

SLANT SIX RACING NEWS

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TENTH ANNIVERSARY ISSUE



From driving through the Tennessee darkness at two in the morning to finding out what it feels like when the front wheels come off the ground, the last ten years will always be very special to me. How else could I have indulged my passion for Slant 6s and 62 Valiants and shared it with so many people who might actually understand it?

CELEBRATING TEN YEARS OF SLANT SIX RACING

I've spent the better part of the summer sorting through thousands of photos to put together this special issue of the Slant 6 Racing News celebrating ten years of publication. I've tried to capture the flavor of what these ten years have been like and include everybody who helped to make it possible.

When we started this, there was a tremendous reservoir of energy waiting to be released. After spending several million dollars, crashing a few cars, and breaking more than a few parts, the enthusiasm that used to propel us has ebbed somewhat. Economics, changing priorities, and the vicissitudes of life have all played a role in the changing character of the Slant 6 scene.

On the other hand there is new enthusiasm, especially on the west coast, and many newer racers wanting to write their own history. No one knows what the next ten years will bring, but there is no question that the last ten years were a special time for all of us. I hope you all enjoy this special issue as much as I enjoyed putting it together.



In the beginning we thought that black and white photos would reproduce better than color. Gary Bruner not only won the first Slant 6 race at Bristol in 1997 but he also went on to win the hotly contested footbrake bracket at that same event.

FROM BRISTOL 1997 TO CLAY CITY 1998

The origins of the Slant 6 Racing News go back to July, 1997. Bobby Rogers, promoter of the Mopar Muscle Southern Classic, one of the premier Mopar shows, agreed to add a Slant 6 race to his event. Through the late eighties and into the nineties, people who had been racing Slant 6 powered cars in various parts of the country became aware of each other. Most often this occurred through features on their cars in the Slant Six News, the quarterly publication of the Slant Six Club of America published by Jack Poehler in Salem, OR. Some also met and raced each other at the Mopar Nationals in Columbus or Indianapolis during those same years. It was kind of like in Close Encounters of the Third Kind, where people who didn't know each other were building models of the Devil's Tower in their living rooms!

When Meril Bruner and others talked Bobby Rogers into doing the race at Bristol in 1997, the word spread through the loose knit Slant 6 racing community. That powerful compulsion was at work, and amazingly twelve cars showed up at Bristol. Others interested in Slant 6 racing felt the same draw, Doug Dutra and Bob Stepp came all the way from California and I drove all the way down from Minnesota, the longest trip I had ever attempted in my white 62 Valiant. I would be remiss if I didn't also acknowledge the role of Dan Gallo who was the advertising manager at Mopar Action magazine at the time. Dan was also a long time Slant 6 fan and used his position to sell Bobby Rogers on the idea and get the magazine to put up \$150 in prize money.

I arrived at the track mid morning on Saturday and soon after I arrived I heard them calling the Slant 6 cars up for a time trial. I hurried to find a place in the stands where I could take some pictures, and just then the cars started going down the track. I hadn't had a chance to meet anybody, or even find where the Slant 6 cars were pitted, so I didn't know who was driving any of the cars I saw go down the track. There was a nice red 66 Dart that ran in the 14s, my first meeting with three time National Champion Ron Hamby. There was a turquoise 62 Lancer that ran in the 13s, the winningest Slant 6 of

all time campaigned by Rodney and Jerry Hargis. There was a red 64 Valiant that did big smoky burnouts and seemed to sound more powerful than the others, that would be Gary Bruner who went to win that first race. There was a partially finished light blue 62 Valiant that had part of the rear fender sort of flapping in the breeze; that would be Meril Bruner's car that was to become my race car. There was a 74 Dart named the Hillside Six which was running in the twelves and would prove to be the fastest car that day, this was Howard Davis' car. Another early model red Valiant that had a real strong motor proved to be the one of a kind 60 Valiant two door that Meril Bruner built and sold to James Morgan. A later model Aspen was making some pretty strong runs, this was Mike Reese's car being driven by John Cox. My two favorite cars were a blue 67 Barracuda notch back and another 66 Dart. Both cars featured reworked chassis that permitted a very low ride height and both had very strong engines. That Barracuda belonged to Will Burns and the Dart to John and Jim Cox. Meril brought two other cars down to fill out the field, a green 67 Valiant and a white 65 Valiant. It is believed that these cars were driven by Junior Foley and his wife Beverly. The other car that day was a green four door entered by Wayne Triplett a friend of Ron Hamby's.

After the time trials were over I found the area where the Slant 6 cars were pitted and talked to as many of the drivers as possible. I was like a kid in a candy store, I had raced Slant 6s in the 60s and the 70s and I really had the itch to get back into it. I tried to convince Will Burns to sell me his car but I couldn't persuade him. I made a similar offer to Meril, who pretended not to be interested at the time but I gave him my phone number in case he changed his mind. I was feverishly taking pictures and collecting information, especially how to get a hold of these people in the future. I found Doug Dutra and Bob Stepp and introduced myself to them, they really didn't know what to think. My mind was going about a hundred miles an hour all the time I was there and all the way home. For some reason I can't remember I needed to be home by Sunday night so I couldn't even stay for the Slant 6 race later on Saturday. It was on the long trip home that the idea to put out the newsletter really started to come together.

When I got home I wrote a letter to Doug Dutra laying out what I had in mind and asking him to lend his name to the project. Doug had the information on the outcome of the race and some good pictures that served as a basis of that first issue. We put together a mailing list from information in the Slant Six News, especially the want ads. I remember how exciting it was when I was hand addressing that first issue to the likes of Pete McNicholl and Wilford Day. Pretty soon I started to hear from other Slant 6 racers that weren't at Bristol. There was a guy named Gordon Stevens up in Pennsylvania that had been bracketing racing a Slant 6 very successfully for years. Charles Myers called me to tell about the Slant 6 powered dragster that would be ready the next spring. Down in Georgia a couple of racers named Dale Rose and Ron Parker had been racing Slant 6s at their local track and they were anxious to meet others. I got letters from Barry Harrison and Dennis Schumers telling of their racing exploits in Slant 6 powered machines. Dave Mueller and Doug Powers were racing out in the Portland, OR area and I had been talking to Jeff Droll, the designated Slant 6 expert for the Inliners club, for several years.

Back in 1997 two Midwest racers who couldn't get to Bristol were contending for the title of quickest Slant 6 powered doorslammer. Mike Jeffrey and Mark Goodman both had their cars running well into the elevens and continued to lead the way to even faster times over the coming years.

The first issue of the newsletter came out in August of 1997 and had only 8 pages. Over the next year we found enough information to put out six more issues and #7, my all time favorite, the "Clay City Souvenir Issue" was up to 22 pages. In that issue we

introduced Cameron Tilley, toured Terry Hendrick's shop, announced the start of the 10 second club, and pumped up interest for the Clay City race.

The Bristol track was torn up for a complete rebuilding in 1998 and the site of the Mopar Muscle Southern Classic was moved to Clay City, KY, a little known venue about 40 miles from Lexington. At the time there was a lot of discussion concerning the effect of the new location, but in the end virtually all the racers we had gotten to know over the past year showed up to support the event. The Clay City track turned out to be very friendly to us and became everybody's favorite place to race. Cars came from so many far away places that the idea to display your own state's flag was born. Just to show how momentous this gathering was, Bob Stepp flat towed Doug Dutra's 67 Barracuda all the way to Clay City from California and Pete Nicholl, the dean of all Slant 6 drag racers made a special trip all the way down from Michigan to be part of it. Every time I look at the group picture from Clay City I remember how special that time was for all of us. Everybody that was there shared in the pride we all felt for making something really special happen. That heady aura of success catapulted us into the golden years of Slant 6 racing.



The group photo that we took at Clay City in 1998 captures the spirit of that day better than any words can. Anchored by Bob Stepp on the left and Blaine Mueller on the right, most of the players that would make the next nine years so special were on hand for this photo. Charles Myers' crew and Jeff Droll left before the picture was taken. Gordie Stevens and Mike Reese didn't make it to the first Clay City race and Dale Rose and Ron Parker down in Georgia hadn't found out about us yet.

A BRIEF HISTORY OF THE SSRN POINTS SERIES

We put together rules for our first formal points series in 1999 and it has proven to be very popular with the racers since then. With the addition of big money payouts for the top ten finishers provided by Bob Stepp, and national magazine coverage in the Mopar Collectors Guide, the points race has become the backbone of our racing program. The drama, the disappointments, and the heroics have provided us with countless memorable moments. Here is a short history of our premier contest.

1998-We didn't really have a points race our first year, the idea of a series of races was still just something we dreamed about. Regardless, Rodney Hargis was unquestionably the champion winning the races at Knoxville, Columbus, and Clay City when the only other event was in Chicago. Rodney won every round he was in for 1998 and kept that streak going into the 1999 season.

1999-This was the first year we had a points racing series and fittingly Ron Hamby was our first national champion. Meril Bruner had his best year in 1999 and runner upped when Ron won the big race at Clay City toward the end of the season. Ron won that first championship driving his red 66 Dart that he is going to put back on the street some day.

2000-The 2000 points race was one of the tightest ever with nine possible winners going into September. Six of those nine were at the Atlanta race where a delighted Ron Parker came out on top. Atlanta runner up Charles Myers also runnered up for the points championship.

2001-This a nail biter with three drivers, Rodney Hargis, Ron Hamby, and Gordie Stevens all in contention and all at the final race of the year at Richmond, VA! Gordie Stevens won the race and the championship determined by a tie breaking rule over second place Ron Hamby.

2002-Ron Hamby and Rodney Hargis duked it out all year with both contesting 8 out of a possible 10 races. Ron won three races and the championship, while Rodney won once but runnered up three times, twice in five round races.

2003-Ron Hamby had his best year ever with three race wins, two of which went five rounds plus a runner up. Dale Rose was on Ron's heels all year. The key race was at St. Louis which Ron Hamby won after staying up all night repairing his transmission.

