

# ***SLANT SIX RACING NEWS***

NUMBER 52

NOVEMBER, 2008

## **FAREWELL ISSUE**



For the second year in a row Glen  
Champion.

CA is our National Points

**AS WE EXIT, THE SLANT SIX S HAD SO MUCH INTEREST**

This will be the last issue of the Slant Six Racing News as we have known it for the last eleven years. After this publication is gone, there will still be several sources for news about Slant 6 racing. The foremost of these is the slantsix.org web site, but there is also a killerbeesracing.org site with news about Slant 6 racers in the western part of the country plus Slant 6 sections on several other Mopar orientated web sites. Elaine Foster has been putting together a fabulous pictorial for each of the eastern races that she and her husband Norman attend.

I anticipate contributing more often on slantsix.org and I believe this will become the official source of schedules, rules, records, and points standings. For those of you who have never visited this web site, I hope you will make the effort to figure out how to use this valuable tool. The slantsix.org site is very user friendly and can be accessed from

computers in public libraries if you don't have one in your home. If you are like me and avoid computers when at all possible, you need to have some one who is computer literate show you how it works. School age children and nerdy people you usually avoid are a tremendous resource when you need help in this area!

The 2008 racing season ended on a high note with a record breaking event in Redding, CA where 28 cars showed for what was the biggest Slant 6 race ever. Since the last issue, very successful races also took place in Knoxville, TN, Bristol, TN, Woodburn, OR, and Medford, OR. For these four races, attendance averaged 16 cars. 2008 also set a record for the total number of race entries and tied last year's record of 85 participants.

As in the last couple of years, the focus of Slant 6 participation has shifted to the west coast from its birthplace in the south east. The Killer Bees team representing racers west of the Mississippi won the team championship for the third year in a row. Glen Terry from Oroville, CA repeated as the National Champion, while the rookie of the year was Nick Bowman from Export, PA who won the races at Columbus and Pittsburgh in his first and second tries.

Wayne Erickson has done a superb job of organizing events on the west coast and he will be the go to guy regarding happenings out there. We need someone in the east to coordinate things in that area. There is going to be a winter get together for eastern and any other racers who want to attend down in Gatlinburg, TN on January 23-25. You should contact Lou Madsen if you want to go, you can see more details on [slantsix.org](http://slantsix.org), Lou's number is 540-818-8712.

When a schedule of races for 2009 is decided upon, the information will be posted on the [slantsix.org](http://slantsix.org) website. An exciting new event is being discussed on the internet, a true "National Event" that would bring racers from the east and west together in one place once a year. A new traveling trophy and a significant purse would be offered to make things interesting. The location being talked about is Kearney, NE close to Mike Jeffrey's place. There seems to be enough genuine interest to make such an event a definite possibility. Right now the interest seems to be coming mostly from the west and Midwest but hopefully some eastern racers will want to attend if it becomes a reality. Watch for more information on this event on [slantsix.org](http://slantsix.org).

My biggest regret is that I was never able to pull off the "Virgil Exner Classic" race for Slant 6 powered Mopars from the 1960-62 period. These are by far the most distinctive cars that ever carried the Slant 6, and the thought of twenty or more competing in one place boggles the mind. We continue to see more and more of these cars at the races. This year we added Wayne Erickson's 170 powered 1962, Andrew Howard's flat black 62 hardtop, and most of all Mark Etheridge's unreal 62 Valiant with a chopped top. Several sponsors have indicated an interest, and it is still possible that this might happen in the future, but now such a race would also have to be in a central location.

With so many events in far away places I depend on others to furnish me with pictures and information. Elaine Foster, Lou Madsen, Richard Bjerklund, Doug Dutra, and Gary Nelson all went out of their way to make this final issue possible.

So this is it, I know there will be times when I miss the opportunity to communicate with you all. This was something I always wanted to do and the results have exceeded any dreams I might have had. It would have never been possible without the help of everybody who ever participated. In the Tenth Anniversary Issue I tried to acknowledge all of you who have done so much to make this endeavor a success. The most enduring will be the many friends I have made and the special times I have had. I hope some of you are around to carry out my last wish of having my ashes scattered under the big trees down at Clay City.



This is the best picture I could find of the Woodburn competitors. From the left in the back row we have Bill Poehler, Richard Bjerklund, Jerry Elhard, Doug Powers, Robert Evanoff, Paul Olds, Brandon Jenson, Joshua Skinner, Andrew Howard, and Jessica Howard. Down in front from the left is C.J. Stoakes with Stephanie DiBona right behind him, Dave Mueller, Glen Terry, and an unnamed trophy boy. If I got these right then the only one missing is Wes Boedigheimer.

### **FIRST TIME RACERS DOMINATE AT FIRST WOODBURN POINTS RACE**

In past years several Slant 6 racers have participated in the nostalgia events held at Woodburn Dragway in northwestern Oregon. Earlier this year, Richard Bjerklund and others arranged with track management to stage a Slant 6 points race as a part of the August event. Woodburn is the home track for long time Slant 6 racers Dave Mueller and Doug Powers, and nearby Salem is the home of former Slant Six News publisher Jack Poehler and has always been a hotbed of Slant 6 activity. With the help of three stalwarts who towed up from California, fifteen cars were on hand for our first points race here.

To show how fertile this area is for Slant 6s, this was the first Slant 6 points race for no less than six racers. Brandon Jenson is Dave Mueller's stepson and drives a 63 Dart powered by one of Dave's old engines, Bill Poehler is Jack's son and he was driving a 76 Aspen, Jerry Elhard is a famous name in Slant 6 history being one of the first to run 11s with a door car. Jerry had a Slant 6 powered Dodge Colt many years ago that he applied some nitrous to in order to go that fast. At this meet he was driving a 63 Dart convertible. The other three new racers are also frequent contributors on the Slantsix.org website. Stephanie di Bona is a college student who drives a 65 Dart, Robert Evanoff whose internet handle is "Thor" drives an 74 Swinger and Wes Boedigheimer drives a 1975 Duster.

Dave Mueller with his 65 Valiant wagon, Doug Powers with his 64 Valiant, Joshua Skinner who brought his 67 Valiant, Paul Olds with his 65 Belvedere, C.J. Stoakes with his 1974 Valiant, and Richard Bjerklund with his 53 Ford are regular racers from the Oregon and Washington area. The California contingent included 2007 National Champion Glen Terry, and husband and wife team Andrew and Jessica Howard from Eureka, CA. This was a very impressive turnout for a first time event, and doubly so when you remember that this took place when gas prices were still sky high.

This was a two day event with the Slant 6 points race scheduled for Saturday and a combined flathead, inliners, and Slant 6 race on Sunday. The track waived their age limit so that any Slant 6 powered car could enter. The biggest news after the first round was that Brandon Jenson dumped Glen Terry who slowed after a brilliant .004 light and ran a not good enough 15.74 on a 15.58 dial, Brandon had a .066 light but was closer to



his 15.30 dial in with a 15.379. That earned Brandon the bonus for eliminating the winner of the last west coast points race. Actually this was the first time Glen had lost a round this year, after winning the first three points races that he entered. Jessica Howard struck a blow for the fair sex when she eliminated her husband Andrew. The other first round winners were Stephanie, Dave Mueller, Robert Evanoff, Paul Olds, Wes Boedigheimer, and Jerry Elhard. Make that an amazing five first timers going into the second round.

In the second round Stephanie put out a red lighting Dave Mueller, Brandon beat Jessica in a very close double breakout race, Robert advanced at the expense of Paul Olds, and Jerry won over Wes. In the third round Brandon broke out against Stephanie and Robert red lighted against Jerry setting up an all first timer final!

In the exciting final Stephanie dialed in at 19.64 and Jerry Elhard at 18.25. Stephanie must be a quick study, because when it really mattered, she came up with a .000 perfect light! Unfortunately her car wouldn't cooperate and she could only muster an .804 over 20.544 letting Jerry sneak by with a 18.39, I say sneaked by as he left .338 on the starting line! So Jerry Elhard who we have been trying to get to a Slant 6 race for ever, finally shows up and wins it all! Congratulations to Jerry, Stephanie, and all the other rookies that did so well at this event. We hope you all had a good time and will race with us another day.

