

SLANT SIX RACING NEWS

NUMBER 48

NOVEMBER, 2007



2007 National Champion Glen Terry relaxing between rounds at Medford earlier this year.

BEES SWEEP

In less than two years since the first Slant 6 points race at Redding, CA in May of 2006, the upstart Killer Bees team has swept all honors for 2007! Glen Terry of Oroville, CA is our new national champion, Richard Bjerklund of Eugene, OR is our rookie of the year, and the Killer Bees team earned more points than the two other teams put together! Rodney Hargis came in second in the points race, Ron Parker was third, I was fourth, and Norman Foster came in fifth. The other six in the top ten were all first timers including Glen Terry, Doug Dutra, Paul Moran, Aric Erickson, Richard Bjerklund, and Brian Mimken. It is interesting to note that 6 of the top ten finishers did so on street tires and that 6 out of 16 races were won by cars that were driven to the track.

I had been showing Brian as a driver eligible for rookie of the year honors, but that was incorrect as he had participated in the Farmington race in both 2006 and 2004. Brian certainly does bear watching as an up and coming driver however, he only entered 4 races and achieved a runner up and three semi-final appearances. He drove all the way from Stem, NC to St. Louis to earn points for a possible top ten finish and really earned that number five spot.

Interest in Slant 6 racing on the West Coast continues to grow, it looks like there will be at least 6 events out there in 2008 and it is very probable that several of them will go five rounds. There is a difference between eastern and western events.

Out West most events offer two days of racing and most racers stay for both days. The atmosphere is more casual, many racers are just getting started and lack drag strip experience. Most racers camp at the track and make a family outing out of it. There is more family involvement; they have five father and son teams and one father and daughter, there are brothers, sons in-law, and sisters in-law. Jessica Howard has started a Women's Killer Bees group for ladies that race and it already has 5 members! Usually one person starts racing and then relatives want to get in on the fun. The entry fees are low, the tracks relatively low profile, and with the exception of Las Vegas, they are not part of any Mopar meet. The purses are funded by the racers themselves and a few sponsors and they are not lush. There is little specific interest in the national points race like there is out East. The cars aren't as fast or as nice appearing as the ones in the East and as far as I know nobody out West uses a delay box.

To give you an idea of the magnitude of the western explosion, look at these numbers: (the first number is racers and the second number is events attended)

	Southeast	Ohio-PA	Midwest	Far West
2007	29/66	10/15	7/12	37/83
2005	24/68	11/21	7/17	6/7
Net Change	+5/-2	-1/-6	0/-5	+31/+76

Based on these trends we have put together a tentative schedule for 2008. In order to have something to offer those racers in the Ohio-PA and the Midwest areas we plan to continue our participation in the Columbus, Pittsburgh, and ST. Louis events. We will drop Martin, MI and return to Chicago instead. In the West we are scheduling two races at both Redding and Medford, one at Las Vegas, and a new race at Smoa, CA in July.

In the Southeast we plan to return to Bowling Green, Farmington, South Georgia, Wilksboro, and Bristol. The events at Mooresville and Piedmont have disappeared due to track ownership changes. We could possibly go back to Clay City or another track, buty for this to happen, somebody has to step up and make the arrangements, work with the track management, and raise some money for a purse. If somebody decides to do this we need the details for the official 2008 schedule which will appear in the February issue.

On Friday January 25 and Saturday January 26, 2008 the end of season meeting and awards presentation will be held at the Grand Hotel in Pigeon Forge, TN. All Slant 6 racers and supporters are invited. For rooms call the Hotel at 800-251-4444 and tell them you are part of the Slant 6 racers group.

With at least 15 points races scheduled for 2008, and increasing travel costs, I will not be able to attend over half of the races next year. This means we will have to rely more than ever on deputy reporters to gather information, take pictures, and get them to me as soon as possible after the race is over. It is much more difficult to write interesting articles about races when I am not there, so to maintain the quality of this newsletter everybody has to help. In the February issue we will do an article on how to improve your race pictures.

We completed the long awaited tenth anniversary issue the end of October and printed 100 copies in full color. Paul Moran scanned it into his computer and posted it on Menko Johnson's server where it is available to anyone. There is a link to this server on the slantsix.org website. Color copies are available for \$15.00 a piece and are a must have for all of you who have been around during these first 10 years. See the back page for details.

We plan to post all future issues, including this one, on that same website. If you want to continue receiving the Slant Six Racing News in the mail you will have to pay \$15.00 per year. At this point all but 10 subscriptions expire with this issue, so if you have been paying to subscribe all along, this is your notice that you have to send in \$15.00 for the next four issues. All of you who have been receiving the newsletter at no cost will either have to read it on the website or become a paying subscriber. The new circulation policy is spelled out in a revised "About this Newsletter" blurb on the back cover.

Meet Glen Terry our 2007 National Champion

As the West Coast circuit comes of age we now have two pretty much separate groups of Slant 6 racers. Only a few of us have gotten to know racers from both the West and the more traditional Southeast areas. My first meeting with Glen Terry was at the Las Vegas race in 2005. He told me of his long involvement with drag racing (since 1954!) and especially 6 cylinder cars although not always Slant 6s. Glen was congenial and eager to talk about his racing experiences.