2004-This was a year long battle between Dale Rose and Rodney Hargis with both drivers contesting 8 out of 9 possible races. Once again St. Louis proved to be the deciding race with Dale taking the win and the championship by 10 points.

2005-This was an exciting three way contest between Rodney Hargis, Ron Parker, and Norman Foster. Norman couldn't attend the critical Wilkesboro race because he was in the hospital leaving Ron and Rodney to fight it out. Ron and Rodney raced each other in the third round with Rodney taking the win and the championship.

2006-Norman Foster picked up where he left off the year before by winning 3 out of the first 4 races in the eastern part of the country. Norman fended off a possible challenge at the season ending Piedmont double race by runner upping in both contests! Note how in 2001, 2003, 2004, and 2005 the bridesmaid went on to the championship the next year.



Ron Hamby and Gary Bruner hold up the short lived crystal cup which broke in the mail on the way to Gordie Stevens.



The coveted traveling trophy.



Ron and Kay Hamby won the championship in 1999, 2002 and 2003. here with his long time sponsor Jerry Parson's and his wife.



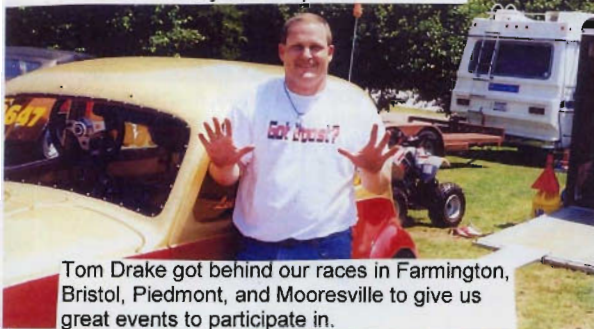
Three champions on a cold day in Columbus; Ron Parker (2000), Gordie Stevens (2001), and Dale Rose (2004).



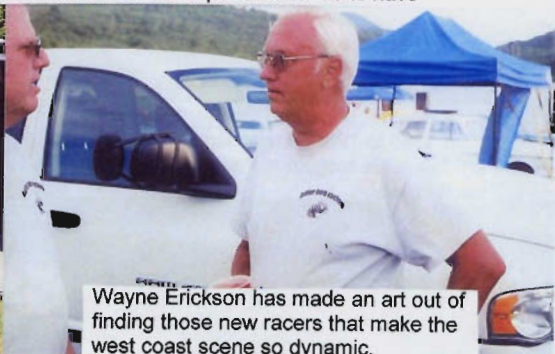
Rodney Hargis 2005 champion hands the traveling trophy over to 2006 champ Norman Foster.

THOSE THAT MADE IT POSSIBLE

Whatever success we have had is first attributable to all the racers who made the effort, spent the money, and convinced the family that this is how they should be spending their summers! But our racing series could have never been as significant as it was without the special efforts of these individuals. Whether they contributed money, promotional expertise, publicity, or the behind the scenes efforts that are required to make races happen, we all owe thanks to these men who made it possible for us to have ten years of special memories!



Tom Drake got behind our races in Farmington, Bristol, Piedmont, and Mooresville to give us great events to participate in.



Wayne Erickson has made an art out of finding those new racers that make the west coast scene so dynamic.



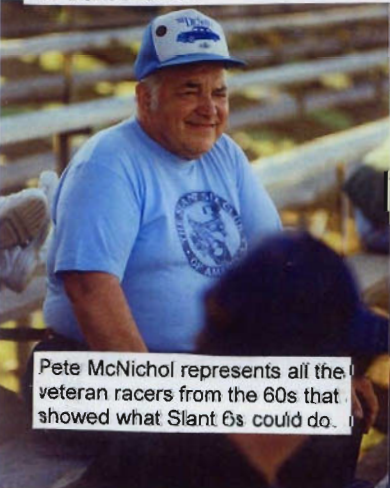
Doug Dutra shared his vast knowledge about Slants 6s and worked to make the slantsix.org website the go to place for Slant 6 racers.



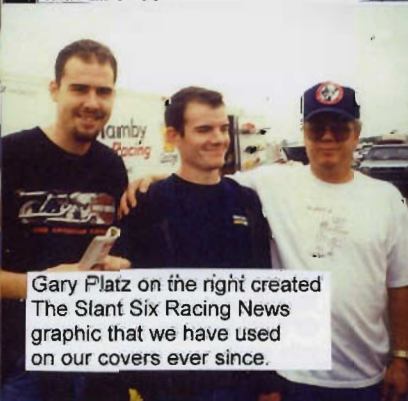
Jim Cox sparked our involvement with the Chrysler Classic series, established the parts business, and shared his vast enthusiasm with all of us.



Ron Parker and Dale Rose were the best at recruiting new racers for our series like Oscar Derrick and Norman Foster.



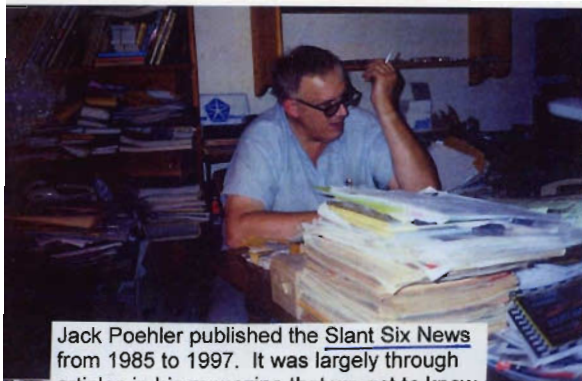
Pete McNichol represents all the veteran racers from the 60s that showed what Slant 6s could do.



Gary Platz on the right created The Slant Six Racing News graphic that we have used on our covers ever since.



Jeff Long of Paxton, IL was a major sponsor for our races at Chicago and St. Louis.



Jack Poehler published the Slant Six News from 1985 to 1997. It was largely through articles in his magazine that we got to know each other.



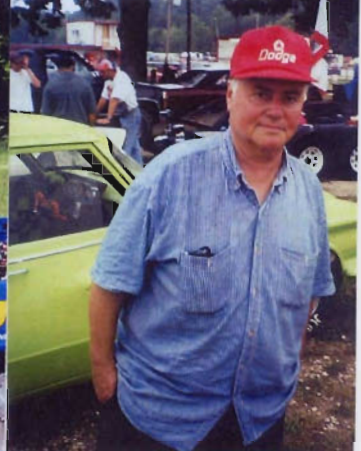
Ron Hamby and Tim Harold, manager of Empire Chrysler put on the great race at Wilkesboro each summer.



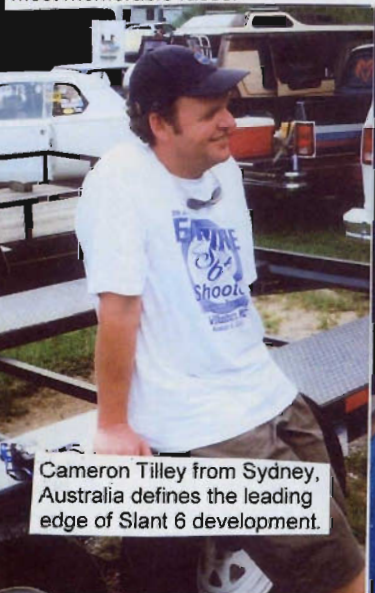
Bobby Rogers, promoter of the Mopar Muscle Southern Classic had faith in us and promoted some of our most memorable races.



Rob Wolfe, publisher of the Mopar Collectors Guide covers our races each month in his national magazine.



Bob Stepp has paid out over \$20,000 in prize money to reward racers and increase the profile of Slant 6 racing.



Cameron Tilley from Sydney, Australia defines the leading edge of Slant 6 development.



Meril Bruner is a tireless promoter of Slant 6 racing, builds cars and tells stories.



Romeo Furio reminds all his friends in the industry and media that Slant 6s still exist.



Hard to believe but the most powerful Slant 6 as of 2007 is in a street machine on gas. Cameron Tilley's turbocharged, intercooled, and injected motor kicked out 626HP on the dyno, then pushed Cameron's 3400# 4 dr Australian VC Valiant to 10.68 and 127MPH!

HOW FAST CAN A SLANT 6 GO?

Through the years, the racing news has focused on performance improvement. In 1997 there were only two cars capable of running in the elevens in the quarter mile. Over the last ten years at least fourteen more have joined Mike Jeffrey and Mark Goodman in that exclusive club. Nitrous systems, supercharging, and lighter chassis played a role, but the sharing of information between racers, to a greater degree than in other racing series, has benefited everyone and helped us all to make our cars faster.

The old saying "speed costs money, how fast do you want to go?" still applies and there has been a decline in interest in going fast since the Cox Brother's car crashed in 2003. Most of these cars still exist, but some are rarely seen. Wouldn't it be great if we could get all these cars together at one race?

Back in 1997 we knew of no full bodied car that had ever run the quarter mile in less than 11 seconds. That was the impetus for the ten second club that was opened in 1999. Before 1999 was over, Mike Jeffrey posted the first 10 second run and within another year Charles Myers and Mark Goodman had made similar runs. At Clay City in 2000 Charles Myers unleashed a 10.31 ET that started the race to see who could be the first to record a doorslammer nine.

That one took a little longer. The large doses of nitrous produced new engine and handling problems. It was June of 2003 when Charles Myers hoisted the huge trophy that Jeff Johnson offered when he ran a 9.93 at Hamilton, OH. The Cox Brothers notched their first nine at Milan, MI later that summer and then crashed their car at the

Mopar Nationals. The fastest ever doorslammer run was recorded by Tom Drake at Bristol in 2004 where he went 9.85, unfortunately the Simca rolled and slid down the second eighth mile on its roof trying to back up that time.

