cars for the Mopar Race at South Georgia Raceway Park, and it looked like we would not be able to continue our participation there. Charlie Schmid, who does the work putting this event together was willing to give it another try, but the promoter needed to see at least \$500 from an outside sponsor before he would agree to give us another chance. Ron Parker stepped up with the prize money and Charlie went to work to make sure that we would have a good turnout for this year's race. Given high gas prices, and the weak economy, this would be a big order.

But when it came time for this year's race, Charlie managed to gather two former Slant 6 National Champions, last year's super pro champion in NHRA division 2, a former stock eliminator champion at the NHRA Nationals, and ten more to produce a credible 14 car field. Kudos to Charlie and Ron for resurrecting this event and making it the best attended in the eastern US so far this year.

The long distance award has to go to Frank Brent from Marianna, AR with his ex-Rob Simmons Duster, Florida racers Cecil Higginbotham, Erik levins, and Jerry Dearolf were there. A first time racer from Hartford, AL was Tom Davis with a really nice 63 Valiant while Slant 6 veterans Meril Bruner and Leighton Drake anchored the field. Charlie really shook the bushes when he went up to the tower and solicited any Slant 6 owners in the car show or spectator parking lot to enter our race and try for some of the prize money. That appeal brought two additional first timers, Ray Lloyd and Marcus Crews. In addition to Ron Parker's money Charlie got prize money contributions from Drake Accounting & Taxes, Tom Davis & Sons Construction, Cleaner Concepts Pool Service & Maint., and Frank and Cinda Brent to bring the total purse up to \$1,400. Way to go Charlie and sponsors!

This year, the Slant 6 race was held on Saturday with additional bracket action on Sunday. In the first round, Norman Foster lucked out when Erik levins broke out after coming close to matching Norman's reaction time. Brien Radley (the Division 2 Super Pro Champion) also had a close race with Marcus Crews that went to a double breakout with Brien a little closer to his dial in. Charlie Schmid and Cecil Higginbotham had an interesting double breakout, double red light contest. Charlie broke out by more than Cecil but Cecil red lighted first giving Charlie the win. Ron Parker, Meril Bruner (over 1983 stock eliminator at the NHRA National, Mark Wilson), Leighton Drake, and Tom Davis won their first round contests handily.

Neighbors Norman Foster and Ron Parker benefited from second round red lights and Brien Radley got a bye into the semi-finals. That left Charlie Schmid and Meril Bruner to fight it out for the fourth position in the semis. Charlie won a close race when Meril broke out. In the semis Ron Parker benefited from Brien's red light while Norman Foster and Charlie Schmid duked it out. Charlie dialed a 14.57 and left first with a .071 light followed by Norman's .095 on a 11.77 dial. Charlie thought he had enough of a lead at the end to lift and slowed to a 14.67 allowing Norman to fly around him with a 11.815.

So in the end it was the two National Champions Ron Parker and Norman Foster and it was a good race befitting their heritage. Ron dialed a 12.67 and left first with a .041 light but Norman nailed the tree with a .009 light on a 11.78 dial-in. Norman ran right on his number with a 11.784 while Ron broke out by .045 in trying to stay ahead. So Ron got some of his money back while Norman was the big winner with 41 points putting him in the points lead before the first round of West Coast contests next weekend. Thank Charlie Schmid for getting the race results and Judy Drake for all the great photos

## SOUTH GEORGIA PICTORIAL



This is Brien Radley, Division 2 Super Pro Champion who tries his luck at Slant 6 racing once a year at South Georgia. He also red lighted against Ron Parker in round three.



Tom Davis owns a construction business in Hartford, AL and brought this very clean 63 Valiant. Tom got around Frank Brent in the first round then red lighted against Ron Parker.



Here is the engine compartment in Tom Davis' 63 Valiant.



Charlie Schmid loaned his "Charlie's Angel" 66 Barracuda to Mark Wilson to drive while Charlie was playing with his new 66 Valiant.



Elaine Foster's dog Missy Joe found a new friend at South Georgia Raceway Park.



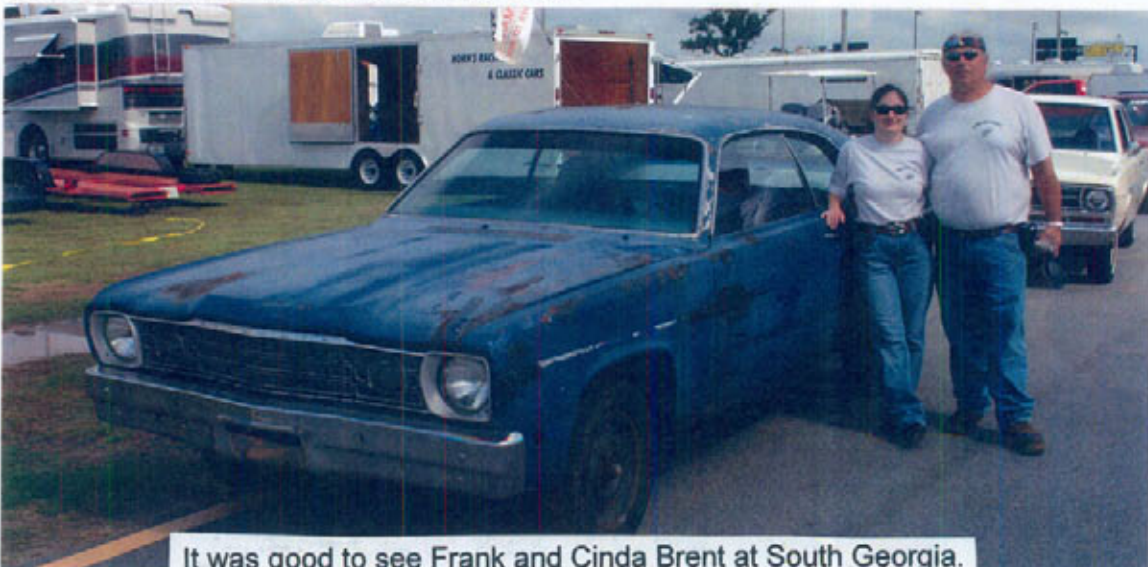
Cecil Higgenbotham brought his 68 Valiant from Orlando, FL.



Charlie Schmid was racing with his recently completed 66 Valiant. Ignition woes kept him from making his first twelve second blast with nitrous.



Once a year, Erik levins flies from his new home in California back to Florida so he can race with us in his 170 powered 64 Valiant.



It was good to see Frank and Cinda Brent at South Georgia.



Ray Lloyd was one of the cars that Charlie Schmid recruited out of the car show to run in our race.



Jerry Dearolf entered his Volare from Deltona, FL, super clean engine produced middle 15 second times.





Joshua Skinner on the left was Glen Terry's first victim of 2008 when he red lighted by .002.

### GLEN TERRY TAKES UP WHERE HE LEFT OFF WITH MEDFORD WIN

On May 31 and June 1 west coast racers headed to the Champions Drag Strip in Medford, OR for the first of two Slant 6 points races to be held there this year. There had been a lot of rain in the Medford area all week including Saturday and the racing action was postponed until Sunday when there would be both the Slant 6 points race and the joint Flathead-Inliners race paying \$500 for first place. The track upped the purse for that race when they had to scratch the nostalgia altered race due to track conditions.

This would be the first race for Andrew Howard's 62 Valiant Signet and his wife Jessica would be driving her own 63 Valiant. This would also be the first Slant 6 race of the year for Glen Terry who would be defending his national championship. Andrew drew the first round bye, automatically putting him into the second round with his new car. Richard Bjerklund with his 53 Ford, Glen Terry, Aric Erickson, Allen Dutra, and Doug Dutra all went to round two also. Jessica Howard and C.J. Stoakes had the closest race, neither had a very good light, and they both ran well over their dial-ins but at the end it was Jessica by .003!