The next time I saw Glen was at the Inliners race at Redding that Fall. At that race somehow he convinced the track that we should run our race with a .400 pro start. Nobody paid much attention until eliminations started and we all struggled with the unfamiliar starting sequence. Of course Glen was busy deep staging his car, and made it to the finals of the slow bracket where he lost to Dan Arana. You could get mad at Glen for taking advantage of the situation, but you have to cut him some slack when he is 73 year old and suffers from Parkinson's disease!

Glen sold the 65 Dart that he was racing in 2005 to Marty Schmeltz and even considered racing a Ford Falcon the next year, but when he could see the increasing interest in Slant 6 racing in California, he bought the 64 Dart formerly known as "SlantSickness" and drove it to the championship this year. With his Parkinson's, Glen has trouble putting his finger on the pushbuttons, so he rigged up a lever contraption that he uses to make the 1-2 and 2-3 shifts. Glen got into the semi-finals at the race at Redding in August of 2006 and got ready to contest the season opener at Las Vegas this year.

Glen almost missed getting to the Las Vegas race, which he eventually won, when his ancient motor home broke down not far from home. He and traveling partner Sergio Gonzales did the only thing they could think of and unloaded the car off the trailer and drove it to the race. Glen's car is basically a streeter anyway, capable of running in the high 15s on a good day. In this way it is similar to Ron Parker's 69 Dart that he won the national championship with in 2000.

Glen won the Las Vegas race, got to the semi-finals at the Redding race in May, won both races at Medford, and came in second to Doug Dutra at the Redding race in August. Throwing out the 30 points from Redding left him with 165, one of the highest totals ever, and good enough to hold off Rodney Hargis who was really the only other racer in the running for this year's championship. In a year where only four racers attended five or more events, just showing up counted for a lot.

In addition to his very impressive record in the Slant 6 points races, Glen also found time to win the Flathead and Inliners bracket at both the June and August Nostalgia events at Woodburn, OR. After our season was over Glen went to the Mopar show at Sacramento and won the five round sportsman class that paid \$350 to win. He said he ran a 10 second car in the final and the guy refused to talk to him afterwards. With that win, and the money from the Slant 6 and Woodburn wins, as well as Bob Stepp's \$1,000, Glen said that 2007 was by far his most profitable year in over 50 years of racing.

SLANT SIX RACING NEWS NATIONAL POINTS SERIES PRELIMINARY SCHEDULE FOR 2008									
Date	Event	Location	Slant 6 Points Race	Min. Points for Win	Approx. Purse	Bracket Racing	Event Contact	Slant 6 Contact	Comments
March 28-30	Mopars at the Strip	Las Vegas Motor Speedway Las Vegas, NV	Sunday	40		Sunday	Phil Painter 702-858-8685	Doug Dutra 408-749-1890	
April 19-20	Chrysler Classic	Beech Bend Dragway Bowling Green, KY	Saturday	30		Sunday	Classic Events 614-835-0426	Seymour Pederson 952-929-0508	
May	Slant 6 Points Race	Redding Drag Strip Redding, CA		40			Redding Dragstrip 530-221-1311	Wayne Erickson 530-345-4222	
May 10	Piedmont Mopar Clubs 22nd Annual Fun Run 1/8 mile	Farmington Dragway Farmington, NC	Saturday	40		Saturday	Farmington Dragway 336-998-3443	Tom Drake 704-753-1801	
May 16-18	Chrysler Classic	National Trail Raceway Columbus, Ohio	Saturday	40		Sunday	Classic Events 614-835-0426	Jim Cox 614-268-9920	
May 24-25	All Mopar Southern Nationals	South Ga. Motorsports Park Valdosta, GA	Sunday	30		Saturday- Sunday	Glenn Hickman 229-382-9718	Charlie Schmid 352-625-8764	
May 31-June	Nostalgia Hot Rod & Gasser Meet	Medford Dragstrip Medford, OR	Saturday	40		Sunday	Medford Dragstrip 541-830-3724	Wayne Erickson 530-345-4222	Slant 6 National Points race Saturday All inline and flathead race on Sunday
June 20-22	Chrysler Classic	Pittsburg Dragway New Alexandria, PA	Saturday	30		Sunday	Classic Events 614-835-0426	Paul Moran 412-798-8662	No Slant 6 Points Race Joint Inliners race on Sunday
June 21-22	Oldies but Goodies Including pre 1972 Slant 6s, Inliners & Flatheads	Woodburn Dragstrip Woodburn, OR	None	NA		Saturday- Sunday	Woodburn Dragstrip 503-982-4461		
July 12-13		Samoa Dragstrip Samoa, CA	Sunday	30		Saturday	Samoa Dragstrip	Wayne Erickson 530-345-4222	
July	Empire Chrysler, Dodge, Jeep Slant Six Shootout 1/8 Mile	Wilkesboro Raceway Park Wilkesboro, NC	Saturday	40		Saturday	Danny Dunn 336-973-7223	Ron Hamby 336-973-3992	Sponsored by Empire Chrysler, Dodge, Jeep
August 9-10	Hot Rod Nationals Including pre 1972 Slant 6s, Inliners & Flatheads	Woodburn Dragstrip Woodburn, OR	None	NA		Saturday- Sunday	Woodburn Dragstrip 503-982-4461		No Slant 6 Points Race Joint Inliners race on Sunday
August 23-24	Chrysler Classic	Route 66 Dragway Joliet, IL	Saturday	30		Sunday	Classic Events 614-835-0426	Dennis Schumers 708-387-7211	
August	Slant 6, Inliners, Flathead "Rumble"	Redding Drag Strip Redding, CA		40			Redding Dragstrip 530-221-1311	Wayne Erickson 530-345-4222	
Sept. 5-7	Monster Mopar Weekend	Gateway International Raceway Madison, IL	Saturday	30		Saturday & Sunday	S&S Promotions 636-938-8629	Seymour Pederson 952-929-0508	
Sept. 6-7	Northwest Reunion	Medford Dragstrip Medford, OR	Saturday	40		Sunday	Medford Dragstrip 541-830-3724	Wayne Erickson 530-345-4222	Slant 6 National Points race Saturday All inline and flathead race on Sunday
September	Thunder Valley Mopar Mania	Bristol Dragway Bristol, TN	Sunday	40		Saturday & Sunday	Bristol Dragway 423-764-6555 Ext 253	Ron Parker 706-278-8362	