When it came time for the Slant 6/Inliner race on Sunday, Glen Terry was back in top form taking the win over Brandon Jenson.



I wouldn't even begin to identify the cars entered in the Slant 6 race but that must be the 63 Dart convertible that Jerry Elhard drove to the win on the right.

## **WESTERN RACERS CONTINUE TO SUPPORT AN AMBITIOUS SCHEDULE**

Just two weeks after a successful event at Woodburn, 15 racers headed for Champion Raceway in Southwest Oregon to stage the second Slant 6 points race of 2008 at this track. Not all the new names that showed up at Woodburn were able to make the trip to Medford but more California cars towed in to take their place.

We even had one more new name at this race, Neil Parker known on the internet as "MiDi". The California crew included Mike Williams, Doug Dutra, P.J. Jesilowski, Glen Terry, David Erickson, Sergio Gonzales, Aric Erickson, Andrew Howard, and Wayne Erickson. From Oregon we had Woodburn runner up Stephanie di Bona, Neil Parker, Robert Evanoff, Richard Bjerklund, and C.J. Stoakes. Then from just over the border in Washington came Joshua Skinner. These names are all making Slant 6 racing history out west.

I never got the detailed times for this event but the ladder I did get appears to show the reaction times in the first round. If this is correct Stephanie DiBona followed up her perfect light in the Woodburn final with a .001 in the first round at Medford. Something must have gone wrong though because Mike Williams, her opponent advanced to round

two. The ladder also shows Sergio Gonzales with a .001 light in the first round and he won. The other first round winners were Doug Dutra, Glen Terry, Aric Erickson, C.J. Stoakes, and Wayne Erickson.

In the second round Mike Williams got a bye run, Glen Terry won over Doug Dutra, Aric Erickson took out Sergio, and Wayne Erickson went down to C.J. Stoakes. In the semi-finals Glen Terry advanced over Mike Williams and C.J. Stoakes went into the finals over Aric Erickson.

So in the Medford final it was three time winner Glen Terry against Las Vegas runner up C.J. Stoakes. Glen red lighted giving C.J. his first Slant 6 points race win. Nice work C.J., only the second driver to beat Glen Terry this year! Don't feel sorry for Glen though, he went on to win the combined Inliner-Slant 6 race on Sunday in his last chance to practice before heading to Bristol and the showdown with the eastern racers in September.



Andrew Howard helped put the Killer Bees over the top in 2008 by attending no less than seven races, not that easy to do in a year where gas hit over \$4! Other Bees who made it to the lucky seven were Richard Bjerklund, C.J. Stoakes, and Glen Terry.



Joshua Skinner made it to the last three races of the year at Woodburn, Medford, and Redding. Joshua has a number of Slant 6 projects including a 67 Valiant with three on the tree, a Slant 6 powered RX-7, and some kind of a Bonneville effort. Josh is a frequent contributor on slantsix.org giving sound advice on almost any topic.

## Knoxville, TN 2008 – Good Times in Bruner Country

By Lou Madsen

Many of us on the Eastern side of the US have paid a visit to the friendly home and shop of Meril and Ella Bruner in Maynardville, TN. Meril had a couple of articles in *Mopar Action* magazine back in the early '90s with his "Half Hemi" '62 Valiant running in the high 12's, which inspired quite a few people across the country to build some pretty quick Slant drag cars. Those of you who saw Mark Goodman wearing his "no Meril" T-shirts at Clay City this year remember these early competitions where everyone was trying to catch Meril. Meril's nephew, Gary Bruner, has also had a long history of Slant 6 racing, starting in the '70's and continuing today with his '64 Valiant running high 12's.

Although there have been many races within 1-4 hours of the Bruners, they have never hosted one at their home track, Knoxville Dragway, less than 1 mile from both Meril's and Gary's. This must be a sweet setup for these guys since they can just walk home if anything blows up! This is a nice little 1/8<sup>th</sup> mile with a big flat pit area and some low hills on either side. Derrick Daugherty, Rodney Hargis, Larry Chesney, and other locals come to this track pretty often, forming a core unit of Slant 6 racers in a very tight area. The rest of us are green with envy!

Meril decided to host a race this year at Knoxville on August 23, and it was a doozy. With an 18 car turnout, it was the biggest race in the East in the last 2 years. Several of us showed up on Friday night for test 'n' tune, including myself, Charlie Schmid, Frank and Cinda Brent, Ron and Kay Hamby, Leighton and Judy Drake, Norm and Elaine Foster and Rodney Hargis with Alana and Diane. Charlie Schmid once again took long distance honors, bringing his N<sub>2</sub>O assisted Charlie's Angel '66 Barracuda up from Silver Spring, FL. I was pretty happy that night as my drive-anywhere '68 Dart posted some 10.40s-50s after installing a cold air intake and eliminating a restriction in the throttle body. This was the fastest it had gone since an earlier motor incarnation in 2002. Not bad for a 0.436" cam and 8.8:1 comp in a 3400# raceweight car. The weather was great for August, with pretty mild temperatures and most importantly no rain. Gary and Barbara Bruner graciously put me up for Friday and Saturday nights, fed me some amazing fruitcake Fri evening and we had a great breakfast Saturday morning – thanks!

Around 10 AM on Saturday, a bunch of us congregated at Meril and Ella's for some shop tours and bench racing. Larry Chesney lives right next door to Meril, so he and Ellen were also in the mix, chatting and showing people around. Meril of course had a couple of projects ongoing, including one of about 50 Dart Swingers he's built, installing minitubs as a "for sale" bracket car. He showed us the skeleton of a D50



Ron Parker had a hood scoop plug on his car (while towing) that we thought the Westerners might like.

Ron lived up to this at Bristol...

(Mitsu/Dodge) frame that he used when building his new "Funny Truck" D50 with Slant 6 and cab/bed relocated 12" rearward for great weight transfer. This truck runs in the mid 8s in the 1/8<sup>th</sup> mile, and Meril is deadly on the tree with it, making a formidable package. It's Tennessee Orange, much to Ron Parker's dismay, so it's a real eye-catcher too.

At noon when our crowd was really rolling (more than 25 people), we settled into some fine southern cookin'. Several people brought dishes to pass, including Kay Hamby, Elaine Foster, Judy Drake and Myra Rose, and of course Ella supplied some delectable goodies. All our cars would run a little slower after the 10 lbs of food we each ate! After some good conversation and a bunch of tall tales from Meril, Dale Rose, Ron Parker, and others, we all headed to the track around 2 PM to get set up for the race.



Local racers George Belor and Wayne Smith, friends of the Bruners and Hargis' showed up to fill out our field running a white Dodge D150 (George) and Stacy Hargis' clean white '69 Valiant (Wayne). Jim Cox made a surprise just-in-time appearance after the qualifying runs and ran Meril's warmed up '65 Valiant, while Ellen Chesney wo-manned Meril's 225-converted '90 Dakota. Jim seemed like a man who'd been stuck in a desert with no water, and really had a great time running a Slant car with us again. We're all hoping he's gonna throw together some hot parts and bring a car out next year. Always wonderful to see Jim and shoot the.... So, in the end there were 9 local cars making up a full half of the field. After a couple of qualifying runs, including some fast 6.40s from Dale's blown Arrow, Brian Mimken, Cinda Brent and I got together and drew the random ladder. 18 cars meant we'd have a few bye runs. Derrick Daugherty and family, and Brian and Nick Mimken had rolled in just in time to get some qualifying passes before the race began, as did Meril, Ella, Gary, and the rest of the Bruners.

Sadly, Ella's brother had died on Thursday, and the Bruner clan all went to the visitation Friday eve and then the funeral right before the race on Saturday. Warm and sympathetic wishes go to Ella and the whole family on their loss, and props to them for still hosting that wonderful social dinner at their place Saturday midday, and then all showing up at the race. Several of the racers donated their winnings on Saturday to help out the widow, totaling \$1100, so that she could afford to pay for the funeral.