Andrew Howard went to the semis when Richard Bjerkund red lighted, Glen Terry advanced at the expense of Andrew's wife Jessica, and Aric Erickson got the bye into the semis. To fill the final slot would depend on a family showdown between Allen and Doug Dutra, Doug took that one into the semis.

In the semis, Doug Dutra red lit against Aric Erickson and Glen Terry ended Andrew's day. So the final would be Glen Terry and Aric Erickson, two of the most accomplished racers in the west. Glen left first with a .049 light on a 15.68 dial, Aric was close behind with a .064 light on his 12.70. Apparently Glen has a pretty good handle on his car's capabilities because it looks like he ran it all the way though to a 15.682 forcing Aric to break out with a 12.645. The 40 point win puts Glen right in there with four other drivers who have all won one 40 point race, however Norman still has the number one spot because he is the only one of the five who has entered more than one race. You can't get much closer than that.

Right after the Slant 6 Points race, the same group plus one other car lined up for the Flathead-Inliners race. Once again Glen Terry took the win, this time over Jessica Howard. Glen took home a total of \$700 to add to his "on to Bristol" fund. Most of these same racers will meet next week in Redding, CA for the first of two 2008 points races at that track.

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**MEDFORD PICTORIAL**



Here is Andrew Howard's new car, it was originally 440 powered with a 9" Ford rear and equipped with disc brakes on all four wheels. For now Andrew is running a basically stock motor with more modifications to come. Love those jacked up 62 Valiants!



Tristian Foley drove his car in from Reno then changed rear end gears for racing.



C.J. Stoakes in the four door Valiant on the left raced Jessica Howard in her 63 Valiant in the first round. Jessica squeaked out her first round win in Slant 6 points competition by .003!



Allen Dutra in the station wagon and Father Doug in the Lancer met in the second round with Doug taking the win.



Father and Son met in this time trial. Aric Erickson in the Dart Swinger was runner up to Glen Terry on Sunday. Father Wayne was trying out his new 62 Valiant powered by a short stroke motor built by Mike Jeffrey, who also did the engine in Aric's car.

### IT'S TWO IN A ROW FOR GLEN WITH REDDING WIN

The week after the Medford race, west coast racers headed down to Redding, CA for the first of two Slant 6 points races scheduled there. Everybody who had been at the Medford race, made the trip to Redding with the exception of Joshua Skinner. Five more joined in which would have made it a 17 car race, but both Erickson brothers, Wayne and Dave broke before the Slant 6 race was called up on Sunday. The new racers included Redding regulars Dana Prater and P.J. Jesilowski, plus Wayne Erickson with his just finished 62 Valiant 170CI screamer. Two racers were entering their first Slant 6 race, they were Scott Silkwood with his unusual chopped A-100 van, and Amy Nelson daughter of Killer Bees official photographer Gary Nelson. Amy would be driving a 63 Dart that her father has been preparing for this occasion.

Wayne Erickson had arranged to bring in engine builder Mike Jeffrey the week before the race, to help dial in the new car. The new car exceeded expectations and posted some high twelve second times before oiling problems resulted in a spun rod bearing. The damage was restricted to one rod, and one crank throw, and Wayne started working right away to get it repaired for the races later in the season. Dave Erickson had transmission problems with this Slant 6 powered 34 Plymouth which are also going to lay his car up for a month or more.

I never really got the round by round details for the race, so I cannot tell you exactly what happened. I do have the complete ladder that shows who won each round. After the first round Dana Prater, Doug and Allen Dutra, Glen Terry, Andrew Howard, Aric Erickson, and Richard Bjerklund were still racing. Doug Dutra, Glen Terry, Andrew Howard, and Aric Erickson advanced to the semi-finals. For the final it was Glen Terry and Aric Erickson again, the same as at Medford. And the same as Medford, Glen won.

I realize the story for this race is very abbreviated, but we more than made up for it at Samoa, where most of the same racers met on the second weekend of July. I think the only west coast racers that we have not printed a picture of are Dana Prater and Amy Nelson. We will try to correct that this fall.

## Pittsburgh 2008 –Slants in the Steel City

By Lou Madsen

There's something almost mystical in the minds of old hotrod fans about the name *Pittsburgh*. We think about iron and steel as the cornerstone materials for our cars, and Pittsburgh is where a lot of the technology and actual materials originated for our beloved classic Mopars. On June 21, I made my second voyage to Pittsburgh for the 4<sup>th</sup> annual Slant Six race at Pittsburgh Raceway Park (PRP) as part of the Chrysler Classic event there. After a little wrench spinning session the week before to install a good ported head onto my near-stock '68 Dart motor, I saddled up Friday eve for the 5 hr drive up from Blacksburg, VA. A few adventures later, including fixing a driver-inflicted wound with a vise grips to my Dart's radiator at 6 AM in a rest area, I arrived at 10 AM in time for qualifying. Greg Ondayko and his Dad had set up a tent with a huge Slant Six Racing banner so I had no trouble finding the Slanters in attendance – Phil Stoneback and his brother-in-law Dan (in from Allentown, PA area), Brian Droschak (whose wife just had their second baby!), Paul Moran, Nick Bowman, and Frank Tedesco from the PRP staff. 8 cars were there for qualifying and all 8 made the first round. Greg grilled up some sausages and hotdogs for a bunch of us, which we gladly inhaled.

I made the 2006 Pittsburgh race, where it rained on and off all day, and we had multiple delays with LONG intervals to dry the track. Looking at the weather before I came gave me pause since the forecast was similar to 2 years ago, but it turned out we had wonderful weather all day. PRP seems to suffer from a lot of oil downs, though, so we did have a few long waits for cleanup. Also, we were even below the Jr. Dragsters for priority, so we had our first round at around 3 PM, then had to wait until every other car had run eliminations before they ran our semis and finals back-to-back, just as a sprinkling rain started at 9 PM. My last gripe (I promise) was that PRP did not turn off the dreaded crosstalk for our class, as we told them since we had no delay box cars. This caused a few lazy lights in our crew, and a crazy incident at the end of the race, as I will describe below.

In the first round, our random pairings gave us low qualifier Greg in his '69 Dart hyperpack 4spdr car vs. Paul in his '78 Aspen cream puff. Paul got jumpy on the tree and redlighted, giving the hard hooking Dart a go into the semis. They we had Lou vs. local hotshoe Nick Bowman in his super clean '71 Duster. Lou, with a 17.64 dial, slept a bit at the light when his top bulb came on (crosstalk) when Nick left on his 18.36 dial, and then broke out with a 17.51 trying to catch Nick, who had a very nice 0.0073 light and let up a bit at the end knowing he had won. Phil in his tuned up '70 Valiant took on Frank Tedesco in his basically stock '74 Duster, with Phil taking the win with a solid 0.042 light and comfortable 17.29 over his 17.10 dial. Brian in his lightened '75 Duster got a little anxious on the tree (new baby daydreams??) and redlighted against iron foot Dan in the '69 Dart 4dr he borrowed from Brian to run the race!

On our big break between 1<sup>st</sup> and 2<sup>nd</sup> rounds, we had plenty of time to catch up and benchrace. Another surprise visitor was Romeo Furio, in from Las Vegas to visit relatives in the Pittsburgh area. Romeo is taking a break from racing for a couple of years, but swears he'll be back in our ranks with his '67 Dart racecar as soon as he can. He was talking about selling it a while back, but has decided to keep it for future drag exploits. It was great to visit with him about his experiences with various cars and racing stories over the years.