2007 SLANT SIX RACING NEWS POINTS STANDINGS

Final

R=Eligible for Rookie of the Year

Driver	Las Vegas	Bowling Green	Redding May	Farmington	Columbus	So. GA.	Medford	Mooreville	Pittsburgh	Wilkesboro	Martin	Redding August	St. Louis	Medford September	Bristol	Less Over 4	Total
Glen Terry	41		31				41					41		41		-30	165
Rodney Hargis		1		31	41			41			11				11	-10	126
Ron Parker						41				21			11		31		104
Seymour Pederson	21	31			1		1				31		1				86
Brian Mimken				21				21					21		21		84
Richard Bjerklund - R			51				21					11		1			84
Aric Erickson	21		21				1					31		1			75
Norman Foster		1			31						1				41		74
Doug Dutra	11		1									51		1			64
Paul Moran			41		1				11	41					1		54
Oscar Steelman	11																52
Allen Dutra	31		11				1					1					44
Larry Chesney		21			1			11			11						44
Charlie Holt - R			1										11		31		43
Lou Madsen				11							11				21		43
Marty Schmeltz - R			21		41				1				11		11		43
Ron Hamby																	41
Gordie Stevens									41		1						43
Pat Jesiolowski - R			21										1		11		33
Art Nunez-R													11		21		32
Judy Drake				1				31									32
Gary Bruner										31							31
Gary Willis							31										31
Joel Harris								1					1	31	21		24
Andrew Howard - R			1														31
Jack Parlier				11					1		1		21		1	11	24
C. J. Stokes - R							1										23
Greg Ondayko						1				21		1			11		23
Sergio Gonzales - R	1		11														22
Barry Harrison											21				1		21
Carson Judge-R						21		21					21				21
Clint Boyt - R																	21
Doug Powers - R								21									21
Jim Burza - R											21						21
Ronnie Jones					21												21
David Erickson - R	1		1					11					1		1		15
Leighton Drake				1					1							11	14
Merl Bruner		11							1								14
Dale Rose		1			11					1							13
Derrick Daugherty		11								1						1	13
Randy Judge - R			1					11									12
Rick Valent	11		1														12
Brian Radley - R						11											11
Cecil Higginbotham - R				11													11
Dave Mueller								11				11					11
Dennis Schumers																	11
Frank Brent-R											11		11				11
John Guthrie - R																	11
John Terry - R			11														11
Joshua Skinner - R															11		11
Mike Reese					11												11
Myk Patterson - R								11									11
Nick Eury - R					11												11
Wayne Erickson			11														11
Mike Williams	1		1										1		1		4
Triston Foley - R			1					1					1				3
Dan Ochs - R			1										1				2
Dana Prater - R			1										1				2
Michael Glass			1	1						1				1			2
Mike Ricks - R			1														1
Adam Betts - R													1				1
Andrew Bechard - R	1																1
Bob Shuryn - R				1													1
Brian Droschak - R					1												1
Charlie Schmid							1										1
Chuck Knippel-R														1			1
David Faist - R											1						1
David Fornero - R	1																1
Dennis Korr - R	1																1
Drew Mueller-R																	1
Ellen Chesney-R														1			1
Erik Ievins - R							1										1
Frank Todesco - R									1								1
Joe Grimes - R															1		1
Joe Nelson				1													1
John Mayberry					1												1
Larry Smith																	1
Mark Charapich									1								1
Mike Evans																	1
Mike Jeffrey	1													1			1
Mike Penacho - R															1		1
Rich Wilson - R				1													1
Romeo Furio									1								1
Scott - R	1																1
Walter Williams - R		1															1
Total	155	78	243	131	132	75	153	120	75	166	65	218	78	166	153	-40	1968

TEAM STANDINGS

Killer Bees	154	31	243	89	1		153	67	1	88	42	218	44	166	67		1053
Tar Heels	1			42	47	75		53	74	78	23		23		86		554
Rebels		47			84								11				401
Total	155	78	243	131	132	75	153	120	75	166	65	218	78	166	153	0	2008



Slant 6s lined up as far as the eye can see. The track had to finally give us a second staging lane due to the huge turnout.