After the first round, a lot of the usual suspects were still in the race. Jim Cox bested Charlie Schmid in round 2 to go to round 3 and face hotshoe Norm Foster. Norm had gotten around the cream puff '69 Valiant and Wayne Smith in round 2, and then put away another cream colored '65 Valiant with Jim Cox driving it for the first time. Norm usually has pretty good luck (he did some very nice things for sick orphans in a past life?) and ended up with the bye in the final. He has been deadly for the last 3-4 years and this race would be no exception. Derrick got around me in the 2<sup>nd</sup> round when I choked at the 60 ft mark. He had a ½ sec handicap, but with his quick-off-the-line truck, he caught me right away! I thought sure I'd break out, so I let up a little and then stayed right on his bumper all the way down the track – nuts. Derrick got the bye to the semis and got stung by Ron Hamby's yellowjacket there. Leighton got around the formidable Dale Rose in the 1<sup>st</sup> round, then got a bye into the 3<sup>rd</sup>, where Ron H had his own plans. Our host Meril Bruner in his Funny Truck couldn't quite

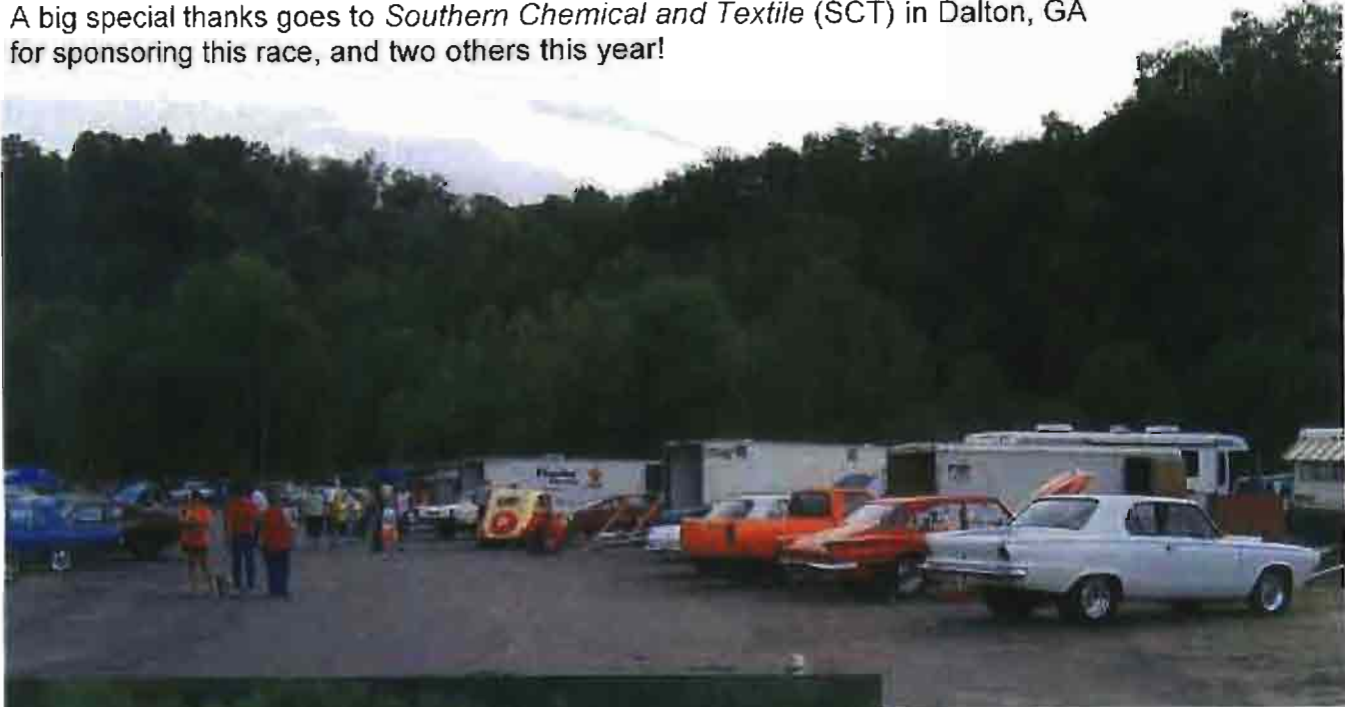


The pit area was crammed with Slant Six racecars and chatting racers, including a bunch of locals we all know and love. Not only did Meril host the race, but we all got a sense of how this corner of Tennessee supports Slant 6 racing.

get around Ron Hamby in round one, then Meril's other truck with Ellen Chesney driving fell to Ron H in round 2. It all came down to Norm Foster and Ron Hamby in the final. A classic match up in the heat of the night. Both cars had nice lights with Ron's a bit better, but Ron's car slowed just a hair and Norm edged him at the stripe..

The pits were truly a sight (see pics). It was fantastic to see so many Slant cars gathered, and have so many different conversations going on at once. A ton of family members were there chewing the hide, and it was a great example of the "Slanted family" getting together. (Think Ron Parker singing the "Addams Family" theme song.) After it was all over, Frank and Cinda Brent whipped up some serious BBQ chicken and steak on the grill.

Charlie Schmid set another C/Nitrous record with his stout 170 → 8.31 @80 MPH. A big special thanks goes to *Southern Chemical and Textile* (SCT) in Dalton, GA for sponsoring this race, and two others this year!



The Knoxville Dragway pits were awash with fast Slant cars (**top**). 1 car in the mid 6s, two in the 7s, and 5 in the 8s in the 1/8<sup>th</sup> show some quickness. The rest of us are working on it! The orange truck on the right is Meril's "Funny Truck." I guess altered wheelbase is not accurate, so the name fits nicely. Meril's "Half Hemi" car (right) sports a 360 at the moment, and Lukus Buner went pretty far in the sportsman bracket that night.

Frank Brent (**above, left**) lays out schematics of the inside of the 225 he is building on the Duster he is driving this year (Can you hear us from Germany, Rob Simmons?) and gives Nick Mimken a whirlwind tour of engine dynamics.

Race winner Norm Foster and his wife Elaine (**right**) are some of the nicest people you'll ever meet, and are a great team at these races. Elaine had the stunning idea to rent a lodge in Gatlinburg, TN this year for the awards banquet. Elaine and I worked to put this together and invite a bunch of folks. We'll have over 30 people coming. Look for info on this shindig elsewhere in SSRN – join us!





Meril Bruner (on the left), with his customary big smile, handed off the hardware to Norm Foster in the Winner's Circle. Norm has worked hard to make this car and his driving a tight combination that's really a *challenge* to beat (haha).



Derrick Daugherty, in his version of the Slanted Mitsu/D50 truck, faces Ron Hamby in the semis. Derrick's truck was running like a champ, but Ron has been a force this year and took the stripe on this one.



The lights come down on the final run at 9 pm. Norm was dead on at the big end to take it. We hope to have a Knoxville race for 2009, *if they don't close the track (insert rumors here)*.



How hot was it at Knoxville? It was so hot that after they put up the pop up, they plugged in the fan and then they plugged in the leaf blower.



Everybody pitched in to put on a huge pot luck lunch at Meril's place before the race. Here hungry racers line up; Brian Mimkin, Ron Hamby, and Dale Rose.



This being our final issue how could it get any better than Meril Bruner in the winner's circle at Bristol and Jim Cox back racing at Knoxville!





This has to be one of the all time great Slant 6 race group pictures. All the racers and family members gathered around the banner honoring our sponsor Southern Chemicals and Textiles. You are looking right down the valley towards the end of the track.

### **BRISTOL 2008 WILL BE LONG REMEMBERED**

It will be hard to equal all the excitement packed into this year's race at Bristol. First, 2007 National Champion Glen Terry towed his car all the way from California to take on the best racers from the eastern side of the country. With 17 cars entered, a win at Bristol would be worth 50 points which could shake up the 2008 points contest. With all the potential drama and excellent weather to boot, several surprise guests really made this a special occasion.