The second round semifinals didn't happen until about 9 PM, as it was getting dark and rain was threatening. Nick and Dan went head to head for a battle of the daily treemasters. Dan left first on a 20.30 dial but, knowing he'd have to cut a nice light, -0.02 redlighted and gave Nick the win. Nick clearly knows his car very well and cuts consistently good lights in the 0.00-0.05 range with the occasional 0.07. He is involved in plenty of racing around the Pittsburgh area, including the local points race series where his is in the top 3 in points (footbrake). He also does a lot of pit crew work with his Dad and other racer friends with their racecars. Hopefully Nick can join us for one of our later races, if it does not conflict with his points races – Bristol, Clay City? Nick is certainly a force to be reckoned with and has plans to hop up his Duster over the next year or two, likely with Slant power.

The other round in the semifinals turned out to be *two* rounds. This was a weird one. A classic sundown showdown, Greg with a 14.79 dial lined up against Phil with a 17.20 dial. Phil had a nice 0.069 light,

but even after asking the track a 3<sup>rd</sup> time to turn off crosstalk, Greg's top bulb lit up, causing him to redlight badly. Phil finished off with a nice 17.207 for a tight 0.076 package. Greg was clearly irate and drove straight around to the starting line again. After some wrangling, Greg succeeded in getting a rerun! Needless to say, Phil had a run a nice race and was not happy either. The rerun immediately followed (no cooling off, rain coming), and saw the same dials, but a reversal of fortune, as Phil -0.008 redlighted and gave Greg the win. The rain was sprinkling on a off as we went directly into the final round. Phil should get credit for a great run, and my guess is there will be some rule changes initiated at our end-of-year banquet on this topic...

Greg had a tough one against Nick on this last round since he would have to run for the 3<sup>rd</sup> time in about 20 min! Nick left first with an 18.35 dial, and posted a nice 0.040 light. Greg with a 14.79 dial must have been stuck on crosstalk lights (even with it off now), or he was buckling his seatbelt when the lights came down, so posted a 0.695 off the line. Rain was sprinkling just before and during this round, so there might have been some tirespin issues? Nick eased through with an 18.698 to Greg's 14.836, unable to make up the difference. We all gathered round and congratulated Nick, and helped Greg and others load up as the rain started in.

After the race, most of us went over to Greg's and had pizza and beer and traded a heap of BS about racing and running from cops and assorted other, um, illicit behaviors. Great bunch of folks! After Paul and Kristen Moran graciously opened their home for me to crash Saturday night, I picked up a core cast crank '84 truck motor from Paul for a new project. Man, that '68 Dart trunk just swallowed it up! Paul Jr. helped us out a little and was curious about everything we were doing. After a good pancake breakfast out with Paul's family, I had a beautiful drive back down through PA, WV, and VA in the afternoon, including a lovely stop at the New River Gorge bridge for some leg stretching, nice views and pics.

During the afternoon and evening, there was talk of moving this race to Hagerstown, MD or some other location that would be more central to folks from Pitt, Philly, DC, MD, DE, and VA. There are several Slant Sixers in the DC/MD area who don't come to races, and this might attract some fresh blood from the Nations Capital area.



Brian Droschak gears up for a mid 15 sec qualifying pass. Brian also has a turbo 225 Duster he drives on the street.



Car count at this Classic Event was down, but many sweet old Mopars showed up. I was partial to this "Alien Attitude" '64 Dart.



Greg and Phil's showdown at sundown. They had to do this one twice, with Phil winning the first one and Greg the second. Props to Phil for not punching anyone out...



Dan and Nick meet in the semifinals for a battle at the tree.



Greg hotlapped back to face local hotshoe Nick in the finals at about 9:30 PM in light rain. Nick's 0.040 light bested Greg's light to give Nick his 2<sup>nd</sup> Slant Six race win for the year. The pizza at Greg's place tasted *good* after our long day in the sun!



The two fastest cars at Samoa were Dave Mueller's 65 Valiant wagon and Aric Erickson's "Swinging Six". Dave set a new C/Alcohol record at the meet of 11.54 while Aric recorded a best ever 12.33 on the final run.

### INITIAL SAMOA RACE IS BIG SUCCESS

Last summer, Andrew and Jessica Howard, along with Glen Terry, proposed a new event to be held at Samoa Drag Strip in Eureka, CA. The Howard's live in Eureka and Glen has raced there since it opened in the fifties! I decided to make this my west coast trip for this year, and try to bring you the flavor of the expanding Slant 6 scene out west.

Rather than make the eight day drive as I usually do, I decided I would try flying instead. I was somewhat apprehensive, not having flown on the silver bird for over ten years, but I decided to take the plunge and arranged to fly into San Francisco where I would rent a car. I left on Thursday so I would have an extra day to see a part of California that I had never been to before. California forest fires were constantly in the news, but they seemed to be south and east of the coast where I would be driving.

At the airport I experienced automatic ticket dispensers and the new security procedures for the first time. I turned out to be more efficient than I thought it would be, but what I really don't like about flying is the sense of having no control over the situation. You sort of make a bargain, in exchange for transporting you quickly between two points, you must turn your life over to them for a certain number of hours and that is the hard part for me.

Once I got my rent-a-car, I breathed a sigh of relief, now I would again be in charge of my own destiny. The first result of this new found freedom was that I got lost on my way to the Golden Gate Bridge. I got an extended tour of the City which isn't all bad. It took me about two hours to really get away from the City. It was getting dark so I stayed in the little town of Garberville. Another thing I don't like about flying is that you can't take all your stuff with you. I am missing my coffee cup, my tools, my towels, and my cooler. I even had to buy a can of shaving cream because I didn't dare try to smuggle mine through. I repurchased some of these necessities and also picked up \$20 worth of green grapes and cherries to eat as I toured on Friday.

The next morning, I took the old road, known as The Avenue of the Giants, to better experience the majesty of the redwood forest. There was little traffic and it was still cool as the early morning sun filtered through the trees, I saw several does escorting their fawns down to the river and took a couple of walks in the trees, it made the whole plane trip worthwhile and there was more to come. I stopped in Eureka for breakfast but then continued north to Crescent City. On the way were more redwoods, rivers, ocean beaches and rugged coast line. The sun was out all day highlighting the dramatic scenery. This area of the state is sparsely populated and there aren't as many tourists as you would expect, so I had all of this pretty much to myself. I soaked up as much as I could because we don't have anything like it in the Midwest.

Friday afternoon I headed back to Eureka and checked into the motel that Andrew had picked out for the out of town visitors. First thing I see Rick Valent's 62 Valiant all the way from Tucson, AZ but there weren't any other Slant 6 people around so we went out to the race track where we found Glen Terry, The whole Dutra family including Doug's wife Karin, son Allen, and daughter Kristi who would be competing in her first Slant 6 race. Wayne and Aric Erickson were there along with a good turnout of northwest racers, Richard Bjerklund and C.J. Stoakes from Oregon, and Dave Mueller from Washington. West coast regulars Sergio Gonzales and P.J. Jesilowski and her husband Edd were there but another racer, Tristian Foley had to turn back due to the road being closed by smoke so he went further north to take another road that also closed before he could get to the coast. As of Friday night he was waiting out the smoke in hopes of being able to complete his trip on Saturday.