IN THE YEAR OF THE FOUNDERS, DOUG DUTRA HAS HIS DAY

On August 25 and 26 west coast racers gathered at Redding Drag Strip for the second Slant 6 points race of the year. With the ranks of Slant 6 racers growing by the day, and Wayne Erickson's prodding, 19 Slant 6 powered cars were on hand for the two day event. The addition of 3 or 4 Inliners cars for the Saturday race forced the track to dedicate a second staging lane for 6 cylinder cars! Mike Williams won the joint race held on Saturday over Pat Jesiolowski, both first time finalists.

Many of the racers camped at the track Saturday night and enjoyed a memorable family outing. The weather was sunny but not as hot as last year when temperatures flirted with the 100 degree mark. The only racer that couldn't start in the Slant 6 points race on Sunday was Sergio Gonzales who sprung a leak in the gas tank of his 69 Dart. First round action saw nine drivers advance. They were Aric Erickson, Richard Bjerklund, C.J. Stokes, Carson Judge (Randy Judge's son), Glen Terry, Art Nunez, Marty Schmeltz, Charlie Holt, and Doug Dutra.

In round two Aric Erickson, who recorded his first .000 time slip on Saturday, put away Charlie Holt, Glen Terry beat Marty Schmeltz in a double breakout contest, newcomer C.J. Stokes advanced over Art Nunez, and Doug Dutra cut a .001 light to put out Richard Bjerklund, winner of the May race at Redding. That win earned an extra \$25 bonus for Doug for taking out the prior race winner! Doug's car was having its problems with number one cylinder pumping oil all day. Doug had to put in a new spark plug for each round just to get down the track. Carson Judge got the second round bye run.

Third round action saw Aric Erickson end Carson Judge's first day of racing while Doug Dutra posted his second .001 light in a row to end the day for C.J. Stokes who had his own exceptionally good .019 bulb! Are you beginning to see that this was Doug Dutra's day? Glen Terry got the third round bye.

In the semi-final fourth round Glen Terry ended Aric Erickson's day. Both driver's posted sub par lights but Glen's .138 was enough better than Aric's .190 to force Aric to break out. Doug Dutra got the bye run into the final.

The final would pair Doug Dutra, the day's hottest driver with national points leader Glen Terry. Glen dialed a 15.93 and left the line with a .094 reaction time. Doug dialed in at 14.85 and produced a .057 light in this clutch situation. Glen's car either slowed or he gave up with an uncharacteristic 16.40 ET giving Doug and easy win at 14.94. This was Doug's first win ever in Slant 6 competition giving him the \$200 winner's money, the \$200 Clifford gift certificates, and 50 points which put him solidly in the top ten! Doug and his Son Alien are regulars at all the west coast events. They flat tow Doug's Lancer behind the Slant 6 powered 66 Dart wagon that Alien races. This is not a high dollar operation but they are having a lot of fun and everything really came together this weekend.

The other big winner was Glen Terry who earned 40 points for his second place finish bringing his total up to 154. This will put the pressure on Rodney Hargis who can't assume that Glen doesn't improve his position at the final west coast race in Medford, OR on September 22.

Gary Nelson spent both days photographing all the action for a DVD to be distributed to all the participants. Gary did the same thing for the Redding race in May qualifying himself as the official photographer of Slant 6 racing. Andrew Howard and Glen Terry are working with the management of the drag strip at Samoa, CA out on the coast near Eureka to set up another Slant 6 points race for next July. If we could ever persuade Woodburn, OR to do a Slant 6 only race at one of their oldies events we could be looking at a full schedule of races on the west coast. In just two years it looks like the west coast has become the hot spot for Slant 6 racing.