Glen left California on Wednesday of the week before the race with his friend Joe Zappia, they drove about 500 miles per day, stopping to see some friends along the way. A week later they arrived at Meril Bruner's place and spent the night while getting to know Meril's family and exchanging more than a few stories. On Thursday afternoon Glen, Meril with his "funny truck", Lukus Bruner with the Half Hemi car, Larry Chesney with his white 64 Dart, and Ellen Chesney driving Meril's Slant 6 powered Dakota formed a caravan and headed to Bristol about 100 miles away. They all camped out at the gate of the track so that they could get a favorable parking spot on Friday.

Bristol 2008 was a family affair, husbands, wives, children, grandchildren, and even great grandchildren were all over the place. Many new friendships were formed and many old ones renewed. I think everybody went home full of warm feelings and optimism about the future of our sport.

In past years, rain has shortened the time available for racing, or in 2006, cancelled the whole event. This year the sun was out all three days with moderate temperatures making it the best Bristol ever weather wise. Most competitors arrived on Friday and took advantage of the test and tune session in the afternoon.

The arriving racers introduced themselves to Glen Terry who was busy trying to acclimate himself to the Bristol track. Glen was experimenting with different starting techniques in an effort to find that sweet spot that would yield consistent and competitive reaction times. Quite a few of his first attempts yielded red lights but he kept plugging away. Most racers found their cars to be running a little slower than at other tracks but the Bristol slow down wasn't as pronounced as in other years.



By Saturday morning all the Slant 6 racers had arrived with a total of 17 cars on hand, a very good showing for these days. Besides Glen, other racers who towed a significant distance were Phil Stonbeck and his brother-in-law Dan Gravatt from the Philadelphia, PA area. They drove down in Phil's 1970 Valiant to Lou Madsen's place in Blacksburg, VA where they spent Friday night. Dan drove Lou's 64 Dart to the track where he would be racing it. Lou and wife Chris drove down in the 68 Dart. Mark Charapich and his wife came down from Marion, VA to race his 64 Dart and they also brought along their daughter Kelly who would be driving her own 72 Valiant that she and her dad had been fixing up. Brian Mimken showed up accompanied by his wife and both his parents! Gary Bruner and his wife and two daughters were there plus Rodney Hargis with his girl friend Alanna and his mother Diane.

Norman and Elaine Foster, Ron and Kay Hamby, and Leighton and Judy Drake brought their race winning cars, and it looks like the only racers who came by themselves were Ron Parker and Myself. All in all it was a pretty impressive cast of characters. See the group picture posed with the sponsor SCT banner to get an idea of all the people who turned out.

Truman Whaley of Southern Chemicals and Textiles is a friend of Norman Fosters and Truman is also a Mopar fan. He sponsored the purses for our races this year at Knoxville, Bristol, and Clay City and together with the track payouts made it possible for everybody to at least recover his entry fees.

While all the family members were socializing under various awnings, the racers were making their time trials for the race on Sunday. On his first run, Rodney Hargis encountered problems requiring a new head gasket. With the help of other racers Rodney got his car back together in time to make a successful test run later in the afternoon. There was racing Saturday afternoon for those that entered a class in addition to Slant 6. Lou Madsen and Brian Mimken entered the sportsman bracket and did very well. Brian got into the third round and Lou got into the semi final round where they were both defeated by eventual winner Steve Foley. Steve went on to become NHRA Div. 2 Sportsman champion a few weeks later.

An unexpected visitor was Jim Cox who made the trip down to Bristol with his wife Faith and two dogs to celebrate their 16<sup>th</sup> wedding anniversary with old friends. Jim was among those helping Rodney get his car back together. Then late Saturday afternoon James Longhurst came out to the track with a special surprise for all of us. James had prepared 10 pounds of pork roast to be cooked at the track to feed us all. Lou Madsen and others went into town and picked up some salads and other fixings then they laid it all out for all us to eat. What a feast it was lasting well into the night. Following a bunch more socializing we retired to rest up for the big race on Sunday.

Chris Madsen drew the names to make up our ladder, then we all made one qualifying pass before the race on Sunday. First time racer Kelly Charapich got the first round bye run. Gary Bruner, who was driving a stock 64 Valiant while he overhauls his torque converter, faced Rodney Hargis whose car slowed down giving Gary the win. Glen Terry was paired with Leighton Drake, Glen's experimentation on the starting line paid off with a .018 reaction time but the long delay between handicaps messed with Leighton's concentration and his four digit light was not going to get the job done giving Glen an easy win. The closest race of the first round was between Phil Stonbeck and Ron Parker, Ron was dialed in at a 12.88 with his familiar 69 Dart while Phil dialed a 17.66 with his trusty 70 Valiant 4 door. Phil left first with a .040 light and Ron was right after him with a .045. At the far end Phil's car was going too fast and he broke out by .178 while Ron took the win with a 12.921. The other first round winners were Meril Bruner over Brian Mimken, Ron Hamby over Ellen Chesney, Larry Chesney over Dan

Gravatt, Lou Madsen over Mark Charapich, and Norman Foster over Seymour Pederson.

In round 2 Lou Madsen raced Ron Hamby, Lou left with a competitive .043 light but Ron Hamby was back on his game and nailed a .014. Ron's car slowed in first gear and he slowed to a 12.72 on a 12.48 dial, unfortunately Lou stayed in it too long and broke out with a 16.906 on a 16.99. Lou has really been doing a good job lately and it is only a matter of time until we see him in the winners circle! Next was an unusual double red light contest between Gary Bruner and Ron Parker. Since Gary's was first, Ron got the win in what could have been a very close race. Kelly Charapich red lighted against Meril Bruner sending him into the third round. Glen Terry lined up with Larry Chesney in a heads up race with both dialed in at 15.90. Larry was way late off the line with an uncharacteristic .300 light and Glen took the win easily with a 16.206. Norman Foster got the bye into round three.

Round three saw the Dalton boys, Norman Foster and Ron Parker paired up. Ron was dialed in at 12.86 and Norman at an 11.99. Ron left with a .046 light while Norman was way off with a .235 but Norman still had a chance when Ron ran a .063 under 12.797. This wasn't to be Norman's day as he ran even further under with a .073 under 11.917! Then Meril Bruner ran Ron Hamby in what turned out to be another double breakout race. Meril left first with a hard to beat .002 light while Ron was a little off with a .076 but Ron was closing fast and Meril stayed in it all the way to the end showing a 14.069 a full .101 under while Ron improved to a 12.385 or .115 under giving Meril an important win. Glen Terry got the bye into the fourth and semi-final round.

Meril got the fourth round bye, but served notice that he was the man to beat when he posted a perfect .000 reaction time with a 14.08 on a 14.07 dial. That left Glen Terry to face Ron Parker in an east versus west clash. Ron's tag line on the internet has been "it's not over until I smoke some bees" so this was his big chance. Both racers were ready for this contest, Glen dialed a 16.09 and Ron a 12.79. Glen left first with another .020 reaction time and Ron was a tiny bit better with a .018! At the traps, Glen got there first with a 16.012, Ron's all out 12.748 couldn't catch him, but sometimes second is good and Ron won the double breakout by being closer to his dial in! The match was a fitting climax to Glen's trip, Glen got to show us all that he is a National Champion caliber racer while Ron Parker did get to smoke a bee!

But there was still the matter of the final! It would be Ron Parker versus Meril Bruner. Ever since Meril debuted his D-50 truck at Valdosta, he has been hard to beat, not to mention his consecutive .002 and .000 lights going into the final. Whatever it is was working for Meril in the final. He dialed a 14.07 and left with a .036 light but when it was Ron's turn to leave he was a little bit early and red lighted with a -.022. The five round win catapulted Meril into a second place tie in the 2008 points race with Norman Foster. Meril had a pretty big smile on his face the rest of the day, especially when he loaded three great grandchildren into the truck to pose in the winner's circle. They don't get much better than this.