It's not hard to see why interest in going this fast has waned since then. The equipment is there, Charles Myers twin flying toilet induction system and Leighton Drake's turbo Rampage truck have yet to show their full potential. If you put Cameron Tilley's turbocharged motor in Dale Rose's Arrow it would be capable of running in the eights. Bob Stepp might be right that it isn't worth the risk of another crash to keep trying to go faster.

A general observation on performance progress over the last ten years would be that the 225 motor proved to be capable of taking more abuse then anyone would have thought possible. Some of the most powerful motors, Cameron Tilley's and Leighton Drake's turbos, utilize stock rods and cranks. Nobody explored the potential of the structurally superior low deck 170 motor and perhaps there is no reason to. Performance will continue to improve as more racers learn to reach the kind of airflow figures that Cameron Tilley has produced. Maybe someday an after market head will be developed launching a new era of Slant 6 performance.

The most impressive performance of the last ten years has to be Brent Laney's B/A record run at St. Louis in 2003. After confessing to dabbling with nitro in the past, the Green Team rebuilt the motor and changed gearing to record times of 10.71 and 120.81MPH on straight alcohol. If you never got to see the Green Lancer run, you missed a show. The five speed transmission allowed the engine to operate in an extremely high RPM range to take full advantage of the long duration roller cam. In December of 2002 we were on hand when the engine was completely disassembled and got to measure and photograph everything for one of our best articles ever.



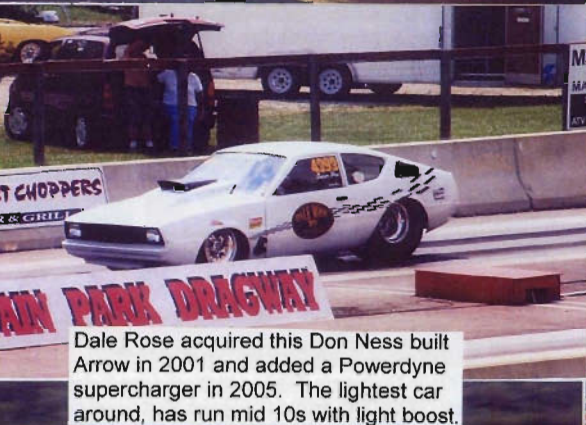
In 2002 we tried to put together a Fast Four field to race heads up at some of our events. Most of the time we could only field one or two competitive cars and the races tended to be quite one sided. Finally at Clay City in July everything came together and we had six ten second cars trying to qualify for the Fast Four race. Will Burns and Tom Drake's cars had troubles leaving low qualifier John Cox at 10.43, Mike Jeffrey, Brent Laney, and Charles Myers to line up for the fast four race on Sunday morning. Charles had been having trouble getting down the track in qualifying but he was solidly in the tens when it counted. John Cox red lighted against Charles in the first round and Mike Jeffrey bested Brent Laney. In the final it was all Charles at 10.40 over Mike's game 10.67!



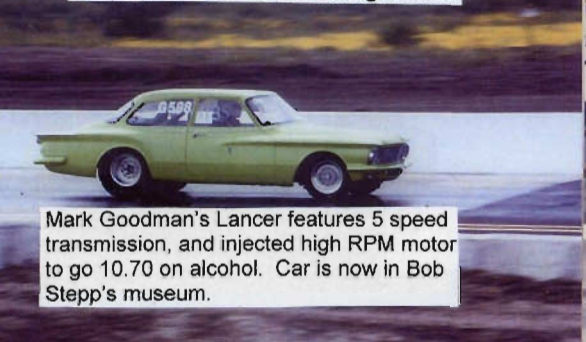
Charles Myers' Arrow provided us with many thrills through the years including the first nine second run in 2003.



The Cox Brothers' 66 Dart also got into the nines but then crashed the next time out.



Dale Rose acquired this Don Ness built Arrow in 2001 and added a Powerdyne supercharger in 2005. The lightest car around, has run mid 10s with light boost.



Mark Goodman's Lancer features 5 speed transmission, and injected high RPM motor to go 10.70 on alcohol. Car is now in Bob Stepp's museum.



Tom Drake drove his father's turbo Simca to the fastest doorslammer time ever, a 9.85. Engineering, finish, and detail are second to none.



Mike Jeffrey's Buzzin' Half Duzzin was the first car to qualify for the 10 second club in 1999. Large doses of nitrous eventually pushed it into the low tens.



Will Burns' 67 Barracuda is the sleekest A body, has seen mid 10's on nitrous. Electronic injection is coming.

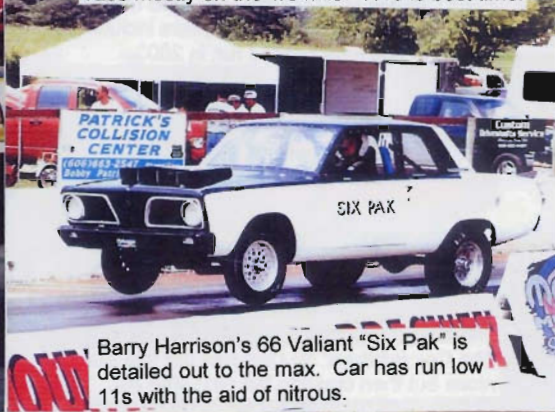


Before Charles Myers got his Arrow he raced this unique Slant 6 powered dragster. Car ran low 10s W/O nitrous.

In recent years Ron Hamby has detuned his car to run in the twelves but he once ran a full boogie nitrous system good for low 11s.



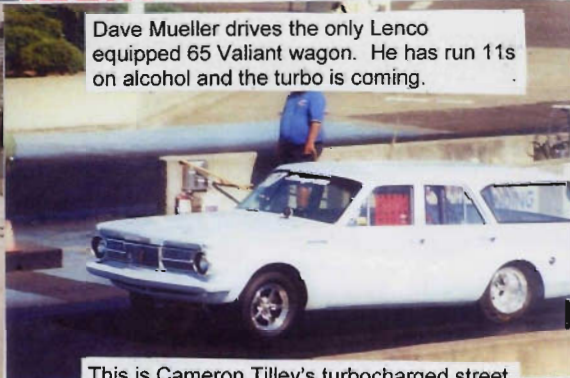
Howard Davis' continues to refine his strong running Hillside Six. Howard and son Jason race mostly on the 1/8 mile. 7.19 is best time.



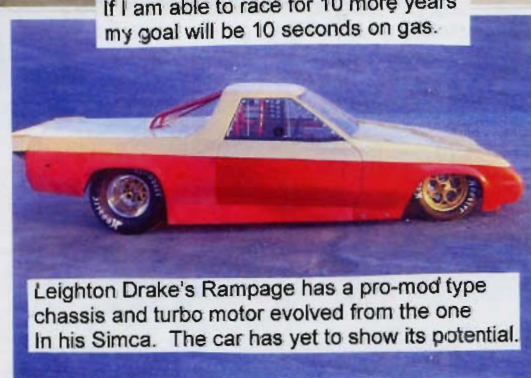
2006 National Champion Norman Foster drives this unusual Mitsubishi Challenger. Will run high 11s on alcohol.



Dave Mueller drives the only Lenco equipped 65 Valiant wagon. He has run 11s on alcohol and the turbo is coming.



If I am able to race for 10 more years my goal will be 10 seconds on gas.



This is Cameron Tilley's turbocharged street toy. 600+ HP motor has pushed it to mid 10 second times.



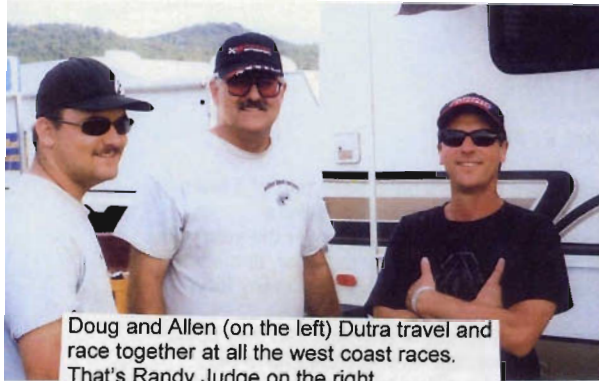
Leighton Drake's Rampage has a pro-mod type chassis and turbo motor evolved from the one in his Simca. The car has yet to show its potential.

IT'S A TEAM EFFORT

Through the years most of the successful Slant 6 racers have been part of a team. Many of the racing partners have become just as familiar to us as the drivers themselves. I looked back through all the photos I have accumulated over the years to present this pictorial feature on teams. Some teams are no longer together, and some don't race any more, but I think you will agree these photos all bring back many fond memories.

For years the Cox Brother's trailer was the social center of any race that they could get to. Not only would they bring two or three cars but hoards of friends and family members. There was always plenty of food and maybe a cold beverage available. Then at night there would be a bonfire and partying late into the night. Slant 6 racing has never been quite the same without that team!

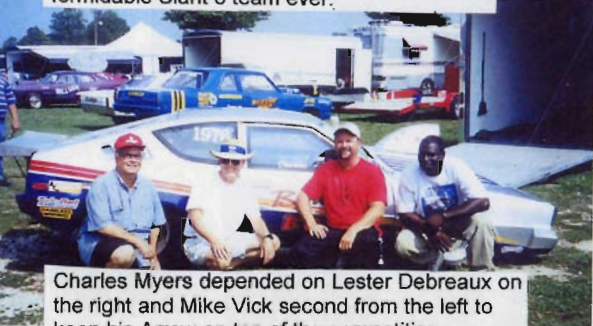




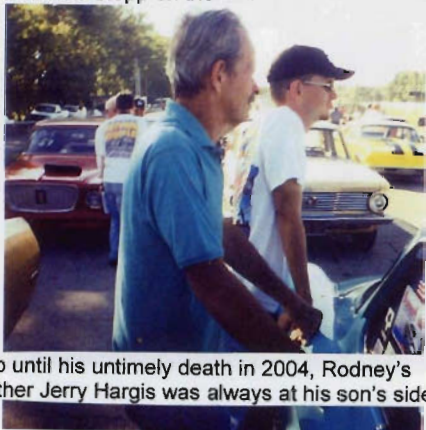
Doug and Allen (on the left) Dutra travel and race together at all the west coast races. That's Randy Judge on the right.