Friday night, everybody who had gotten into town met at the Cookhouse restaurant. The Howard's had made reservations for a big table and they managed to seat all 25 of us for a great home style dinner. Andrew and Jessica brought three sons, Mike Williams brought Lydia DuPuis, Sergio's wife Lana, and C.J.'s wife Linda filled out the table. Almost forgot Wayne's brother Dave Erickson who came to do the paperwork even though his own Slant 6 powered 34 Plymouth was laid up with transmission problems. Saturday morning everybody went out to the strip for a test and tune session followed by a practice race for all the Slant 6s. The car total reached 16 with the arrival of Scott Silkwood's unique chopped A-100 van and later in the day Tristian Foley who had to back track and try the first road again, this time getting through! Tristian had traveled over 1,000 miles to get from Reno to Eureka but he made it like the real trooper that he is. The other racers took up a collection to help pay for all the extra expensive gas that Tristian had to use.

The Samoa strip is run on an abandoned airport runway from a WW2 navy base. It is supposedly the oldest NHRA track in the country. The track is located out on the narrow isthmus that shelters Humbolt bay, no more than 2,000 feet from the surf. So at about 20' altitude and with the cool air coming off the ocean you can see some awesome air densities here, even in July. I checked with Wayne Erickson late in the afternoon, after it had warmed up considerably, and the adjusted altitude was still 537'! The track only draws from the local area, and it would be unusual so see more than 60 or so cars on a Saturday. Needless to say, 16 Slant 6s from out of town made quite a splash. The announcer pumped our Sunday race all day Saturday and Andrew and I both took a turn up in the tower trying to add some color to the show.

The first Slant 6 car down the track was Glen Terry who decided to enter the sportsman class on Saturday. His .001 light caught everyone's attention and was a harbinger to things to come. After everybody (except Tristian who wasn't there yet) got a couple of time trials, the Slant 6s went into an elimination round. Richard Bjerklund also decided to run in the sportsman eliminations instead, so there were 13 cars at that time. After three rounds it came down to Aric Erickson and Allen Dutra with Aric taking

the win in the Slant 6 prelims. When it got down to the final round in sportsman you could find our National Champion Glen Terry, this time racing against his own son John driving a Chevy Nova. Of course Glen won, continuing the phenomenal season he has been having both in Slant 6 and other classes.

Last winter, Dave Mueller inquired about how you go about setting a record and said he intended to try for the C/Alcohol record at Samoa. Dave found that his car responded nicely to increasing the starting line RPM and ran a nice 11.58 in the first round of eliminations. The track let him try to back it up with a special run which he did at an 11.60. That particular record had been on the books since 2003 and Dave and his friend Tim were pretty tickled to have lowered it. Nice job Dave! He is continuing to acquire the pieces to turbo charge his motor and the car has nine seconds written all over it, even at 2,700+ pounds.

About this time Tristian showed up to cheers from the other racers, he was too late to make any runs but just in time for the big barbeque at Andrew and Jessica's house on Saturday night. The Howard's have a larger older home, which they need to house all the children and relatives that live with them! The grills were going all night and the large table in the house was laden with fixings, side dishes, and salads. It was a feast the probably exceed that of the night before. There was also some beer around and the partying lasted until after midnight for some. Andrew showed us his tremendous collection of Mopar cars and parts that he has, and a great time was had by all.

I think Glen avoided the beer, and he seemed to have the clearest head for the big race on Sunday. After two time trials, which saw Dave Mueller lower his new record to a 11.54, 15 racers lined up for the first round of the Slant 6 race. Scott Silkwood couldn't return on Sunday so Doug Dutra took a 12.90 bye run in his nitrous fed 62 Lancer. Brother and Sister, Allen and Kristi Dutra were paired up and Kristi won her first round of Slant 6 competition when Allen's 66 Dart wagon slowed. After all he had been through, Tristian Foley managed a .040 light in the first round but he was trumped by Richard Bjerklund in the 53 Ford who managed a best of the day .004 and took the win. Dave Mueller red lighted against Glen Terry who had his worst light of the day, a still decent .054. Aric Erickson won over Andrew Howard who broke out with his rapidly quickening 62 Valiant that he just finished in time for the Redding race in June. Sergio Gonzales got around Andrew's wife Jessica and C.J. Stoakes won over Rick Valent who wanted to get back home to cuddle babies. The first round ended with Lydia DuPuis besting a red lighting P.J. Jesilowski to win in her first try at drag racing. Boy friend Mike Williams rode along to give her moral support.

In the second round Doug Dutra raced Lydia DuPuis and he took an advantage of .085 on the lights, however Doug got out of it at the top end and was short of catching Lydia by .001! So that's Lydia's second win in her first race! Kristi Dutra drew Glen Terry for the second round and despite some game attempts to psych Glen out, and a possible \$150 bonus if she could beat him, Glen's .023 light got him an easy win. Richard Bjerklund continued his excellent driving and cut an .045 light against Sergio's .155 which pretty much told the story. In the last race of the second round, Aric Erickson beat C.J. Stoakes who both red lighted and broke out.

In the semi-finals Lydia DuPuis would face Glen Terry and Aric Erickson would run Richard Bjerklund. It seems like you practically always find Glen, Aric, and Richard in the late rounds of these west coast contests. Lydia tried all the tricks that Kristi used and more, but Glen stayed cool and nailed the tree again with a .017 light to go to the finals. Richard told me he had raced Aric twice already this year and red lighted both times, make that three times as Richard left first with a -.006 bulb and Aric served notice he was ready to take on Glen by recording his own .023.

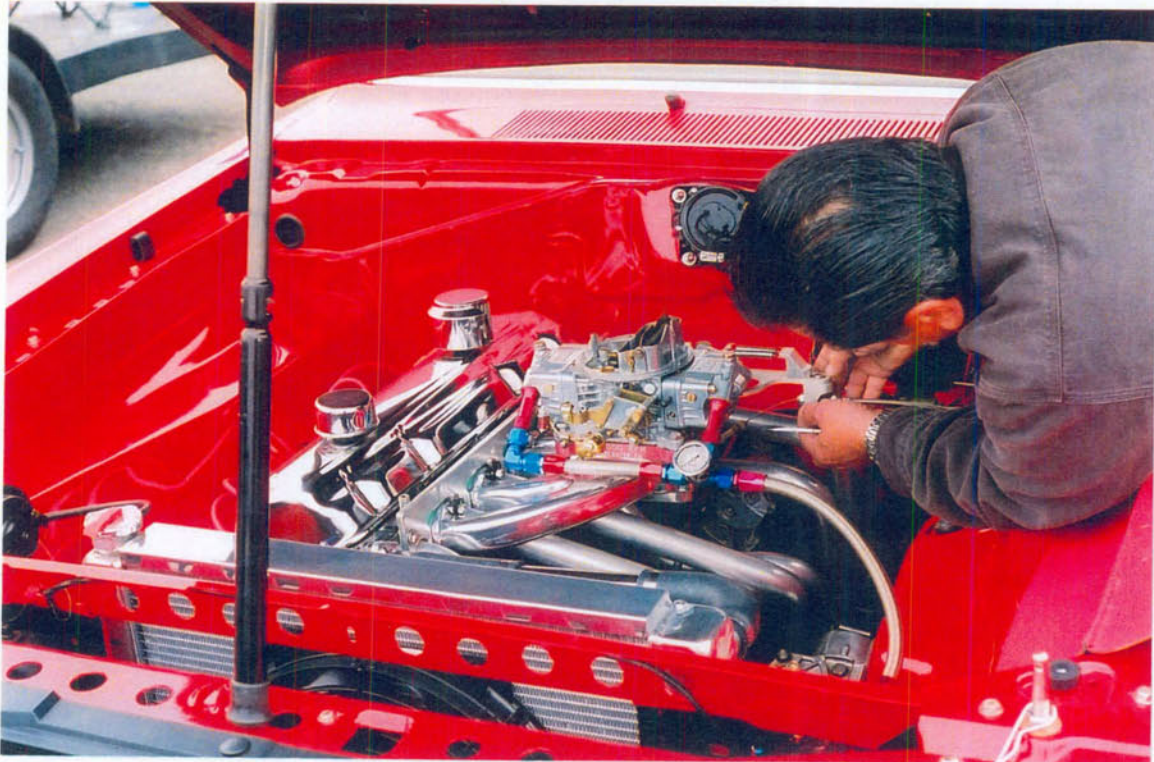
Now for the controversial final round. Before they went into the staging lanes, Aric and Glen agreed that Glen could have the right lane, but when they got up to the head of staging Aric's car was on the right so the starting line officials put in their dial ins that way. When Aric and Glen swapped lanes on the way to the burnout box, nobody noticed, so their handicaps were reversed. The board which would display the dial ins to the competitors was not operating so neither driver knew there was anything wrong. When they staged, the tree started coming down first in Aric's lane so he took off on a good run. When it finally started coming down on Glen's side he just stayed on the starting line. In view of the fact that neither competitor could see his dial in, the track decided to rerun the race and Aric came back around without any cool down and restaged. This time the dial ins were in the right lanes and Glen left first with a .013 light on a 15.58 dial. Aric dialed in a 12.48 and left with a .095 light. Apparently Aric's car likes to be hot and almost ran Glen down with a best ever run of 12.334, or .146 under. Glen's 15.513 was only .067 under giving him the win.