No less than five racers set out from Meril Bruner's place on Thursday afternoon. Lukus Bruner would be running the Half Hemi Valiant with V-8 power, followed by Meril with his truck, Glen Terry, Larry Chesney's white 64 Dart, and Ellen Chesney bringing up the rear with the Dakota.

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BRISTOL PICTORIAL



Two hard core drag racers with over 100 years experience compare notes, Glen Terry and Leighton Drake.



Ron Parker's air scoop plug let everybody know he was looking to smoke some bees!



Ron Parker and Glen Terry shake hands after their very close semi-final race that Ron won by a whisker.





A key race in Meril's day was this 3<sup>rd</sup> round contest with Ron Hamby. About this time of day, everybody's car was speeding up and predictably both racers broke out, but Meril's .002 light let him take the win while breaking out by .014 less than Ron.



Proud great grandpa Meril in the winner's circle with Robert, Joshua, and Ashley, it makes me happy to print such a picture in our last issue.



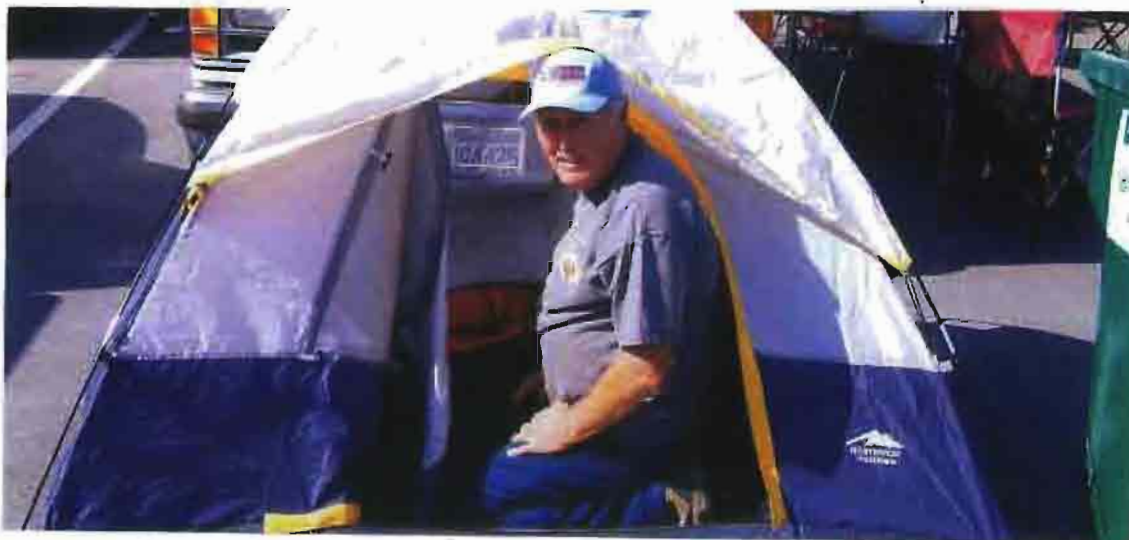
Bristol brought together five National Champions in one place for this memorable photo.



Brian Mimken really had a cheering section at Bristol. He brought his wife Anna and his parents Nick and Susan. They are the poster family for protecting your ear drums.



Of course we had to stage a symbolic contest between eastern racers and the upstart west coast guys.



Joe Zappia and Glen Terry lived in this tent for three weeks on their journey from California to Bristol and back.





Mark Charapich and his daughter Kelly both raced at Bristol. Mark drove the 64 Dart with his exclusive air dam design and Kelly drove a 72 Valiant four door that she and her father have been fixing up for the past year.



Chris Madsen camped out with husband Lou for the whole weekend, here with Dan Gravatt on the right and Brian and Nick Mimken on the left.



A common scene in the pits this year, everybody looking under the hood of Rodney's Lancer trying to help out with one problem or another.





Dan Gravatt, Phil Stonbeck's brother in law, drove Lou Madsen's 64 Dart with the 5 speed transmission at Bristol. Vigorous shifting resulted in this broken shifter handle.



What a joy to see Jim Cox back at the races. He was only spectating at Bristol but you could tell he has the urge to get racing again.



Faith Cox brought her new Boxer Puppy named Bindy down to Bristol along with our old friend Klondike.



The staging area under the tower at Bristol looks an awful lot like a Chrysler showroom circa 1964! That's Gary Bruner's Valiant and Larry Chesney's Dart.



Two racers made it all of the way down to Bristol from Pennsylvania, Phil Stonbeck driving the Valiant and Dan Gravatt driving Lou Madsen's Dart.



James Longhurst showed up on Saturday afternoon and prepared a great dinner for all of us. He did a big pork roast in his portable smoker while others went to town to get the rest of the fixings and side dishes.





Ellen Chesney was driving Meril Bruner's slant 6 powered Dakota soon to be owned by Lou Madsen, and Kelly Charapich drove a 72 Valiant with lace accents!



Judy and Leighton Drake celebrated their 50<sup>th</sup> wedding anniversary this summer. The autumn sun shows how much she still loves her man.



It was dark before we ate on Saturday night but Elaine's digital camera really captured the scene.



## RETURN TO CLAY CITY

In 2007 scheduling conflicts prevented us from participating in the Mopar Southern Classic at Mountain Park Dragway in Clay City, KY. In recent years Clay City has become "just another race" but there was a time when it was by far the most important event on the Slant 6 circuit. In the late nineties and early 2000s, Clay City was the race that everybody wanted to be at. There were regularly over 20 cars on hand and in 2002 24 cars showed up for what was the biggest Slant 6 race ever.

After 2002, for one reason or another, attendance tapered off until there were only 12 cars on hand in 2006. One reason could be that there aren't any Slant 6 racers within 200 miles of Clay City so everybody must tow a considerable distance. Whatever the reason, this year we couldn't even get enough cars for a four round race. Nonetheless the track management was glad to have us back as part of their show, and they went out of their way to make us feel welcome. Most everyone who has ever raced here will tell you that Clay City is one of their favorite places to race.

The fact that the well attended Bristol race was two weeks before no doubt effected racers' travel plans and it was pretty much the hard core of Eastern racers who showed up. Meril Bruner, Larry Chesney, and Rodney Hargis came from nearby Tennessee, Ron Hamby and Brian Mimken from North Carolina, Lou Madsen from Virginia, and Norman Foster from Georgia. I drove the white car down to make an eight car field. The weather was favorable for racing with no rain and the coolest temperatures I ever remember for Clay City.

Probably the highlight of the weekend was the special visitors we had. Mark and Dixie Goodman came up from Carthage, MO to meet old friends. Mark was planning to bring Wes Alumbaugh's green Valiant to join in the racing action but they found water in the cylinders a few days before it was time to leave. Jim Cox was also there, Jim must really have the bug because he also came down to visit Meril Bruner the prior weekend. Mark and Jim were two of the most enthusiastic Slant 6 racers during the golden days and it is always fun to get together again, who knows, maybe someday we will all be racing together again.

The Slant 6 race was scheduled for 4PM preceded by three time trial sessions. We drew up a random ladder for the race, since we had exactly eight cars there would be three rounds and no bye runs. In the first round Larry Chesney red lighted against Norman Foster, Lou Madsen also bulbed against Bristol winner Meril Bruner, I didn't red light but Ron Hamby beat me anyway, and Rodney got the best light in the first round with a .008 while eliminating Brian Mimken.

There was more red in the second round when Meril left too early against Norman and Ron Hamby even fouled when his trans brake didn't hold and he rolled through the lights against Rodney. The set up the final between Rodney and Norman, Rodney dialed a 12.97 and left with a .081 light which should have left Norman in a good position to run him down but Norman shot himself in the foot when he forgot to change the other car's dial in on his crossover delay box. That would have added in .780 too much delay but Norman's light was actually an .870 meaning he was a little slower with the button than usual. In any event Rodney won the race handily with a slowing 13.166. This was Rodney's first win since the Mooresville race last summer. Rodney has really struggled this year with engine and consistency problems. He was really happy to be in the winner's circle again and all his friends were really happy to see him there. Norman's runner up finish moved him into second place in the 2008 points standings ahead of Meril Bruner who finished third. That was Meril's best finish since 1999 when he was second.