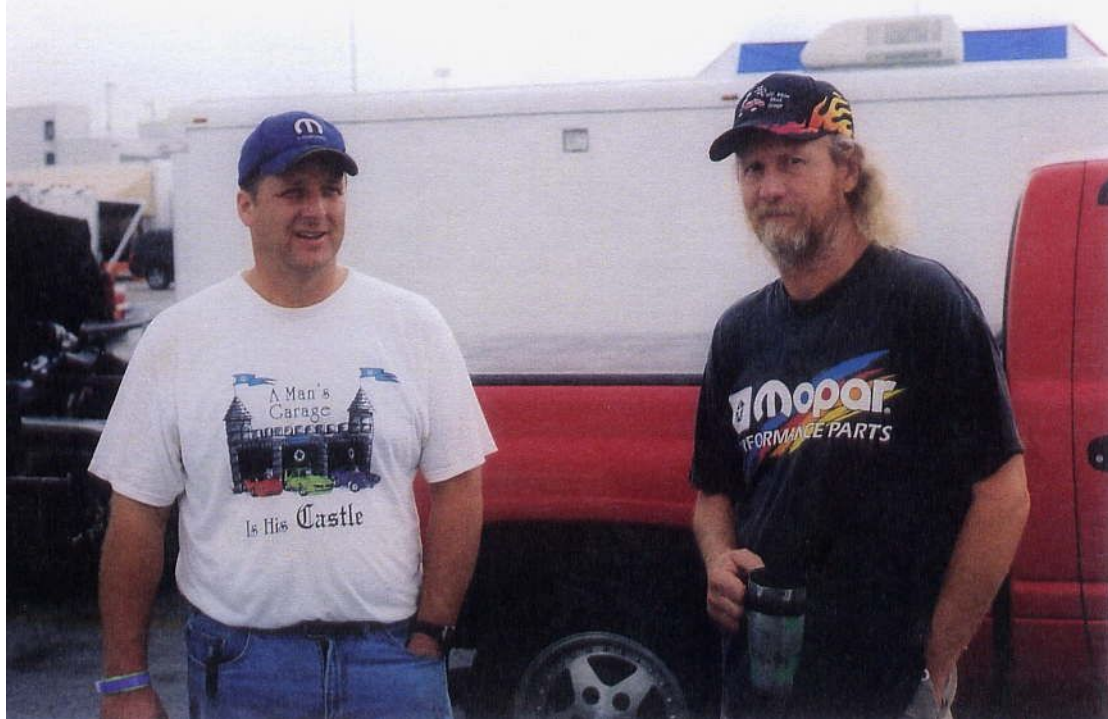
REDDING PICTORIAL



One of the racing families from California are the Schmeltzs. That's father Marty, daughter Megan, and Megan's boy friend Arthur Nunez.



Another racing family is the Jesilowskis. Husband Edd and wife P. J. have runnered up twice in the joint races we have with the inliners group.



I had my doubts that this year's race at St. Louis would draw many racers. Three regulars that have been here the past three years, Mike Jeffrey, Rick Valent, and Dennis Schumers weren't going to be able to come and it wasn't obvious who would take their place. On top of that the weather forecast wasn't terribly favorable.

St. Louis would be my only opportunity to try to set that A/G record that I have had my eye on, so I decided to tow the blue Valiant down to St. Louis and hope that we would get some racing in between the expected showers. We got there early Friday morning in the rain and waited for it to stop and for the track to dry off. Touring the pits I didn't see any cars that I recognized as being Slant 6 racers. Then about noon time Joel Harris pulled in. Joel lives about 80 miles from the track and has been at every St. Louis race. Rather than his familiar tan 69 Valiant, he had a 72 Barracuda project car on his trailer in the hopes of finding a buyer for it. He assured us that he would bring the Valiant on Saturday for the Slant 6 race.

Then I met Frank and Cinda Brent from Marianna, AR. Frank is a regular on the slantsix.org web site and had taken up Rob Simmons' offer to donate the old God's Rods Duster to anyone who would race it while Rob is stationed in Germany. Frank made a trip to Georgia and towed the car back to their Quail Ranch on a two wheeled dolly. That's right Cinda and Frank are in the business of breeding and raising Quail, Pheasants, and Blue Jersey Giant Chickens! Their farm is in the Mississippi delta country southwest of Memphis. If you are interested in raising or eating exotic birds or their eggs check them out at cindasbluejerseygiants.com.

Anyway they were out in force with an entourage reminiscent of the Cox Brothers, a pleasant surprise. Later in the afternoon St. Louis regular Fred Mueller towed in with his son Drew's 72 Dart. Ron Parker also towed in from Dalton, GA hoping to improve his points standing before the opportunities to race run out. A real surprise was to find Brian

Mimken and his Father Nick. They had driven non stop all the way from North Carolina also in the hopes of improving Brian's standing in the points. Brian won two rounds at both Farmington and Mooresville and was looking to pick up a few more points at St. Louis before the big final race at Bristol. Chuck Knippel entered a 69 Dart that he was trying to sell.

Then on Saturday morning Mike Evans and his wife Robin arrived with their 79 Aspen. Mike had added a ported head and a new torque converter to his car and this would be his first chance to try it out. Mike is also one of the regulars at Midwest races who has had some pretty good luck in the past. That gave us a total of eight cars, at least as good as the last three years and one short of enough to produce a four round race. This turnout was considerably better than I had anticipated, a big thanks to all of you racers who made the effort to be there.

Slantsix.org regulars Dago Red from Texas and Sandy from British Columbia were also on hand to add their support to the racers. Sandy is the one who has made a business out of erecting teepees all over the place. I got to spend quite a bit of time talking to Sandy and found him to be a fascinating guy. I look forward to keeping in touch with him in the future.

Between meeting new friends we managed to make three runs after they opened the track on Friday afternoon. The St. Louis track is always very well prepared, and I thought that my car might overcome its usual traction problems here. It was hooking up pretty good and I was off to a good run on my second try when the big red oil pressure warning light went on. I lifted right away thinking that the belt might have come off the oil pump. Then I looked at the gauge and the oil pressure looked just fine so I got back in it and completed the run. The time slip showed an 11.65, not fast enough for the record but the split at the eighth mile before I lifted was 7.19, fast enough to do the job on a full run. About that time they were going to start a gambler's race that would have precluded any more time trials, but a worsening weather forecast caused them to change their mind. They cancelled the Gambler's race and opened it up for time trials while the weather held. That permitted me to make one more run. This time I ignored the red light when it came on again, and ran it all the way through the quarter mile. This time the time slip read 11.557, good enough for the record with the 11.65 as a back up run. That accomplished I would be more able to concentrate on racing on Saturday.