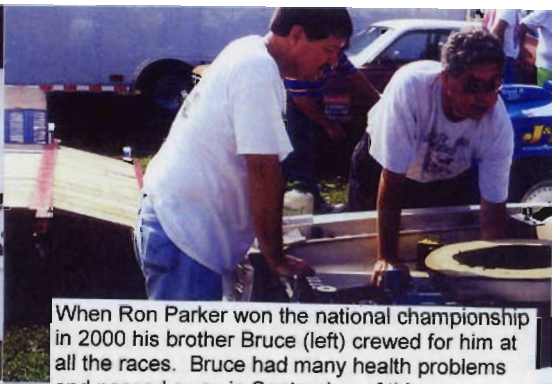
John (on the left) and Jim Cox along with their families and friends made up the most formidable Slant 6 team ever.



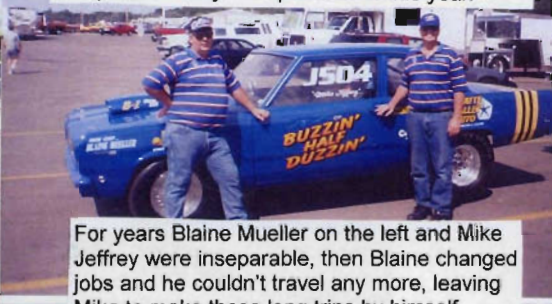
Charles Myers depended on Lester Debreux on the right and Mike Vick second from the left to keep his Arrow on top of the competition. That's Bob Stepp on the left.



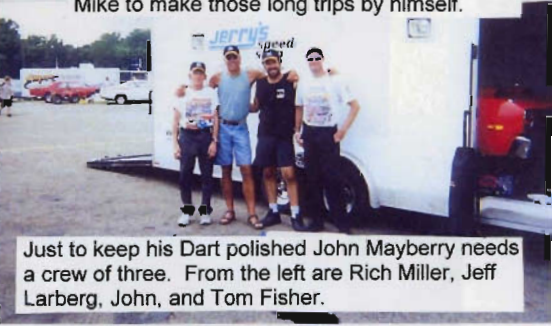
Up until his untimely death in 2004, Rodney's father Jerry Hargis was always at his son's side.



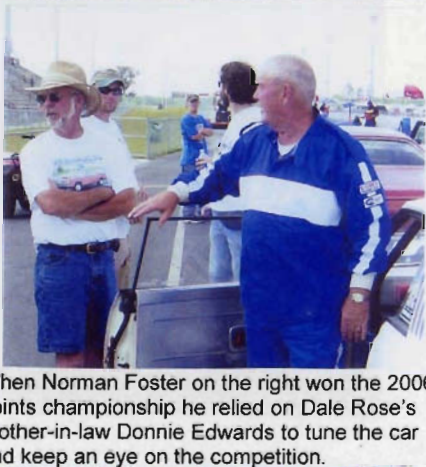
When Ron Parker won the national championship in 2000 his brother Bruce (left) crewed for him at all the races. Bruce had many health problems and passed away in September of this year.



For years Blaine Mueller on the left and Mike Jeffrey were inseparable, then Blaine changed jobs and he couldn't travel any more, leaving Mike to make those long trips by himself.



Just to keep his Dart polished John Mayberry needs a crew of three. From the left are Rich Miller, Jeff Larberg, John, and Tom Fisher.



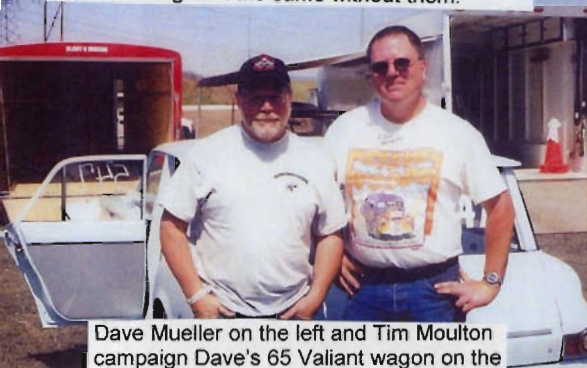
When Norman Foster on the right won the 2006 points championship he relied on Dale Rose's brother-in-law Donnie Edwards to tune the car and keep an eye on the competition.



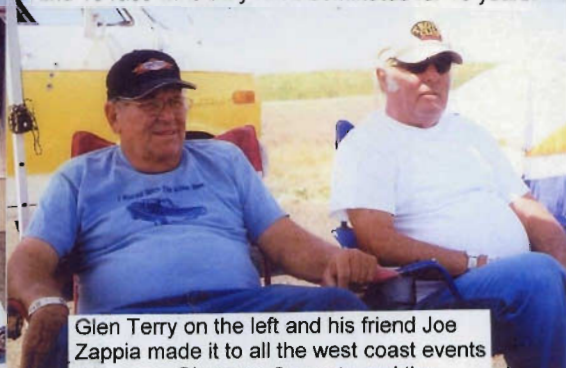
Mark Goodman on the left, Brent Laney and Wes Alumbaugh had the talent, the vision, and the resources to field the awesome Green Team. Slant 6 racing isn't the same without them.



Ron and Kay Hamby are the most successful team ever. With three National Championships and 15 race wins they have dominated for 10 years.



Dave Mueller on the left and Tim Moulton campaign Dave's 65 Valiant wagon on the west coast. Every year Dave finds a way to improve his very sophisticated ride.



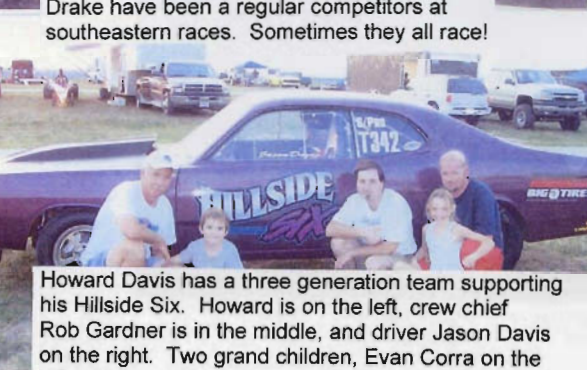
Glen Terry on the left and his friend Joe Zappia made it to all the west coast events this year. Glen won 3 events and the National Championship.



Mother Judy, father Leighton, and son Tom Drake have been a regular competitors at southeastern races. Sometimes they all race!



Wayne on the left and Aric Erickson have breathed new life into Slant 6 racing on the west coast. Swing Six runs Mike Jeffrey power.



Howard Davis has a three generation team supporting his Hillside Six. Howard is on the left, crew chief Rob Gardner is in the middle, and driver Jason Davis on the right. Two grandchildren, Evan Corra on the left and Jacee Davis are being groomed as future drivers.



Becky Shifflett and John Crum paired up to race this 68 Dart. With Becky driving and John wrenching they won 1 out of 3 Slant 6 events. I always look forward to my trips to their shop in Xenia, OH.

IT'S A FAMILY AFFAIR

Just as important as teams, has been the role of families in creating the total Slant 6 racing experience. Wives, girl friends, children, brothers, sisters, and pets are always on hand to support the racers and make everything more interesting. Families congregate in the shade of motor home awnings and EZ up shelters. There are children to watch, books to read, food to prepare, and lots of good conversation. The very presence of women and families dilutes the testosterone, adrenaline, and ego juice that sloshes around race tracks. Many years from now when we look back on these times it will be the photos that include friends and family that we remember the most.

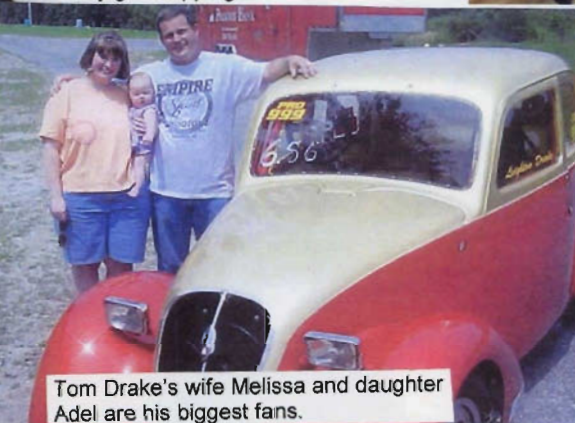




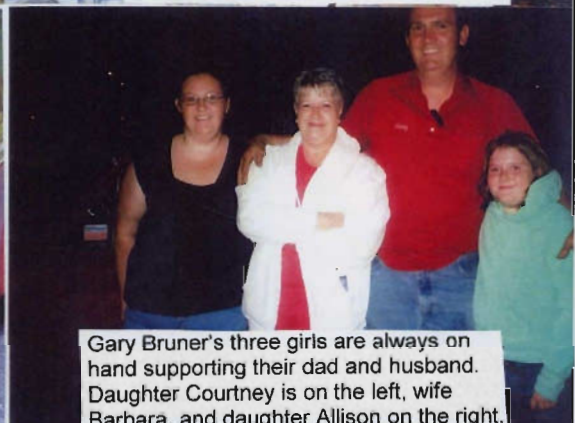
Elaine Foster on the left and Myra Rose are riding around in their golf cart before they go shopping.