22  
CLAY CITY PICTORIAL



This is the famous Clay City technical inspection. You drive your car up the hill and get your number as you drive by.



What a surprise to be visited by Mark and Dixie Goodman. Special shirts were created for the 1993 Mopar Nationals where Meril held off the Carthage onslaught for another year.



If you don't mind doing a little bit of rust repair there is still a least one early A body left. I have the owner's number if you are interested.





Elaine Foster and Ella Bruner made us all a great meal after the race was over so there was no trip to the Pizza Hut this year. On Friday I did hit the Golden Corral though and afterwards had a nice talk with Mike Jeffrey reminiscing about old times.



Rodney and Alanna were really happy to be back in the winner's circle after a season of bad luck.



The weather conditions at Clay City were very favorable for fast times. Air density was at about 2000 feet and there was a nice tail wind, I should have brought the blue car.





This might not be the most people ever in a Slant 6 group picture but everybody here drove a car down the track at least once over the weekend.

### **WAYNE ERICKSON STAGES THE BIGGEST SLANT 6 RACE EVER, WINS IT**

Following the successful Redding race last spring, Wayne Erickson asked me what it would take to put on the largest Slant 6 race ever. I did some checking and told him the largest turnout so far was 24 cars at the Clay City race in 2002. He told me he thought he could get more than that to Redding some day. It was too hot in August of 2007, and May of 2008 wasn't quite right either, but on October 25 no less than 28 cars showed up! This was a spectacular achievement especially considering the economic climate. Since this is the last race we will cover in this newsletter you could say we are going out on a high note.

An event of this magnitude doesn't just happen. It is the result of several years of hard work by Wayne and all the committed Slant 6 racers on the west coast. It is the result of countless phone calls and E mails, and a demonstration of the power of the [slantsix.org](http://slantsix.org) website to bring people together. After the race was over, many of the players whose dedication made this race possible were presented with honorary plaques. No less than ten plaques were handed out. That gives you some idea of how involved these west coast racers are. This is going to be a hard act to follow but you have to be impressed with the degree of interest demonstrated here.

Most, but not all, west coast racers that we have come to know over the last few years made it to Redding. Rick Valent, Paul Olds, Dave Mueller, Doug Powers, and Woodburn winner Jerry Elhard couldn't make it, and several new prospects decided not to come at the last minute. There is the potential to see an even bigger turnout sometime in the future.

The usual situation at Redding is that relatively few racers show up for the regular program and we have more than enough time for time trials and to run off our Slant 6 race quickly. This time it didn't quite work out like that. The track was offering the highly desired "Wally" trophies to the winners of all the brackets and this brought out more than the usual number of racers. The result was delays and foul ups that frayed some tempers but the show did go on. Somewhere along the line a decision was made to run the points race on Saturday and the consolation race on Sunday, probably because some racers couldn't stay for both days.

Before we get into the racing action lets recognize all of the first time racers here.

Frank Wright  
 Tony Fox  
 Rhonda Amis  
 Roy Murray  
 Jason Henderson  
 Paul White  
 Randy Jones

These racers alone would have made a pretty credible field. Add in 21 more and you really have something.

Dave Erickson drew up a random ladder and fourteen pairs of cars lined up for the first round. Gary Nelson was on hand shooting video and taking notes that he will use to produce the definitive story of the race later, Gary has already posted a number of pictures on slantsix.org along with a narrative of what happened. I am not even going to try to describe the first round but you will know who the winners were when we begin our second round coverage.

Two rookies, Tony Fox and Jason Henderson raced each other in double breakout contest with Jason running closer to his dial in and winning the race. Joshua Skinner red lighted against Sergio Gonzales sending Sergio into the third round. Glen Terry's car malfunctions and doesn't leave the starting line giving the win to Wayne Erickson in his newly named "Wayne's World" 62 Valiant. Then in another double breakout, Aric Erickson loses to up and comer Robert Evanhoff, known on the internet as "Thor". Doug Dutra also had problems on the starting line giving the win to Jessica Howard. That brought up Dana Prater and Allen Dutra for closest race of the round, Allen showed us some of the driving skill that placed him in the top ten last year and won with a 18.81 with a .080 light. The last pair was Randy Judge and P.J. Jesilowski with Randy taking the win.

For the third round we were down to 7 cars so Jessica Howard got a bye run. Wayne Erickson takes out Thor while Sergio Gonzales ended Randy Judge's day. The last pair was Jason Henderson and Allen Dutra with Allen taking the win.

In the semi-finals Allen Dutra and Jessica Howard square off with the win going to Allen. Sergio got a little anxious against Wayne and red lighted giving Wayne the win. That set up the final between Wayne and Allen. Allen left first but lit the red bulb giving the win to Wayne at 13.62 and 97MPH with an .020 reaction time. So Wayne Erickson who did the most to bring everyone together for the biggest of all Slant 6 races puts them all on the trailer! Way to go Wayne!

After winning the race, Wayne assumed his duties as race coordinator and handed out special awards that he had made up to recognize the contributions of those who make this all possible. Andrew and Jessica Howard were recognized for their efforts in putting together the Samoa Race, likewise Richard Bjerklund who made the points race at Woodburn happen. David Erickson was recognized for his work in making sure each race runs smoothly and that the results get tabulated accurately. P.J. Jesilowski was honored for the work she has done to create and maintain the killerbeesracing.com website. Glen Terry, Sergio Gonzales, Edd Jesilowski, Doug Dutra, C.J. Stoakes, and Aric Erickson all received plaques recognizing their efforts in promoting and sponsoring the Slant 6 racing program on the west coast.

For all of us who enjoy Slant 6 racing on the west coast, in the southeast or the Midwest the biggest thanks of all goes to Wayne Erickson whose tireless work, devotion, and imagination has recruited an unprecedented number of participants to keep the sport we love going. You are a class act Wayne.



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REDDING PICTORIAL



This is why Redding is known as the Clay City of the west. There were so many cars in the Slant 6 pits that double parking was necessary.



Dan Ochs drives this veteran A100 van and is a regular at our races at Redding.



Sunnyvale, CA has the distinction of being the home of two green 62 Lancer two doors. Doug Dutra has one and Randy Jones, here, has the other.



Jessica Howard is one of the founders of the Queen Bees, the female Slant 6 racers from out west. Jessica has driven her 63 Valiant to five round wins this year including three at Redding.



Jessica's sister Rhonda Amis bought this 66 Valiant from Wayne Erickson. Jessica and Rhonda met in the first round with Jessica getting the win.



Since Sergio Gonzales loaned his 69 Dart to Joshua Skinner for the Redding race, he put together this tough looking Dart using parts he had lying around.





Randy Judge is a regular at western races with this 75 Dart. Randy won the Sunday race at Redding.



Frank Wright was a first time racer at Redding with this nice Dart convertible.



Between rounds Saturday afternoon Wayne Erickson presented plaques recognizing those who have made special contributions to the west coast Slant 6 racing scene. Here another Queen Bee, PJ Jesilowski accepts her award for all the work she has done to produce and maintain the killerbeesracing.com web site.



The most interesting car at Redding was Mark Etheridge's recently completed chop top 62 Valiant Signet. Doug Dutra built the motor which put the car in the 13s on its first time out.