Some thought that Aric should have won with his first uncontested run down the track. The rerun was a judgement call on the part of the track, but in the absence of a dial in display I think it was the right thing to do. A lot of people seem to feel otherwise but how do you think they would have felt if Glen had also run it through and Aric lost when he broke out?

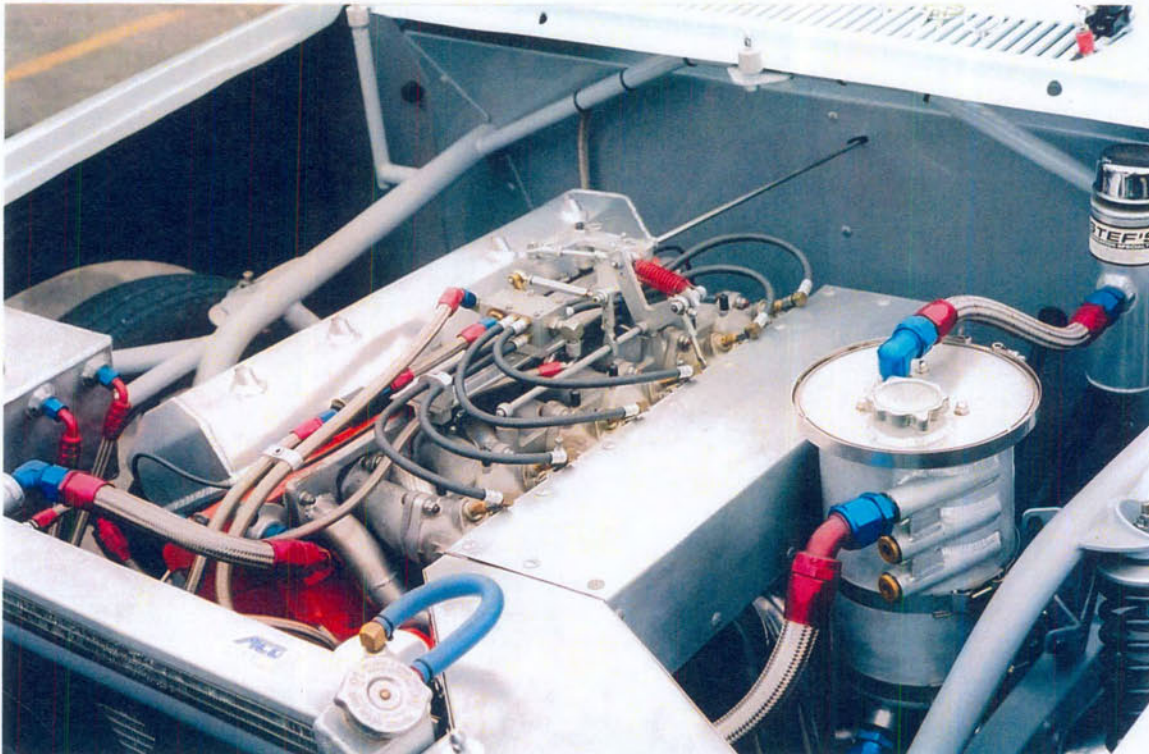
This was Glen's third 40 point win in his third Slant 6 race this year, to say he is off to a good start would be an understatement. There is little love lost between Glen and the other competitors. The feeling is very much like the grudging admiration that other racers used to feel for Gordie Stevens. How can you argue with such convincing performance? For being 74 years old and shaking like a leaf, the Old Timer is doing pretty good and he knows it. The other racers took up a collection to help Glen finance his Bristol trip in September. I couldn't tell if they just want him to be able to race with the other National Champions in the East or if they are hoping that something will happen to him on the trip!



2007 National Champion Glen Terry has piled up quite a lead in this year's points race. Having won three 40 point races in a row, his closest competitor is Aric Erickson who was runner up in the same three races. Is this going to be another year for the Bees?



Edd Jesilowski's Demon is a true show piece in the tradition of John Mayberry. I tried to take a picture of the engine plate that Edd offers for sale at [pacefabrication.net](http://pacefabrication.net), but it was so highly polished, all you could see were reflections.



Since the last time I saw Dave Mueller's car he had added this scoop to bring cold air to his injectors. Dave put his best parts into the engine to try for the C/Alcohol record. He has accumulated most of the parts he needs for his turbo project. When this gets sorted out you can look for a new Slant 6 doorslammer record. Dave's chassis has been certified to 8.50.



Since Glen Terry has been winning so often competitors can't help wondering if he doesn't have some electronic gizmo that guarantees a perfect run every time. Glen has devised several tricks to improve his chances. He uses the nitrous system if he needs a little extra oomph at the end of the track. The plastic tube in the center of his windshield contains several BBs that roll up the tube under acceleration. Glen claims if you can keep those BBs between those two lines in the center you will always turn the same time.



The cockpit of Glen Terry's Dart is equally trick. You can see the lever assembly that he has to use to activate the pushbuttons because his hands shake so much. To the right of his tach is an interesting device. A nut swings on a string like a pendulum, when he leaves the line the nut swings back between lines marked .400 to .600, he claims that tells him what kind of a light he cut. Delay box above the steering wheel is another conversation starter.



Lana Gonzales supports husband Sergio's racing.



P.J. Jesilowski drives husband Edd's beautiful 71 Demon and also created the [killerbeesracing.com](http://killerbeesracing.com) web site. Go there for all the Slant 6 news from the west coast.



Tristian Foley had to drive an extra 1000 miles and sleep in a smoke filled car to make it to the race, but he did it. No better example of the spirit of Slant 6 racing.



Sergio Gonzales and his wife Lana had a plan. Sergio would put his sun visor down so he could only see the bottom light while Lana would tell him when it was coming. It must not have worked as intended because Sergio was driving solo the rest of the weekend.



Inliner Bob Arana entered his 51 Chev in sportsman where Glen Terry in the other lane eventually prevailed. Bob's Chevy is powered by the old style 261" motor backed up with a four speed and runs in the mid 13s.



Many of the Slant 6 competitors were hauling passengers down the quarter mile. That's Kristi Dutra driving the 65 Dart convertible with her Mother Karin riding along. In the other lane Mike Williams is teaching Lydia DuPuis how to race, Mike must have done a good job as Lydia drove in the Slant 6 points race and got all the way to the semi-finals.