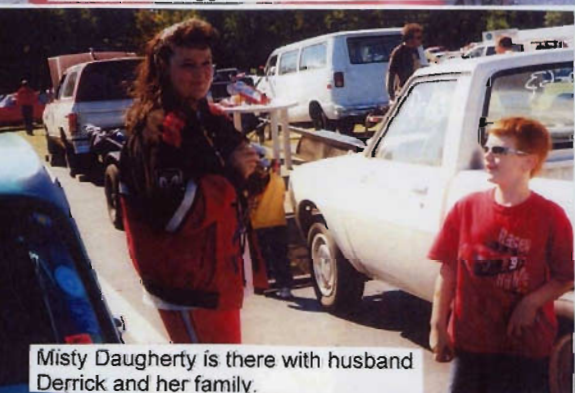
Larry Chesney's wife Ellen has the job of keeping Larry healthy and ready to race.



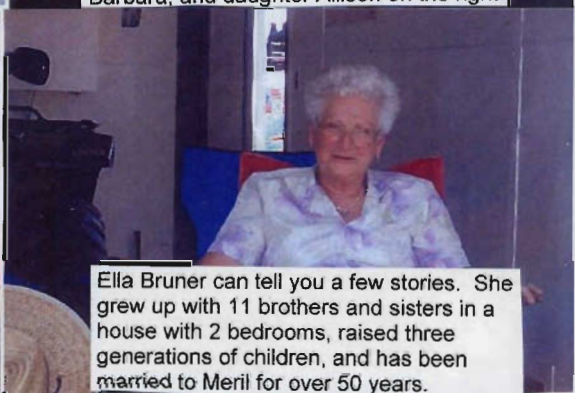
Tom Drake's wife Melissa and daughter Adel are his biggest fans.



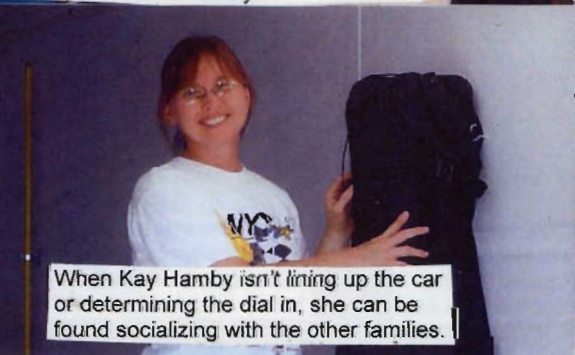
Gary Bruner's three girls are always on hand supporting their dad and husband. Daughter Courtney is on the left, wife Barbara, and daughter Allison on the right.



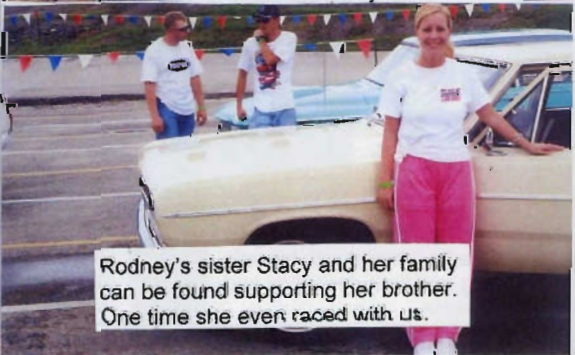
Misty Daugherty is there with husband Derrick and her family.



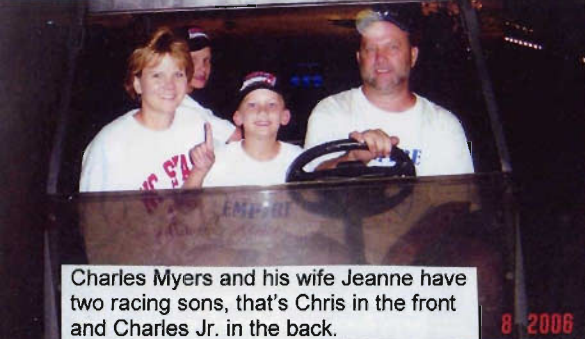
Ella Bruner can tell you a few stories. She grew up with 11 brothers and sisters in a house with 2 bedrooms, raised three generations of children, and has been married to Meril for over 50 years.



When Kay Hamby isn't lining up the car or determining the dial in, she can be found socializing with the other families.



Rodney's sister Stacy and her family can be found supporting her brother. One time she even raced with us.



Charles Myers and his wife Jeanne have two racing sons, that's Chris in the front and Charles Jr. in the back.



Ron Parker's wife Judy is trying to imitate her husband's patented race face in this picture from Gatlinsburg in 2004.



Judy Drake, husband of Leighton, Mother of Tom and accomplished racer in her own right.



Gordie Steven's wife Colleen and their dog Crankshaft.



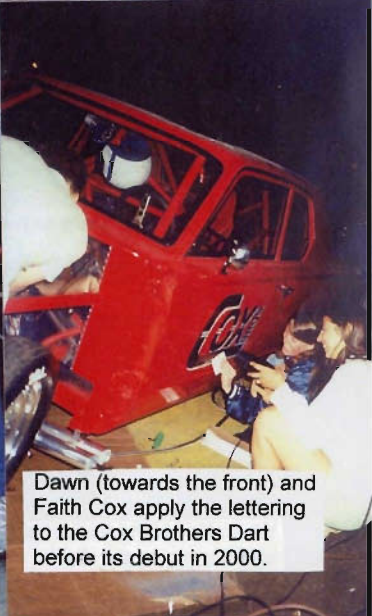
Paul Moran with his wife Kristin and son Paul Jr. at Wilkesboro in 2005.



Charlie Schmid with his wife Peg and their dogs Jinx and Dipstick.



Diane Hargis is always there for her son Rodney and the rest of the Slant 6 community.



Dawn (towards the front) and Faith Cox apply the lettering to the Cox Brothers Dart before its debut in 2000.

THOSE FABULOUS EXNER A BODIES

When the Slant 6 made its debut in the 1960 model year, it was just part of a bold reworking of the entire Chrysler product line. A switch was made to the unit body method of construction from the separate frame and body scheme that most manufacturers had been using. Chief stylist Virgil Exner sculpted the new models in shapes based on Chrysler show cars from the fifties. Exner's fascination with aerodynamic shapes had spawned the wildly successful 1955 and 1957 models remembered for their prominent tailfins.

Unfortunately his sculptured creations did not prove to be as popular with buyers. Chrysler's sales suffered and Exner was ousted in 1960 but his last designs were still put into production in 1961 and 1962. Ford stylist Elwood Engle was hired to undertake a crash program to disguise the Exner origins of the cars that would come out in 1963 and later years. The 1960-2 Exner cars would probably be largely forgotten by now if it wasn't for the fact that Chrysler engineers were busy introducing many performance innovations during this period. Tuned induction, over the counter performance parts, special racing packages, and extensive use of aluminum castings made Chrysler products formidable competitors in racing, especially drag racing.

Superior performance and Exner styling became synonymous. Many Slant 6 racers have used the 60-62 A bodies as a basis for their race cars. As a practical matter they are the lightest chassis that featured Slant 6 power. Generous rear wheel wells and the fact that most chassis parts are the same as later and larger models make them easy to modify. The unit structure is well designed to provide a basis for a very rigid chassis. The Achilles heel of the early A body is its propensity to rust when road dirt is not flushed from every nook and cranny. Amazingly a fair number of these cars have survived, although the more desirable two door models were always in the minority.

Periodically we have floated the idea of staging a special race just for 60-62 A bodies. We have never quite got our act together on this but it still may happen some day. Tom Drake recently suggested that we contact one of the big shows like the Mopar Nationals with the idea of such an event but adding the numerous larger V-8 powered cars from those same years. Maybe some day, until then, take a look at all of the Exner era cars that have competed in Slant 6 races over the past ten years. We all owe a debt to Meril Bruner and Mark Goodman whose worship of the early A body has inspired us all.



If he's driving on the wrong side it must be Cameron Tilley in his Slant 6 powered S Series Australian Valiant. Cameron has done more development work on Slant 6 combinations than anyone else. His engines set the standard that we all aspire to.



Meril Bruner built the four cars on the top of this page. Meril and Grandson Lukus have won a lot of rounds with this car. Sometimes a 360 gets in there.



This is my race car with delay box and all. After debuting with a 12.20 in 1998 I crashed it the next year but eventually got it running pretty good.



Meril outdid himself on this one, changing a 1960 4 door car into a 2 door. James Morgan had some success with this car, Meril gets it back periodically.



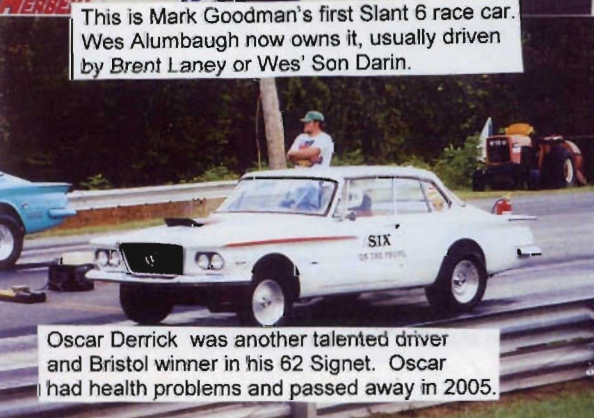
Meril turned a 62 Signet that I traded to him into a post car with the biggest wheel wells ever on an early A body. Ray Smith owned it for awhile until Meril got it back. Sometimes a V-8 car.



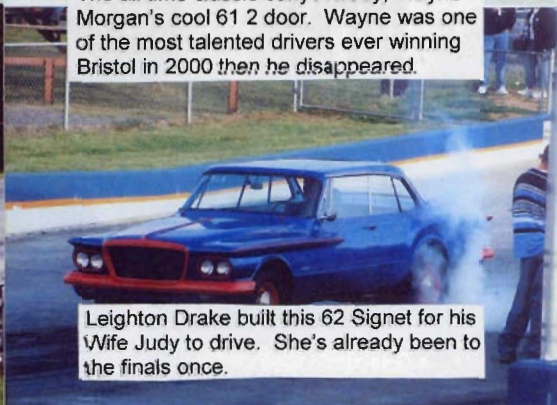
This is Mark Goodman's first Slant 6 race car. Wes Alumbaugh now owns it, usually driven by Brent Laney or Wes' Son Darin.