The weather was threatening again on Saturday but the track was dry enough to get started. Everybody was given one time trial in the morning and they rushed into the Saturday eliminations about noon. The first round of Slant 6 was called up about 2:30 under darkening skies. The rain held off long enough that we got our first round in. I raced Brian Mimken who dialed in at 20.80 leaving me to wait over 9 second on the starting line. I don't have much experience racing with the delay box, or with such a long handicap, but I actually liked having the extended time to concentrate on the tree. I got my finger off the button quite smartly giving me a .028 light and I took off in hot pursuit. By that time Brian's Dart was just a spec at the far end of the track but the gap closed amazingly fast and I whizzed by him about 200 feet from the end of the track going over 40MPH faster than he was, I lifted right away but I was already going too fast and it didn't effect my ET that much. I broke out with an 11.575 on my 11.60 dial in giving Brian the win.

Meanwhile Frank Brent won his first Slant 6 round when Mike Evans overpowered the tires and couldn't run on the 14.95 dial in that he had to pretty much guess at. Ron Parker massacred Drew Mueller with a .009 light compared to Drew's .352 and Drew ran more than a second under his dial in that he also had to guess at. That left Joel Harris and Chuck Knippel to fight it out. Joel treed Chuck with a .099 light compared to Chuck's .396 forcing Chuck to break out.

At this point it was starting to rain again, just enough to make the track unsafe. They tried to dry it off but there would always be another sprinkle. During the lull in the action Frank and Cinda Brent prepared some very delicious smoked quail and shared it with the other racers. Finally they announced that they would split up the purse among the first round winners in all the major brackets and run off the rest of the classes including us on Sunday. Frank Brent and Ron Parker went up to the tower to ask if they could finish up the two remaining Slant 6 rounds first thing in the morning so that they could get on their way home. Since I was already out of the race I decided not to come back on Sunday. My friend Denny Schaub who had come down with me, bought a car on Ebay from a seller in Kansas City and he needed to pick it up so we drove over that way on Saturday evening.

Sunday morning dawned dry and the racing started early so that they could get their whole program in. They called the Slant 6s up first thing with Joel Harris paired up with Ron Parker and Frank Brent with Brian Mimken. Frank's car spun badly and he couldn't catch up with Brian. Then Ron Parker and Joel Harris would meet. Joel would leave first on a 15.69 dial with Ron following with a 12.74 on his windshield. After seeing Ron's .009 light in the first round Joel knew he would really have to bare down on the tree and that he did to the tune of a .014 light. Ron was right on with his own .020 light and it was anybody's race. At the far end Joel turned a 15.721 and Ron's 12.766 was .0015 short of catching him giving Joel the win. Both racers will remember that one for a while!

As soon as the second round was completed they called Joel and Brian up for the Slant 6 final. Brian dialed a 20.87 and left with a .048 light while Joel dialed in at 15.69 and left with a .086 light. In the traps Brian's car slowed to a 21.123 allowing Joel to catch and pass him with a 15.728 for the win.

This was Joel's first Slant 6 win although he has been in the final round several times before. Ron Parker picked up 10 points and Brian Mimken earned 20 to put them both in the top ten. There is going to be a cat fight at Bristol to see who can stay in the top ten and try to hold off the onslaught of the Killer Bees!



Every time you saw Frank Brent's Duster you couldn't help but think that Rob Simmons was there.



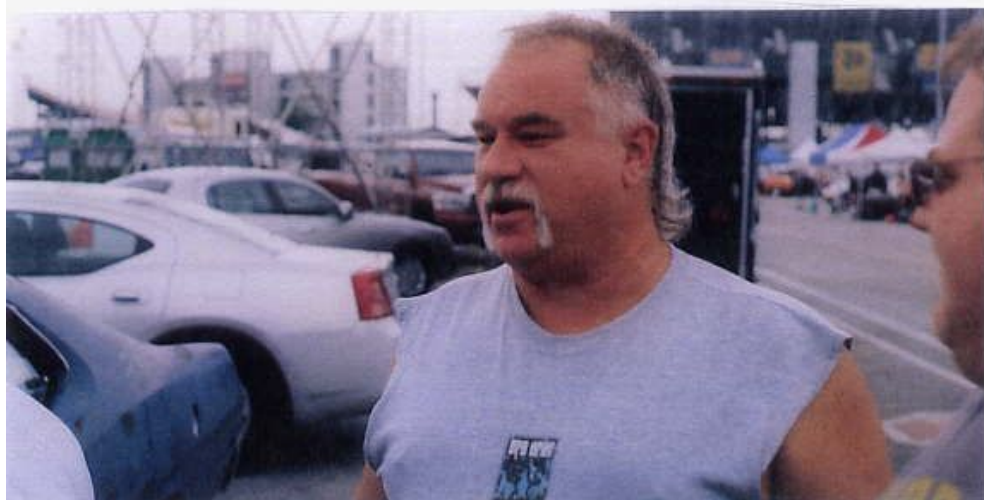
Brian Mimken on the right and his Father Nick drove non stop 800 miles from Stern, NC to be at the St. Louis race and improve his points standing. Brian was rewarded with a runner up finish.