On Saturday night everybody went to the big barbeque at Andrew and Jessica Howard's place. Like many Slant 6ers Andrew had a pile of vintage Mopar stuff to show us.



As you could imagine there was a lot of bench racing at the barbeque. Here Doug Dutra on the left and Edd Jesilowski on the right discuss important matters with Mike Williams.



C.J.'s wife Linda shows how cool it can be by the ocean even in the middle of July.



Husband and wife team Jessica and Andrew Howard made a time trial together. Andrew drives the 62.



Rick Valent drove his 62 Valiant all the way from Tucson, AZ to be at Samoa. He also partially sponsored the race on behalf of his favorite charity, Ashley's Cuddlers. That's Edd and PJ Jesilowski's Demon in the other lane.



Scott Silkwood from Anderson, CA brought over this unusual chopped A100 van. Here he is making a time trial with Doug Dutra who reset his B/N record at 12.845 @ 103.93.



Dave Mueller looks over Andrew Howard's Valiant and thinks about how much money he would have if 17 seconds was fast enough.



Lydia DuPuis took to drag racing like a duck to water and drove Mike Williams' Dart to a place in the semi-finals.



Lydia DuPuis tried to distract Glen Terry before their third round contest. It didn't shake Glen who has seen it all in over 50 years of drag racing.



In the second round Richard Bjerklund faced Aric Erickson. For the third time in three races, Richard bulbed. Richard who's driving had been sharp all weekend was .004 too early. That flag reminds me that Dave Mueller's impressive 11.54 run was into a stiff headwind, more to come there.



The Sportsman final on Saturday put Glen Terry up against his son John. Glen won.



This is Glen Terry's tow rig that's going to take him to Bristol. Let's hope he has better luck than the last guy who made the trip with a single axle trailer.



Kristi Dutra and her Mother Karin take a good picture! Hard to believe that such a good looking pair would hang around with an odd ball like Doug.



Jessica Howard and husband Andrew along with Glen Terry made the fantastic Samoa race possible.



If you hike through the sand dunes on the other side of the strip about 1/3 of a mile you can see all the way to Yokohama.

## MERIL BRUNER, THE FATHER OF SLANT 6 RACING WINS A BIG ONE

The way things are going, it looks like it will be even more difficult to stage events like our Slant 6 races in the future. It is only fitting then that Meril Bruner should win one of the big races this year. Meril has been a tireless promoter of Slant 6 Racing from the very beginning. Not only that, but he has built enough Slant 6 race cars to fill out a pretty good field. Wilkesboro was the site of Meril's win and to pull it off he had to beat three time National Champion Ron Hamby in the final!

As usual, on the morning of the race, all the Slant 6 racers bring their cars over to the sponsoring dealership, Empire Chrysler, Dodge, Jeep. We line them up in front of the showroom and the racers socialize while answering questions from curious dealership customers. The car show ends about noon, after which the racers load up their cars, have lunch, then head out to Danny Dunn's Wilkesboro Raceway Park for the evening's racing.

We had a good turnout this year. From Tennessee came Meril and Gary Bruner, Larry Chesney, and Rodney Hargis a very formidable group of Volunteers! North Carolinians Joe Nelson, Michael Glass, John Guthrie (driving an 83 Dodge pickup), Brian Mimken now driving a 74 Duster, Judy and Leighton Drake, and Ron Hamby supported their local event. Lou Madsen came from Virginia with his 68 Dart 4 door, Charlie Schmid all the way from Florida with his 66 Valiant, and Norman Foster was there from Georgia with his Challenger. Ron Parker punctured a slick while loading up his car, or he would have also been there. Barry Harrison from Florence, SC displayed his car at the dealership, but became ill, and had to return home before the race. Norman's car broke so that left 13 cars for the first round of the race.

In the first round Ron Hamby got the bye run and a shocking 5 of 6 contests were decided by red lights. In the only real race, Larry Chesney lived up to his giant killer reputation by putting away Farmington winner Leighton Drake in the turbo Simca. Larry left first with a fine .015 light to Leighton's .097 forcing Leighton to breakout at the other end. The red light beneficiaries were Rodney Hargis, Lou Madsen, Michael Glass, Judy Drake, and Meril Bruner who lucked out when his own red light was the second one!

In the second round, Michael Glass, surprise winner at Wilkesboro in 2005, beat Lou Madsen driving the same car used by Paul Moran to post his surprising win here in 2007. Larry Chesney continued to roll over the top dogs when he upset Rodney Hargis on a rare red light start. Ron Hamby really lucked out when he combined a 1.858 bulb and a .739 over 8.609ET to beat Judy Drake who broke out by .029. I am sure Judy was kicking her self the rest of the night over that one! Meril Bruner got the second round bye into the semi-finals.

In the semis Larry Chesney's luck ran out when Ron Hamby got back into form and posted a competitive .052 light to Larry's off .183 giving Ron an easy win. Meril Bruner squared off with Michael Glass who also incurred a three digit reaction time propelling Meril into the final.

The pressure would be on Meril in this final race, in all his years of Slant 6 racing he had never taken an overall win, while Ron Hamby has won more Slant 6 races than anyone else. Meril was slower on the lights, with an .096 to Ron's .058 but at the 1/8 mile traps Ron's 7.948 was too far short of his 7.87 dial in, giving Meril the win with a 8.827 on an 8.82 dial in. Everybody including Ron couldn't have been happier to see the grand old man of Slant 6 racing win one.

A special thanks to Kay Hamby who got the race results for us, and Eliane Foster who took the great pictures that accompany this story.



Meril and Ella Bruner show off the very nice trophy that the track awarded him for his win.



Brian Mimken found this nice 74 Duster to replace his old Dart that he sold to a spectator at Bristol last year.



You can see the natty new orange paint job on Meril's truck in this time trial with Gary Bruner's 64 Valiant. It must be nice to have so many nice 62 Valiant grilles that you can cut one up to put on your Jap truck.



Runner up Ron Hamby congratulated Meril after their final round contest.



The front bumper and grille surround trim on Judy Drake's Valiant is powder coated a deep red. Elaine Foster calls it the lipstick car.



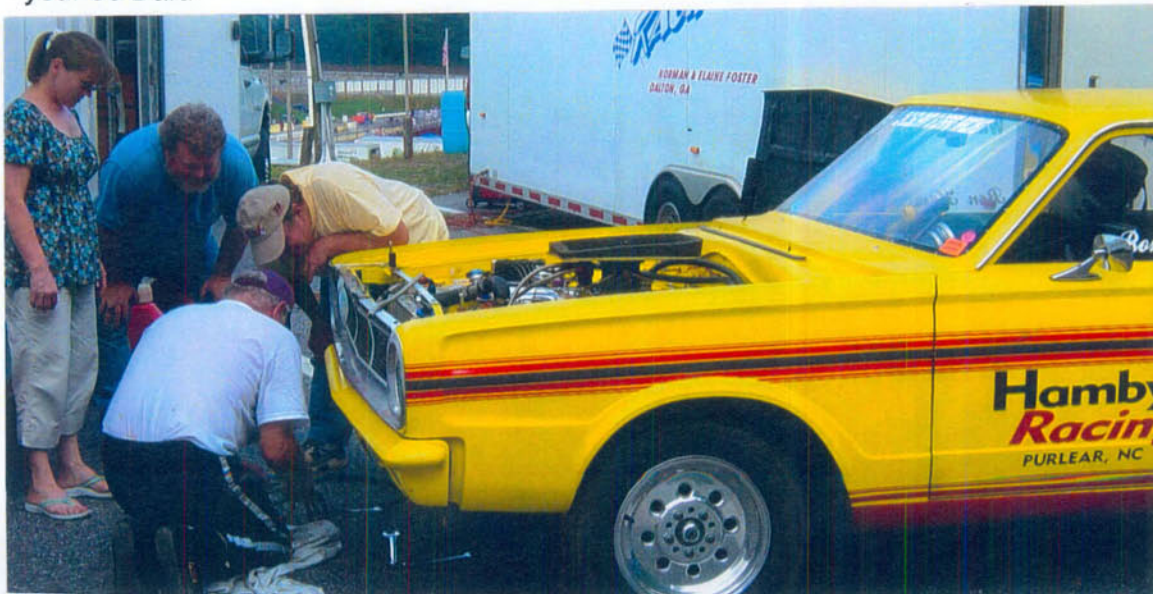
2005 Wilkesboro winner Michael Glass was driving a 73 Duster this year. He is working on a full race 66 Barracuda for future Slant 6 wars.