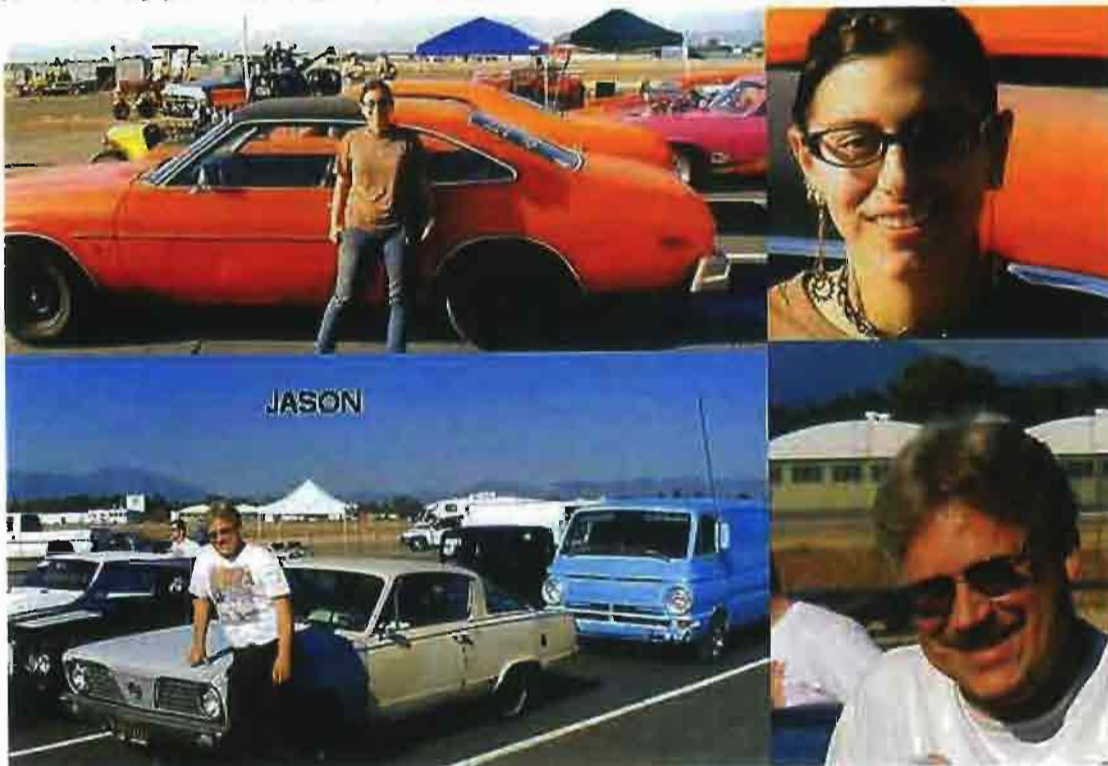
Mark's Valiant can be driven on the street where it is sure to gather lots of looks.



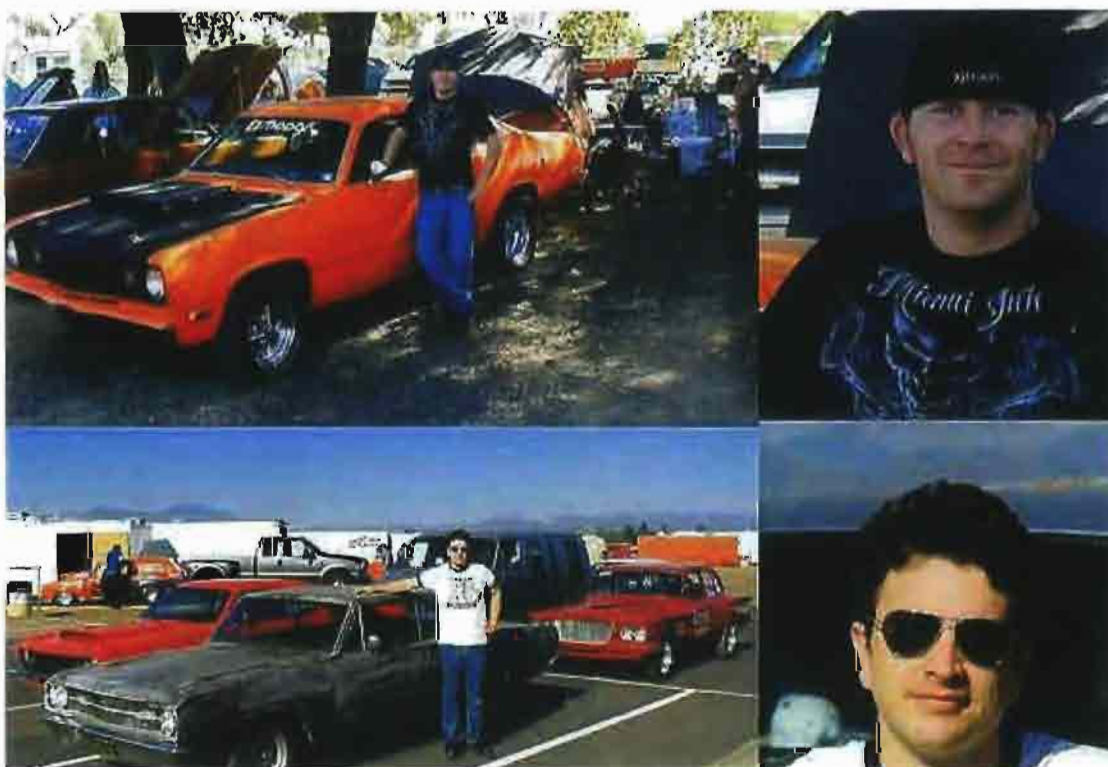
Andrew Howard's 62 Signet is looking better each time out. Andrew is building a high HP motor for next year.



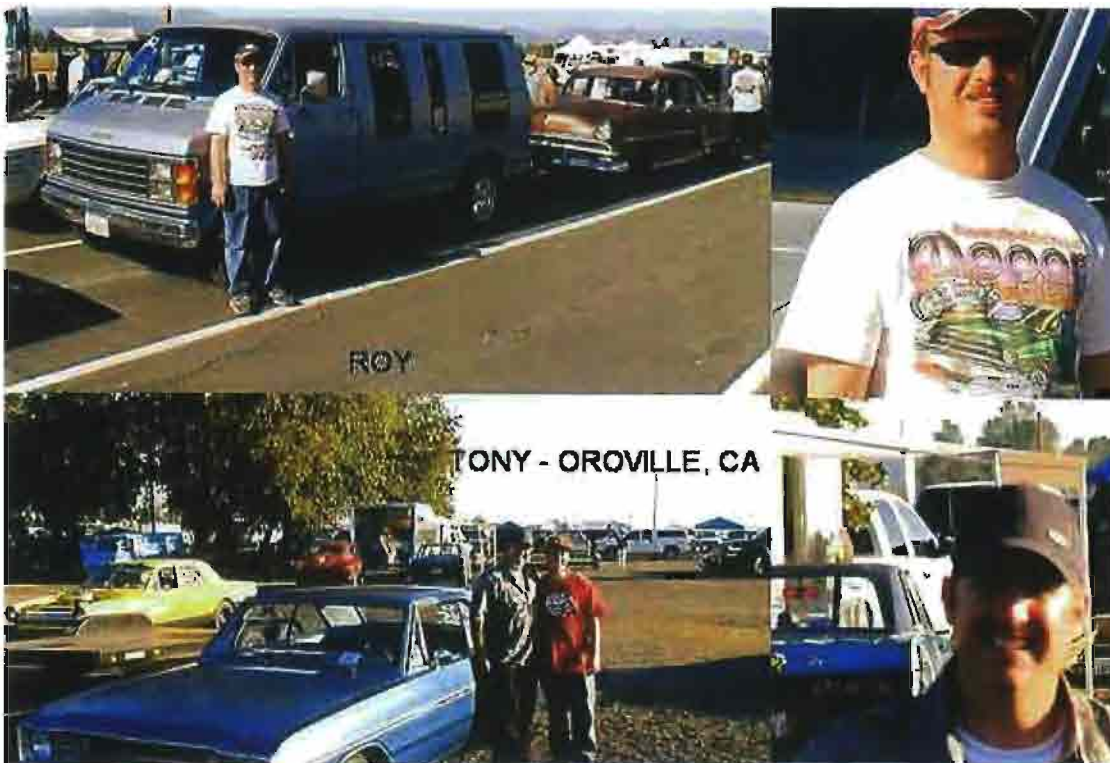
Gary Nelson is the official chronicler of the western Slant 6 scene. He took lots of film at the Redding race and he is putting together a video featuring each round of racing preceded by pictures of each driver and their car. He sent me these samples.