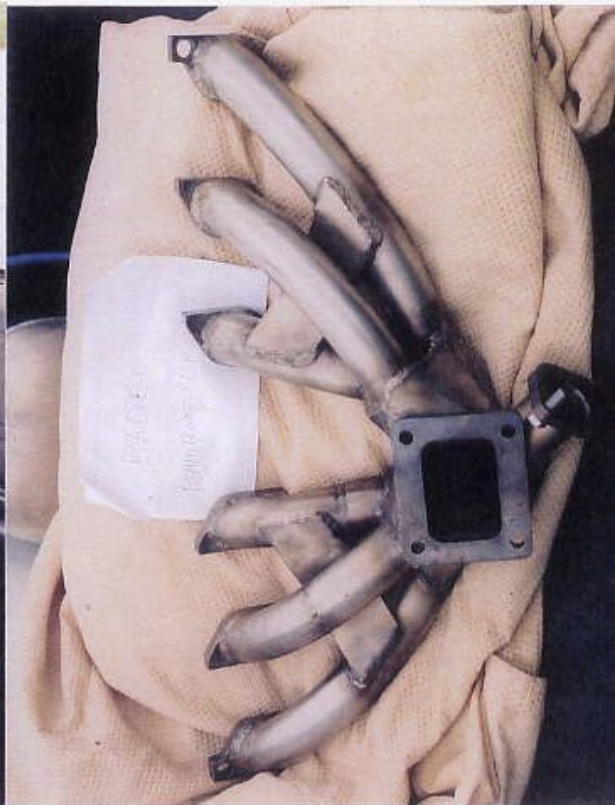
In the tradition of Rob Simmons, Frank Brent spent lots of time under the hood tinkering with his new Duster. Joel Harris on the right and Frank's friend Bill Vessels look on.



Mike Evans in the center came down from Waterloo, IA early Saturday morning. Mike needed more time to figure out how to launch his more powerful motor. That's Brian Mimken on the left and Joel Harris on the left.



Internet regular Dago Red from Texas was up to see Monster Mopar.



My friend Denny Schaub made the trip down with me from Minneapolis. He kept complaining that it was too hot on his side my non-air conditioned car, finally fabricating this duct system to direct cool air at his feet.



The Brent's pop up was a welcome gathering place when it rained on Friday and Saturday. That is Frank's wife Cinda in the center and friend Tony Vessels on the right.

GLEN TERRY WINS MEDFORD FOR THE SECOND TIME THIS YEAR

The Slant 6 racing season for West Coast racers ended with the fall race at Medford, OR on September 22 and 23. Glen Terry continued his fantastic season with another win, upping his points total to 165. The only thing that could keep Glen from being the 2007 National Champion would be a five round win for Rodney Hargis next weekend at Bristol. Glen won at Las Vegas, had two more wins at Medford, and was runner up at the five round Redding race in August. You'd think that 16 round wins in your four best races be an unbeatable combination, but Ron Hamby won 16 rounds in 2002 and 17 rounds in 2003 so it can be done.

The race program at Medford includes the Slant 6 points race on Saturday and then on Sunday the Slant 6 cars compete in a flathead and inliners race with a \$500 purse. These races are a part of the Medford Nostalgia Gasser meets staged in June and September. Track manager Jim Taylor has been very pleased with our participation and our racers love being there. Wayne Erickson showed him the nice article on the June race in the Mopar Collector's Guide and he was quite impressed.

Medford is about 230 miles from the Chico area where many California racers live. It's 170 miles to Eugene, OR and another 100 to Portland where there are also a fair number of potential racers. We had 16 cars entered at this race, 10 from the area around Chico, 2 more from further away in California, 2 from Eugene, 1 from Medford, and 1 from the Portland area. All the Slant 6 racers stayed over for the Sunday race where we picked up two other inline or flathead cars for an 18 car field. There were two first time racers at Medford, Mike Penacho from Medford drove a nice 64 Valiant hardtop and Joshua Skinner from Yacolt, WA came down with an extremely clean white 67 Valiant V100 2 door complete with 13" wheels and a 3 speed stick. Some of you many remember Joshua's 66 Dart road racing car that we featured in the newsletter many years ago.

Once again David Erickson drew up the ladder for the four round race that would have no bye runs. Doug and Alien Dutra only brought one car, the Dacuda and Doug got to drive it in the Slant 6 race. In a reenactment of the Redding final, Doug faced Glen Terry in the first round. Doug cut another superb light, an .004 to Glen's .038 but Doug went too fast and broke out with a 15.91 on a 16.18 dial in. The other first round winners were Sergio Gonzales, Charlie Holt, Andrew Howard, Marty Schmeltz, Joshua Skinner, P.J. Jesilowski, and Art Nunez.

Glen Terry, Art Nunez, Andrew Howard, and Charlie Holt survived the second round. In the semi-finals Glen Terry bested Andrew Howard and Charlie Holt took out Art Nunez. In the final Charlie Holt dialed a 19.95 and left with a red light in his lane giving the win to Glen Terry who ran a 15.86 on his 16.00 dial in.

On Sunday Aric Erickson won the inline and flathead race over P.J. Jesilowski in an all Slant 6 final. Then Wayne Erickson presented trophies seven racers who had made it to both Redding and both Medford races this year.