The all time classic early A body, Wayne Morgan's cool 61 2 door. Wayne was one of the most talented drivers ever winning Bristol in 2000 then he disappeared.



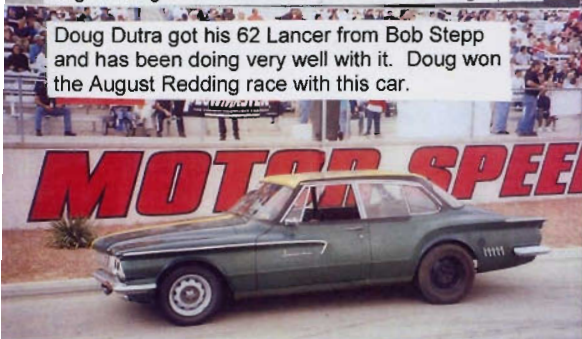
Oscar Derrick was another talented driver and Bristol winner in his 62 Signet. Oscar had health problems and passed away in 2005.



Leighton Drake built this 62 Signet for his Wife Judy to drive. She's already been to the finals once.



Mark Goodman's 61 Lancer combined sophisticated engineering with show car finish and detailing.



Doug Dutra got his 62 Lancer from Bob Stepp and has been doing very well with it. Doug won the August Redding race with this car.



Rodney Hargis' turquoise 62 Lancer has made more runs and won more rounds than any other Slant 6 car. It always attracts crowds in the pits.



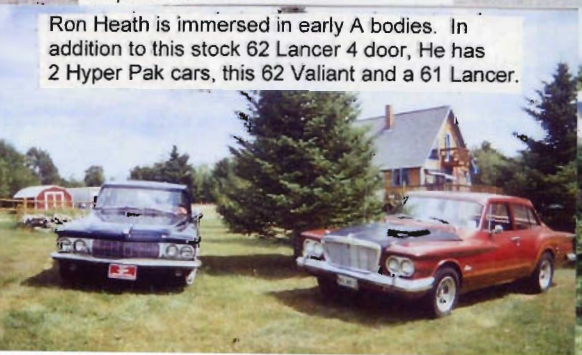
Bernie Kuschel's streetable black 62 turned an amazing 13.22 "on the motor" in 2005.



Paul Stark's fine 62 Lancer features a 5 speed transmission from a Dakota.



Kent Nichols has made a lot of races with his multi colored 62 Lancer. Right now he is busy raising 3 daughters.



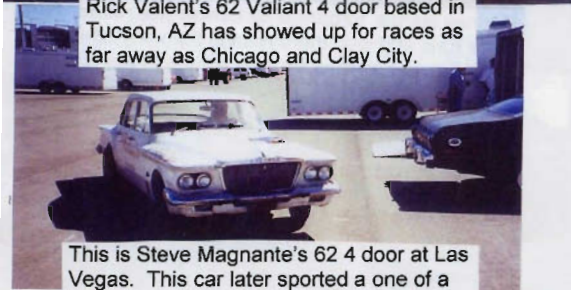
Ron Heath is immersed in early A bodies. In addition to this stock 62 Lancer 4 door, He has 2 Hyper Pak cars, this 62 Valiant and a 61 Lancer.



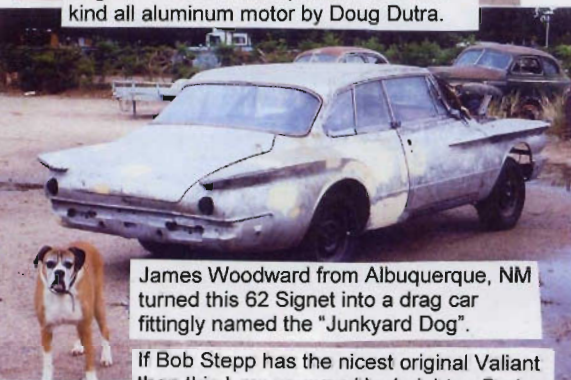
Russell Mason from Broken Arrow, OK built this all out 61 Lancer. Unfortunately we have never seen it run.



Rick Valent's 62 Valiant 4 door based in Tucson, AZ has showed up for races as far away as Chicago and Clay City.

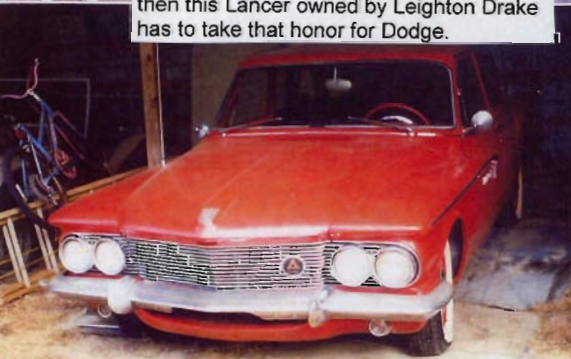


This is Steve Magnante's 62 4 door at Las Vegas. This car later sported a one of a kind all aluminum motor by Doug Dutra.



James Woodward from Albuquerque, NM turned this 62 Signet into a drag car fittingly named the "Junkyard Dog".

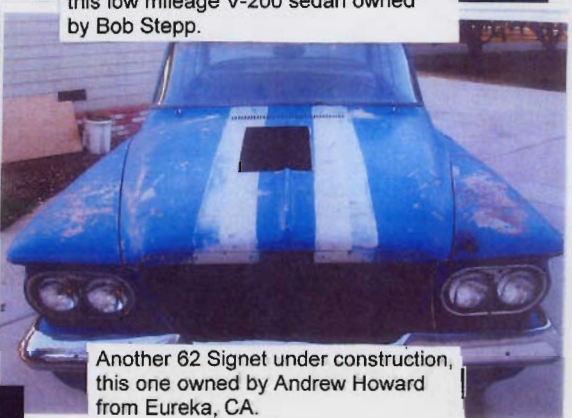
If Bob Stepp has the nicest original Valiant then this Lancer owned by Leighton Drake has to take that honor for Dodge.



My trusty white Valiant has covered over 100,000 miles just going to races. Next year we'll put the good motor back in and try for 13.50.



The most original 62 I have ever seen is this low mileage V-200 sedan owned by Bob Stepp.



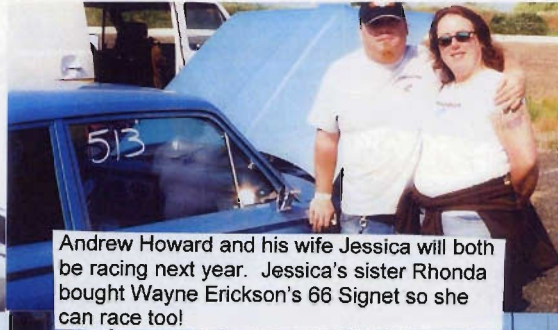
Another 62 Signet under construction, this one owned by Andrew Howard from Eureka, CA.

THE NEXT GENERATION

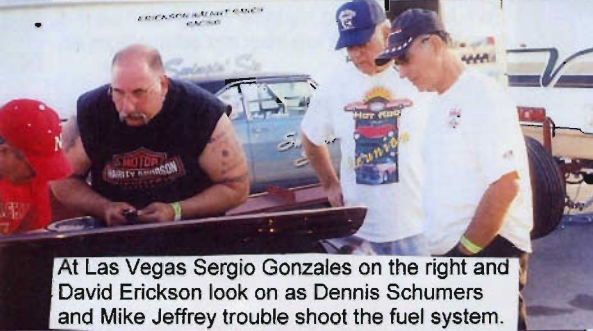
As much as the first ten years of Slant 6 racing were dominated by racers who were already competing before the Bristol race in 1997, the future belongs to a new group of Slant 6 racers who have joined us since that first race. At times there has been a concern that not enough new racers were joining the series. With participation increasing on the west coast, the future looks bright. Here are 44 racers that will carry the Slant 6 torch into the next decade.



Clint Boyt from Thomaston, GA was runner up at the South Georgia race twice.



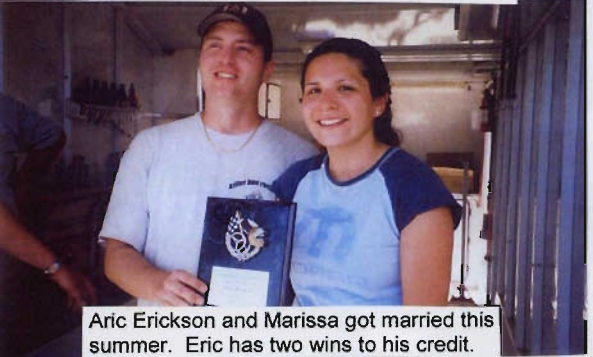
Andrew Howard and his wife Jessica will both be racing next year. Jessica's sister Rhonda bought Wayne Erickson's 66 Signet so she can race too!



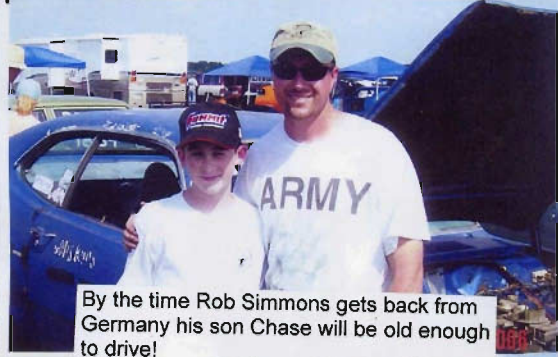
At Las Vegas Sergio Gonzales on the right and David Erickson look on as Dennis Schumers and Mike Jeffrey trouble shoot the fuel system.



Mike Evans from Waterloo, IA has won two races out of five entered



Eric Erickson and Marissa got married this summer. Eric has two wins to his credit.