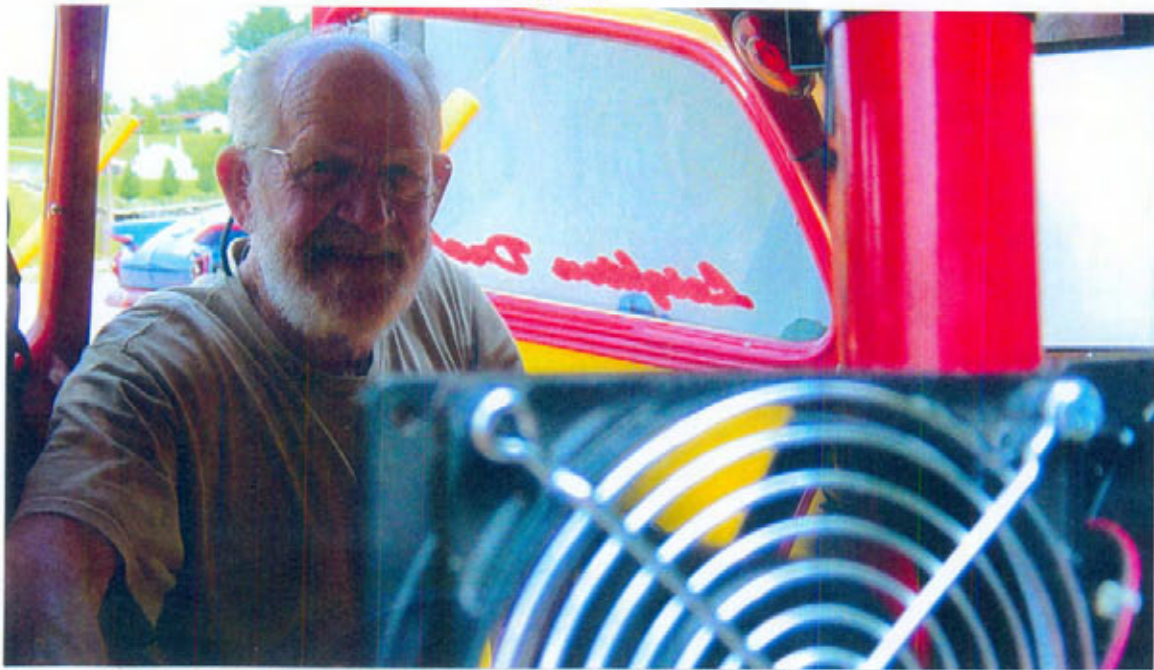
Former National Champions Norman Foster and Rodney Hargis are trying to pretend that they are not worried about the new threat to their supremacy.



Lou Madsen, you need to ask Elaine Foster if she can blow up this excellent picture of your 68 Dart.



Ron Hamby had to replace some troublesome fuel lines to get into the race. Must have worked because he made it to the finals.



It was hot and humid at Wilkesboro this year, but for the third year in a row there were no rain problems. Leighton Drake put this fan in his Simca to help keep cool.



John Guthrie is a friend of Michael Glass who showed up to race his Slant 6 powered 4 wheel drive D-150. The track must not have enforced the windows up rule due to the heat.



Larry Chesney in the near lane has gone through several engines this year, but put one more together to have his best outing in a long time. He put away deadly competitors Leighton Drake and Rodney Hargis on his way to the semi-finals.



This is Mike Barlie's Camaro from Florida, he ran in the low twelves and took the overall win.

### SSRN VISITS THE INLINERS INTERNATIONAL CONVENTION

Many of us have, at one time or another, belonged to Inliners International and subscribed to their bi-monthly magazine, the 12 Port News. This year they were having their bi-annual national convention in Davenport, IA, about 360 miles away, so I thought I would go down there and check it out. In connection with the convention they were going to be doing some drag racing at the nearby Cordova, IL strip. I thought I would bring the white car to do battle with the other largely Chevy oriented club members.

If you have read the 12 Port News you get the feeling that the club is mostly for Chevy six fans and that most of the members are older and would rather go to a picnic than a drag race. The Inliners club is much larger than any Slant 6 group and better organized. They have about 1,600 members at the present time, and at one time or another as many as 5,000 have subscribed to their magazine. These impressions were pretty much confirmed by attending the convention. The total attendance was a little over 100 with about 35 actually driving their cars to Davenport. Of those 35 cars, one was a Ford T roadster with a Nissan four engine, and two were Chrysler products, one 1942 Plymouth with a Chevy six in it and my Valiant.

Most of the people there attend these conventions regularly and knew each other. They were a friendly bunch, many of whom like to have a beer or two. I attended part of their general meeting, two technical sessions, and the banquet on Saturday night. Their President Gary Cope was very impressive; the club has a severe demographic problem that they are grappling with, as well as depending on a few people to do most of the work. They did mention that they were trying to update designated experts on each type

of engine, and I noticed that they have removed Jeff Droll's name for the Slant 6, probably because he let his membership lapse. If someone who is an Inliners member wants to field technical questions about Slant 6s you should contact the club. The technical presentations were very well done with Jerry Weigt describing the modern four valve six that's used in the Trailblazer and has much racing potential. Tom Langdon, a former GM engineer and drag racer, discussed general six cylinder topics until the time ran out and he was also very knowledgeable. At the banquet I got to sit at the same table with Tom Langdon and Elmer Stange who is restoring a 37 Dodge pickup truck with a 264" Chrysler flathead six and a T5 transmission which produced a lot of lively conversation.

As far as the drag racing goes, only eight cars showed up, likely a reflection of the high costs of towing. They had a test and tune session on Friday evening and an all Inliners bracket race on Sunday. Even though the field was small there were some impressive entries. Bob Corbett brought his record holding front engined dragster from Colorado, he actually has two cars, one powered by a GMC motor with a stock type head and another with a 12 port aftermarket head. He brought the one with the stock head to Iowa and it was driven by Jerry Hall. There was another dragster from Colorado powered by two Chev II fours in a row, another Chev II powered car was out of Ohio, an early Nova with a 194" six and a 4 speed set up for IHRA formula stock with a 2BBL Holley. Tom Lowe from Iowa drove his 230" El Camino with a nice turbo installation that was capable of high 13s, then there was another turbo charged car from I believe the Kansas City area. This car is really formidable, and has run low tens in a rather heavy 37 Chevy coupe, he was never able to make a complete run but I took quite a few pictures of it. With 292" I am afraid he could at least run with Cameron Tilley's car for title of fastest straight six street machine! Mike Barile brought two cars all the way from Florida in a Cox Brother's like assault. Mike has a very nice drag only roadster and a Camaro both powered by 250" Chevy sixes with what looked like stock type heads and 3X2 Weber carb set ups. The roadster runs in the nines and the Camaro in the elevens.