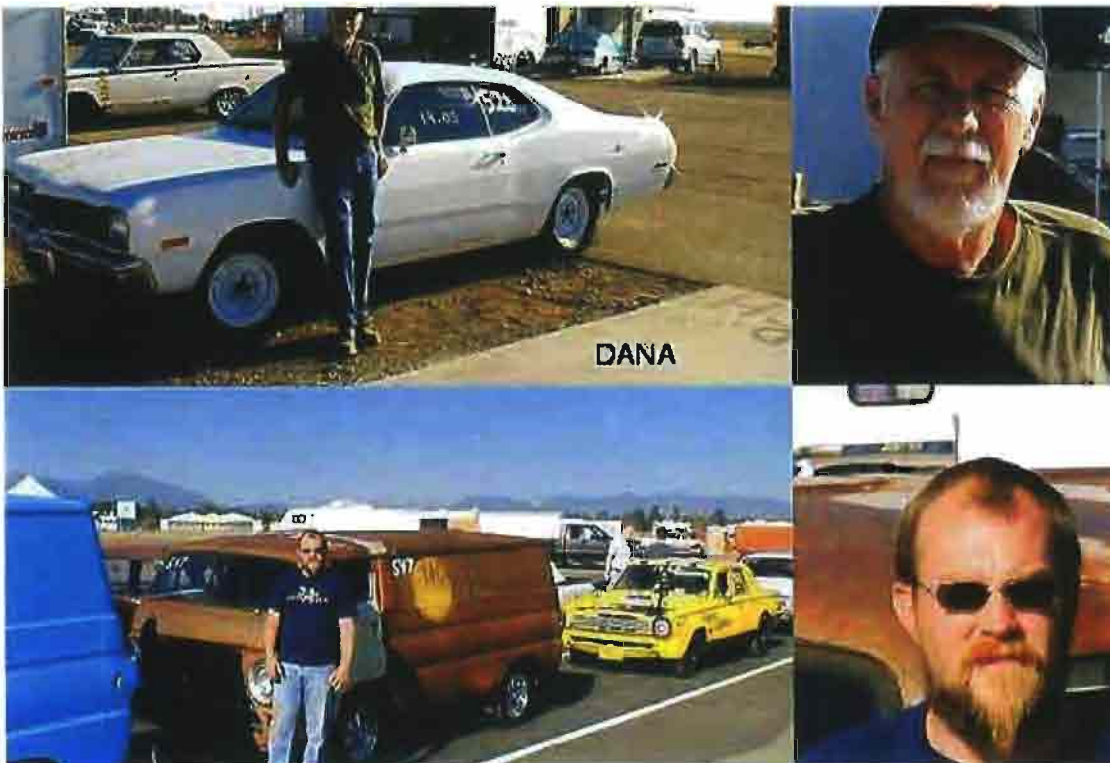
Stephanie DiBona's 77 Volare and Jason Henderson's 66 Barracuda



Tristian Foley's newly painted 75 Duster and Joshua Skinner driving Sergio's 69 Dart



Roy Murray's van and Tony Fox's Dart



Dana Prater's 75 Dart and Scott Silkwood's chopped A100 van





This picture come the closest to capturing just how long the line of Slant 6 cars in the two staging lanes really was. These west coast races draw a very diverse assortment of cars!



Robert Evanoff, known as Thor on the internet, competed in the **races** at Woodburn, Medford, and Redding and won four rounds. Pretty impressive.



In the second round of the Slant 6 points race Wayne Erickson faced Glen Terry. Something went wrong with Glen's car and he never left the starting line giving Wayne an easy win.

## 2008 SLANT SIX RACING NEWS POINTS STANDINGS

Final

R=Eligible for Rookie of the Year

Driver	Las Vegas	Bowling Green	Farmington	Columbus	So. GA.	Medford June	Redding June	Pittsburgh	Semora	Wilkesboro	Woodburn August	Knoxville	Medford August	St. Louis	Bristol	Clay City	Redding October	Loss Over 4	Total
Glen Terry		1			41	41	41		41	1	1		31		21		11	-40	137
Morrison Foster		11			11					41		51	1		21	21			136
Mark Brumer						31	31		31					21	51	11		-10	118
Alto Estelsson											31						11	-10	115
Ron Hamby			11							31		41			21	11		-10	105
C.J. Stalona	31					1	1		11		1		41				1		87
Richard Bjorklund	41					11	11		21		1		1				1		87
Allen Duke	21					11	11		1								41		86
Leighton Drake			41		11					1					1				76
Ron Parker					31							21	1		41				73
Mark Bowman-R				41				31											72
Doug Duke	11					21	21		11				11				11	-20	60
Wayne Erickson							1						11				51		53
Rodney Harp		1	11							11		1				1	31		58
Jessica Howard-R						11	1		1		11						31		55
Sergio Gonzales						1	1		11				11				31		66
Andrew Howard	1					21	21		1		1		1				1		47
Robert Evanoff - R											21		1				21		43
Jerry Elhard - R											41								41
Larry Chesney		1								21		1				11			35
Low Meason								1		11		11			11	1			35
Charlie Schmid			1		21					1		11							34
Stephanie Di Bona - R											31		1				1		33
Dale Rose	21											1							32
Demick Daugherty												31							31
Randy Judge						1	1										21		23
Dane Prater							11										11		22
Greg Ondayko				1				21											22
Brandon Jensen - R					21						21								21
Brian Radley-R			21																21
Hannah Pyle-R																	21		21
John Henderson-R																			21
Jim Cox												21							21
Lydia DuPuis - R									21										21
Michael Glass										21									21
Mika Williams														21					21
Tristan Foley	11					1	1		1								1		16
Joshua Skinner-R						1					1		1				11		14
P.J. Jasikowski							1		1				1				11		14
Gary Brumer										1		1				11			13
Dan Gravel - R								11							11				12
Dave Mueller									1		11								12
Ellen Chesney - R											11					1			12
Phil Stoneback								11								1			12
Judy Drake										11						11			11
Kelly Charspich-R															11				11
Kristi Duke - R									11										11
Paul Oke											11								11
Tom Davis - R					11														11
Tony Fox-R																	11		11
Wayne Smith - R												11							11
Wes Boedigheimer - R											11								11
Brian Minkon									1			1				1	1		4
David Erickson						1	1						1				1		4
Scott Skirwood - R							1		1								1		3
Seymour Pederson				1												1	1		3
Frank Brant-R					1								1			1			2
Mark Elhoridgo-R	1																1		2
Rick Valenz	1								1										2
Amy Nelson - R							1												1
Barry Harisoo				1															1
Bill Pothier - R												1							1
Brian Droschak								1											1
Cecil Higginbotham					1														1
Dan Ochs																	1		1
David Romero-R	1																		1
Doug Powers											1								1
Erk Levis					1														1
Frank Todesco								1											1
Frank Wright-R																	1		1
Georgia Baker - R													1						1
Jack Parlier			1																1
Jerry Desroff					1														1
Joe Nelson										1									1
John Guthrie-R										1									1
Marcus Crews-R					1														1
Mark Charspich																1			1
Mark Wilson-R					1														1
Nell Parker-R														1					1
Paul Moran								1											1
Paul White-R																			1
Randy Jones-R																	1		1
Ray Lloyd-R					1														1
Rhonda Amis-R																	1		1
Roy Munny-R																	1		1
Total	110	45	87	43	154	253	167	78	188	164	185	218	155	0	217	78	308	-90	2207

## TEAM STANDINGS

Killer Bees	110			1	1	153	167		188		185	1	155		32	1	308		1258
The Roast		45	87	42	163			78		164		217			185	77			1038
Total	110	45	87	43	164	153	167	78	188	164	185	218		0	217	78	308	0	2207



**SLANT SIX RACING NEWS  
QUARTER MILE RECORDS  
As of 7/12/08**

<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 8/23/08**

<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#	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	8.319	Charlie Schmid	8/23/08	80.026	Charlie Schmid	8/23/08

**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						