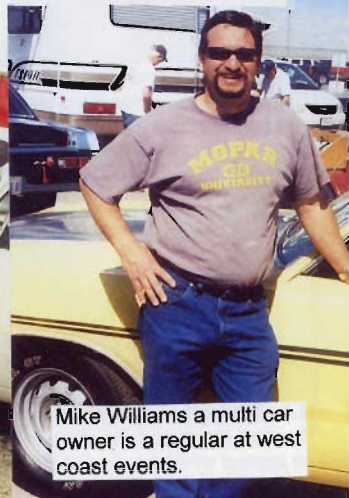
By the time Rob Simmons gets back from Germany his son Chase will be old enough to drive!



Brian Mimken from Stem, NC has the knack, finished fifth in National points in 2007.



Brian and Melissa Drosch campaign a nice 74 Duster from West Mifflin, PA.



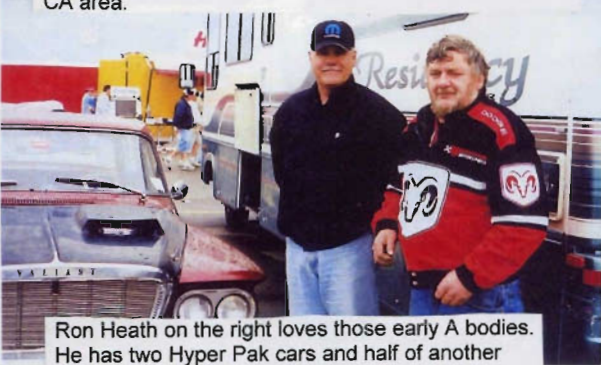
Mike Williams a multi car owner is a regular at west coast events.



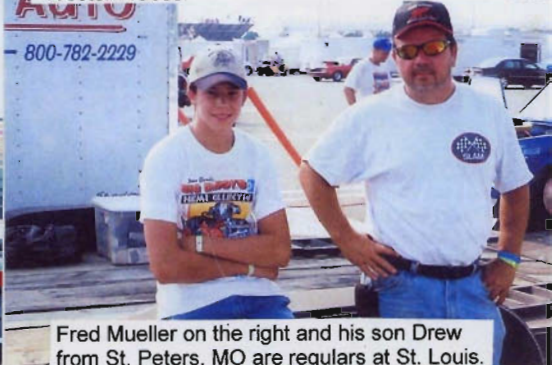
Marty Schmeltz is on the left with his Daughter Megan and her boyfriend Art Nunez. They're from the Oroville, CA area.



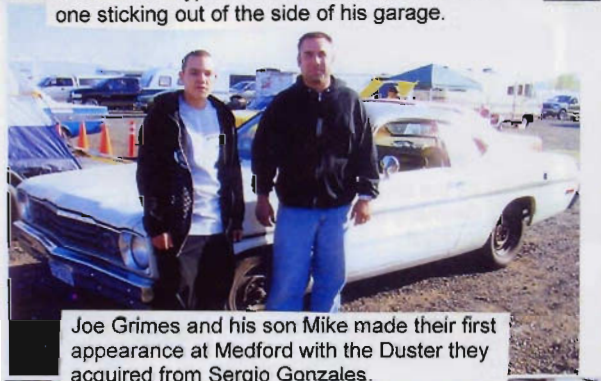
Edd Jesilowski and his Wife Pat, known as P.J., from Paradise, CA are frequent competitors at Western races.



Ron Heath on the right loves those early A bodies. He has two Hyper Pak cars and half of another one sticking out of the side of his garage.



Fred Mueller on the right and his son Drew from St. Peters, MO are regulars at St. Louis.



Joe Grimes and his son Mike made their first appearance at Medford with the Duster they acquired from Sergio Gonzales.



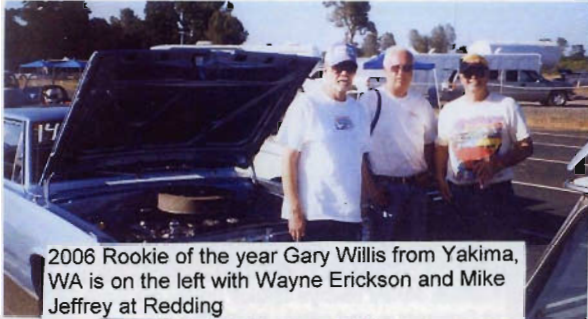
That's Charlie Holt from Herald, CA with Andrew Howard's wife Jessica.



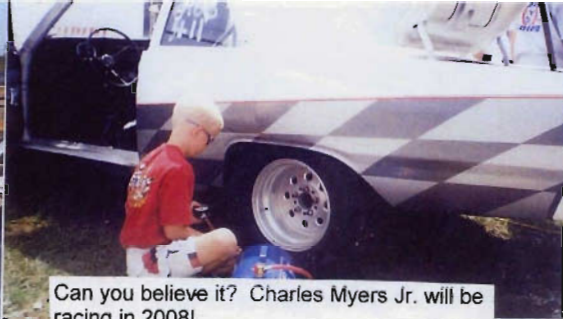
Lou Madsen on the left has 3 cars that he enters in road races and the drags. Paul Moran became a legend when he won at Wilkesboro in 2007.



C.J. Stokes from Halsey, OR is another regular at those West Coast events.



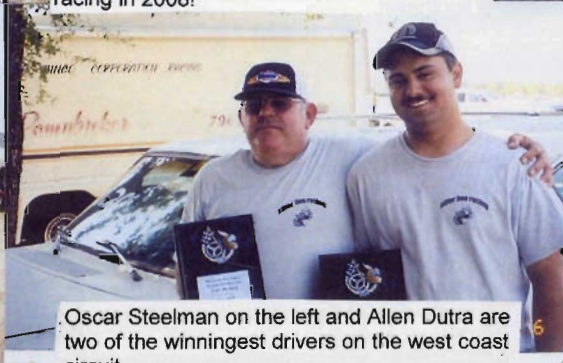
2006 Rookie of the year Gary Willis from Yakima, WA is on the left with Wayne Erickson and Mike Jeffrey at Redding



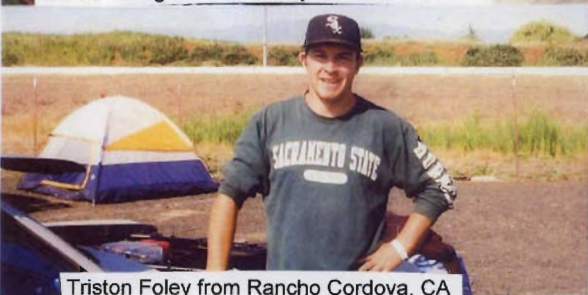
Can you believe it? Charles Myers Jr. will be racing in 2008!



Dave and Marcia Faist from Pleasant Lake, MI will be racing their 62 Savoy in the future



Oscar Steelman on the left and Allen Dutra are two of the winningest drivers on the west coast circuit



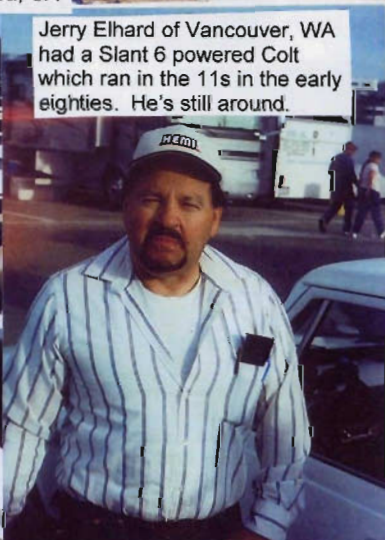
Triston Foley from Rancho Cordova, CA



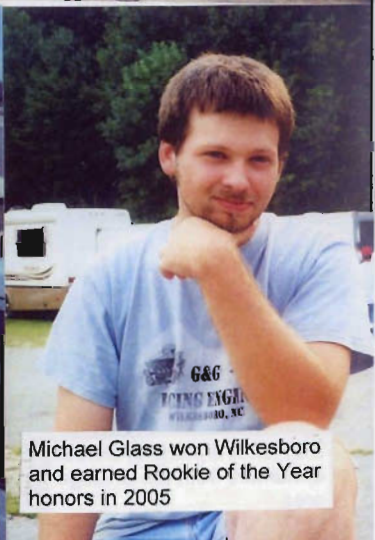
Greg Ondayko is from Irwin, PA



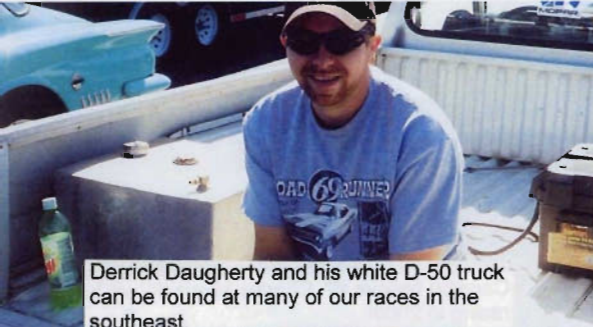
Doug Powers from Portland, OR



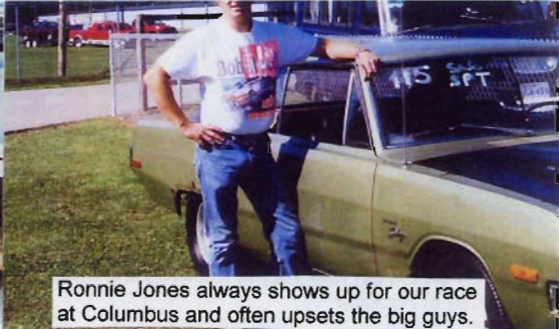
Jerry Elhard of Vancouver, WA had a Slant 6 powered Colt which ran in the 11s in the early eighties. He's still around.