I had put my faster engine in the white car over the winter and added a 525CFM Demon carburetor replacing my trusty Holley 2BBL. I also got my 22X8X15 M/T slicks mounted up to improve both my gearing and traction situations. I had made some runs earlier at Brainerd, MN and Columbus with indifferent results so I went back to John Haly's dyno. I wanted to see if I still had as much power as I had in early 2006 and to fine tune the carburetion. Without many changes it showed 214 corrected horsepower at the rear wheels, which should be good for mid thirteens. Now I have to concentrate on putting that power to the ground. It runs pretty nice on the road as long as you keep it over 2000 RPM, and it seems to give better gas mileage with the 4BBL, delivering a consistent 22MPG with 3.73 gears.

The Cordova track is potentially fast at about 700 feet altitude and with a very well prepared starting line. On my first run I held the engine at 3300RPM on the line and it kept bogging. I had to work my way up to an ear splitting 4000RPM before it really started to dig in. As they say, you have to drive it like you stole it! Especially to get the most performance out of a stick shift, and I am probably still leaving something on the table. It's hard to not think about that long drive home when you let that 9 1/4" clutch out on the starting line! My most heroic run was a 13.76 against the turbo El Camino but it's got more in it. On the next run against Corbett's dragster in the big race, I red lit, but then hooked it up for a fine 1.82 60 foot, .07 better than on the 13.76 run. It slowed to a 14.00 on the top end due to a loose plug wire on #6 but a 1.82 is good enough to give Bernie Kuschel's Lancer a run, if we find one of those record setting days in the fall. Not only that but we made it home with no problems to race another day.

## INLINERS PICTORIAL



Many people were working on this Chevy II four speed car all weekend. It turned high 14s with a 194" motor.



Bob Corbett's dragster has those classic proportions. A sight for sore eyes indeed.



This unusual inline motor powered a yet to be completed dragster. 348 Chevy valve cover hides what is really a Pontiac Tempest four cylinder!



Tom Lowe's El Camino gives no indication that it can run 13s with turbo six power.



Tom Lowe's turbo six is a very clean installation.



This turbo charged 292" Chev really fills the underhood area of a 37 Chev. Huge turbo blows through an intercooler into three Holley 2BBLs.



**SLANT SIX RACING NEWS  
QUARTER MILE RECORDS  
As of 7/13/08**

<b>GAS</b>	<b>ET</b>	<b>Driver</b>	<b>Date</b>	<b>Speed</b>	<b>Driver</b>	<b>Date</b>
A/G 2,000-2,349#	11.557	Seymour Pederson	9/7/07	114.21	Dale Rose	4/21/04
B/G 2,350-2,699#	11.815	Seymour Pederson	8/25/06	109.86	Seymour Pederson	10/4/04
C/G 2,700# or more	12.080	Mike Jeffrey	4/10/05	108.70	Mike Jeffrey	4/10/05

**ALCOHOL**

A/A 2,000-2,349#	11.477	Will Burns	6/22/02	115.75	Will Burns	6/22/02
B/A 2,350-2,699#	10.710	Brent Laney	9/6/03	120.81	Brent Laney	9/6/03
C/A 2,700# or more	11.540	Dave Mueller	7/13/08	112.50	Jason Davis	5/18/03

**NITROUS**

A/N 2,000-2,349#	10.943	Will Burns	5/19/02	125.35	Will Burns	5/19/02
B/N 2,350-2,699#	12.845	Doug Dutra	7/12/08	103.93	Doug Dutra	7/13/08
C/N 2,700# or more	10.542	Mike Jeffrey	9/10/05	125.25	Mike Jeffrey	9/10/05

**UNLIMITED**

A/S 2,000-2,349#	10.012	Dale Rose	4/19/08	132.82	Dale Rose	4/19/08
B/S 2,350-2,699#						
C/S 2,700# or more						

**SLANT SIX RACING NEWS  
EIGHTH MILE RECORDS  
As of 10/14/06**

<b>GAS</b>	<b>ET</b>	<b>Driver</b>	<b>Date</b>	<b>Speed</b>	<b>Driver</b>	<b>Date</b>
A/G 2,000-2,349#	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	91.91	Seymour Pederson	10/14/06
C/G 2,700# or more	7.873	Gary Bruner	10/14/06	86.77	Gary Bruner	10/14/06

**ALCOHOL**

A/A 2,000-2,349#	7.355	Norman Foster	10/14/06	92.39	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# or more						

**NITROUS**

A/N 2,000-2,349#	7.042	Will Burns	5/8/04	99.752	Will Burns	5/8/04
B/N 2,350-2,699#						
C/N 2,700# or more	8.360	Charlie Schmid	8/21/04	78.26	Charlie Schmid	8/21/04

**UNLIMITED**

A/S 2,000-2,349#	6.102	Tom Drake	5/8/04	109.896	Tom Drake	5/8/04
B/S 2,350-2,699#						
C/S 2,700# or more						



I had to add a page to even things out so I will print some of the many unused pictures that I have. This is a group picture of the Slant 6 racers at Pittsburgh. It is a little fuzzy so I am not entirely sure, but it looks like from left to right, Greg Ondayko, Lou Madsen, Brian Droschak, winner Nick Bowman, Dan Gravatt, Phil Stonbeck, and Paul Moran.



Here is South Georgia winner Norman Foster



Lou Madsen sent me this picture of two pop up tents set up in front of the showroom at Empire Chrysler Jeep Dodge to provide some welcome shade on a very hot day.

## ABOUT THIS NEWSLETTER

The *Slant 6 Racing News* was founded in August, 1997 to promote the racing of Slant 6 powered vehicles, provide a forum for the exchange of information, and recognize the contributions and achievements of Slant 6 racers.

The *Slant 6 Racing News* sponsors a series of drag races in different parts of the country and a national points contest. This newsletter is the official source for points racing rules and results as well as the schedule of events.

Readers/Racers MUST offer suggestions, criticism, and/or ideas on what they would like to see in this newsletter. Articles on technical topics based on racing experiences are especially welcome. Racers must furnish us with pictures and detailed results for those races that we cannot attend personally. We will help develop articles based on your ideas, information, or event results. We need your contributions to keep this newsletter something to look forward to.

This newsletter is published four times a year in February, May, August, and November. Starting with #47 the newsletter including pictures in color is available on the internet. You can find a link to this site on the [slantsix.org](http://slantsix.org) website. If you wish to receive a black and white copy of the newsletter in the mail, you may subscribe for \$15.00 per year (4 issues). If you know someone who might be interested in the newsletter, please drop us a note and we will send them a sample issue. In October of 2007 we finished a special anniversary issue celebrating ten years of publication. That issue is available on the internet or we printed 100 copies in full color which are also available for \$15.00. When subscribing make checks out to Seymour Pederson and send them to the St. Louis Park, MN address. Back issues of the newsletter or copies of articles are also available.

The *Slant 6 Racing News* is put together by people who are passionate about Slant 6s and wish to communicate their enthusiasm to as many others as possible.

Seymour Pederson  
2513 Princeton Ct.  
St. Louis Park, MN 55416  
952-929-0508

Doug Dutra  
1318 Los Arboles Ave.  
Sunnyvale, CA 94087  
408-749-1890  
[dd@dutra.org](mailto:dd@dutra.org)

Some other sources of Slant 6 information that you may wish to check out:

Slant 6 Club of America  
P.O. Box 4414  
Salem, OR 97302

They are not currently publishing their excellent magazine, however back issues and other information are still available.

Internet Site:

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