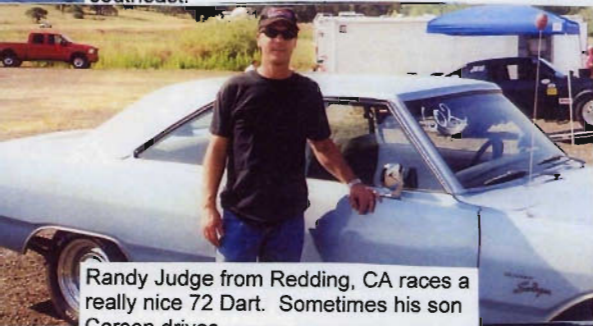
Michael Glass won Wilkesboro and earned Rookie of the Year honors in 2005



Derrick Daugherty and his white D-50 truck can be found at many of our races in the southeast.



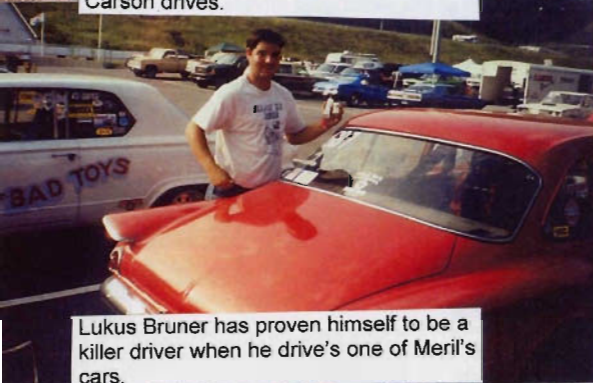
Ronnie Jones always shows up for our race at Columbus and often upsets the big guys.



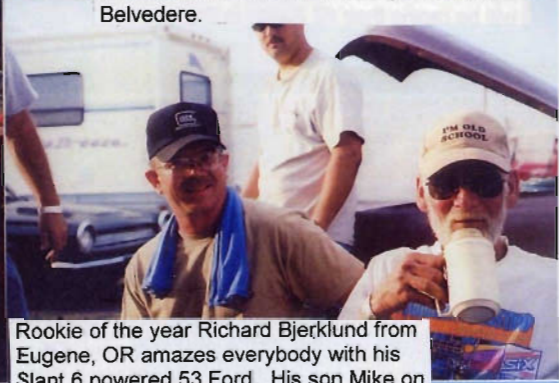
Randy Judge from Redding, CA races a really nice 72 Dart. Sometimes his son Carson drives.



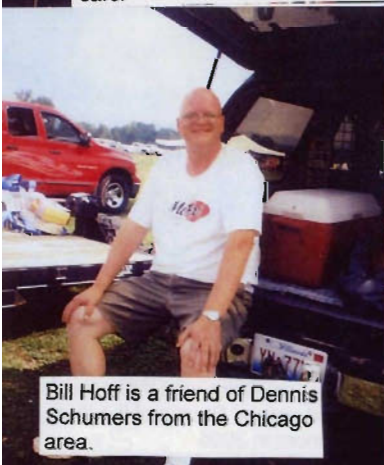
Paul Olds in another racer from Eugene, OR who races an unusual Slant 6 powered 65 Belvedere.



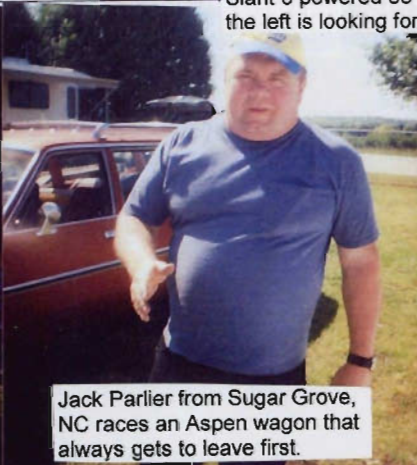
Lukus Bruner has proven himself to be a killer driver when he drive's one of Meril's cars.



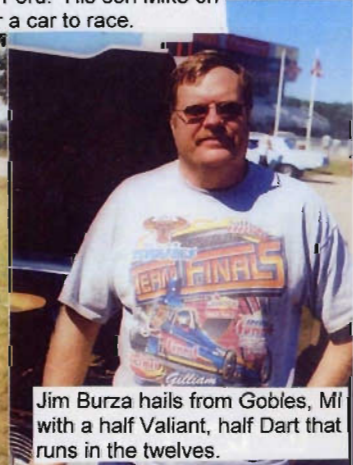
Rookie of the year Richard Bjerklund from Eugene, OR amazes everybody with his Slant 6 powered 53 Ford. His son Mike on the left is looking for a car to race.



Bill Hoff is a friend of Dennis Schumers from the Chicago area.



Jack Parlier from Sugar Grove, NC races an Aspen wagon that always gets to leave first.



Jim Burza hails from Gobles, MI with a half Valiant, half Dart that runs in the twelves.

OTHER FAITHFUL RACERS

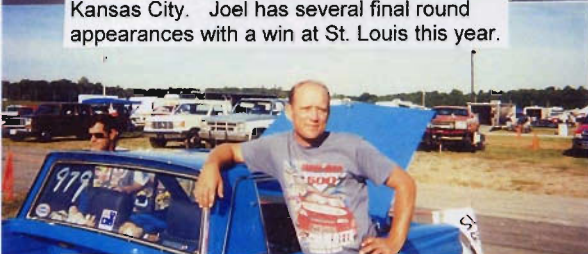
Neither the fastest or the winningest, these racers have supported our series from the beginning and deserve to get their picture in this anniversary issue!



Joel Harris always makes it to St. Louis and Kansas City. Joel has several final round appearances with a win at St. Louis this year.



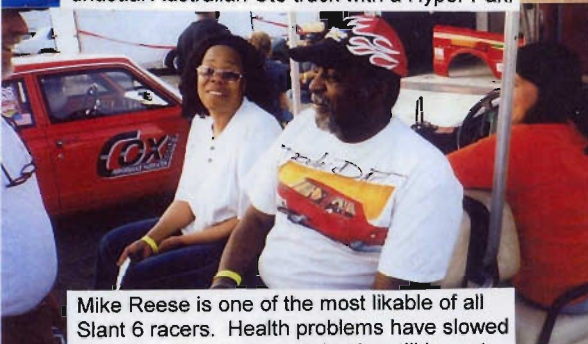
Larry Chesney and Charlie Schmid both have shown flashes of brilliance but so far the big win has eluded them. They have great smiles.



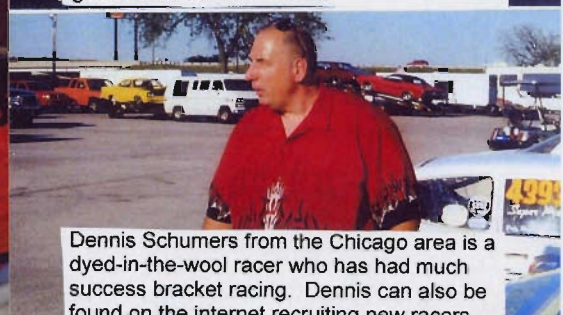
Brian Bayer won the first Atlanta race with his unusual Australian Ute truck with a Hyper Pak.



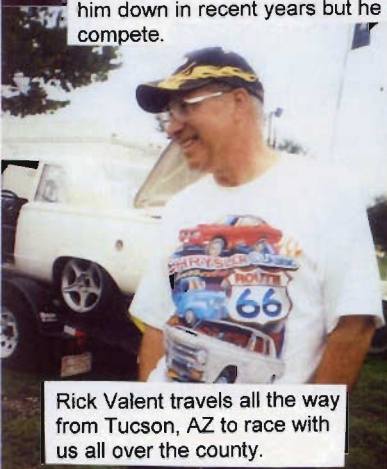
Melinda Martin was a regular at the Norwalk, and Columbus races. Her consistent driving got her into the finals once.



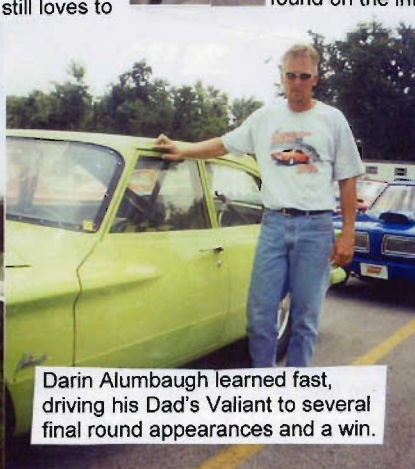
Mike Reese is one of the most likable of all Slant 6 racers. Health problems have slowed him down in recent years but he still loves to compete.



Dennis Schumers from the Chicago area is a dyed-in-the-wool racer who has had much success bracket racing. Dennis can also be found on the internet recruiting new racers.



Rick Valent travels all the way from Tucson, AZ to race with us all over the county.



Darin Alumbaugh learned fast, driving his Dad's Valiant to several final round appearances and a win.



Jeff Droll notched two wins in only four races. Maybe someday he will try again.

MY FAVORITE PHOTOS FROM THE LAST TEN YEARS



Will Burns' car broke while staging for the fast four final at Hamilton so he had to watch Dale Rose single for the title.



There's nothing like a great smile to make a photographer's day. This is Barry Harrison's Son Bradley helping his dad at Clay City.



The crash of my car at Bristol in 1999 is a constant reminder of what can happen if you try to do too much too fast.



Annett Schumers going to the finals at the first Clay City race.

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**SLANT SIX RACING NEWS
QUARTER MILE RECORDS**

As of 9/7/07

GAS	ET	Driver	Date	Speed	Driver	Date
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	11.705	Jason Davis	5/18/03	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#	12.967	Doug Dutra	3/30/03	101.48	Doug Dutra	3/30/03
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#	10.048	Tom Drake	5/28/04	118.83	Tom Drake	5/28/04
B/S 2,350-2,699#						
C/S 2,700# or more						

**SLANT SIX RACING NEWS
EIGHTH MILE RECORDS**

As of 10/14/06

GAS	ET	Driver	Date	Speed	Driver	Date
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						

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.

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