Prospects for next year look even better, Richard Bjerklund is looking for a car for his son Mike to race. Andrew Howard is going to build up a 62 Valiant that Wayne Erickson had found and his wife Jessica will get her 63 Valiant back which she intends to race next year. Jessica's Sister Rhonda also wants to race with us and she has already made a deal to buy Wayne's 66 Valiant Signet that he used to race. Wayne is building up a 62 Valiant 2 door post car that will feature an authentic 170 Hyper Pak motor being built up by Mike Jeffrey. Joe and Mike Grimes from Oroville, CA bought the Duster that Sergio Gonzales raced at Las Vegas and Joshua Skinner plans to replace that 3 speed with an automatic to give him a better chance at winning some rounds.



Medford finalists Charlie Holt on the left and Glen Terry are exchanging taunts before the final race.



Joshua Skinner brought down this pristine 67 Valiant down from Yacolt, WA. 170 3 speed car looks really light with those small tires and dog dishes.



C.J. Stoakes, an enthusiastic new racer from Halsey, OR races this 74 Valiant.



Megan Schmeltz has this special license plate frame on her 65 Dart.



Slant 6 racings senior citizens show those young whippersnappers how its done. Glen Terry in the Dart is the 2007 national champion while Richard Bjerklund in the Ford is our new rookie of the year. These guys are even older than Meril.



Sergio Gonzales in the near lane and Triston Foley square off in the Flathead and Inline race on Sunday.



Runner up Ron Parker and winner Norman Foster congratulate each other in the SCT winners circle.

NORMAN FOSTER WINS BRISTOL FINALE

With the cancellation of the Piedmont race, the traditional race at Bristol would mark the end of the Slant 6 racing season. Racers from the Southeast were anxious to compete after a two month break since the last event at Wilkesboro. Rodney Hargis had an outside chance to regain the points lead if he could win the race and there were enough cars present to make it a five round race. Norman Foster and Ron Parker secured sponsorship from Southern Chemicals and Textiles which provided a \$1,000 purse for our race.

Mopar Thunder is a three day event with testing and a gambler's race on Friday, bracket racing on both Saturday and Sunday, and the Slant 6 points race on Sunday. Racers are able to make a large number of runs over the course of the weekend. Although Bristol is at a higher altitude than other tracks, the late September date provided better air than we usually see here, and the sun shown brightly all weekend sparing us the rain that caused last year's event to be cancelled.

A good turnout of racers from the nearby states of Tennessee, Georgia, Virginia, and the Carolinas plus Paul Moran from the Pittsburgh, PA area produced a 14 car field. Larry Chesney had engine problems preventing him from participating in the Sunday's race. That gave low qualifier Norman Foster the first round bye run.

First round action saw Jack Parlier advance over Derrick Daugherty, Ron Parker over Mark Charapich, and Leighton Drake over a just barely red lighting Paul Moran. Brian Mimken looked good with an .078 light over Merit Bruner and Lou Madsen driving the 68 Dart that carried Paul Moran to victory at Wilkesboro, held off Barry Harrison. The most exciting first round race paired Rodney Hargis with Ellen Chesney driving Meril Bruner's Slant 6 powered Dakota truck. Ellen dialed a 20.15 and left first with a .068 light. Rodney who dialed in at 13.04 could only muster a .139 reaction time but he lucked out at the far end when Ellen's 19.803 was too fast giving Rodney the win with a .06 under 12.980.

When Rodney returned to the pits, his car didn't sound right, and further checking revealed water in the cylinders, probably as a result of head gasket failure. That put Rodney out of the second round, and gave Norman Foster who was paired with Rodney

on the ladder, another single. In the second round Ron Parker took out Jack Parlier despite a sizable reaction time deficit when Jack couldn't run close enough to his dial in. The closest race of the second round paired Leighton Drake driving his turbocharged Simca with Brian Mimken in his 74 Dart 4 door, Brian dialed a 20.66 and left the line with a .060 light. Leighton followed with a .079 on a 12.44 dial. Brian's 20.68 combined with his reaction time advantage forced Leighton to break out with a 12.411 sending Brian into the semi-finals for the fourth time this year! Lou Madsen also made a single run, putting him into the semis based on his position on the ladder, and the uneven number of cars.

The third round would feature Norman Foster racing Brian Mimken and Ron Parker would meet Lou Madsen. Two fast race cars from Dalton, GA would face two slower Dart 4 doors. Brian fouled against Norman giving Norman the third easy victory in a row. Brian still went home happy, his 8 round wins putting him in a solid fifth place in the final points standings. If that wasn't enough, one of the spectators came up to ask Brian about the "for sale" sign on his car and wound up driving it home. Brian is already putting together another car for next year.

Ron Parker, who needed this round win to move up to third place in the final points standings, was ready for Lou. Ron blistered the starting line with a .015 light and easily caught up with Lou who had a slower .255. Nonetheless Ron broke out with a .004 under 12.686 and was only saved when Lou broke out by more with a .031 under 18.559. That meant that the Dalton Boys, Ron Parker and Norman Foster would meet in the final and take home the bulk of their sponsor's prize money.

Both racers were in top form for the final. Ron Parker dialed a 12.69 and stormed off the line with a .013 light bettering his fabulous .015 the round before. Norman was a little slower off the line with a .055 light but he took the win when Ron didn't lift and broke out with a 12.661. The win gave Norman, last year's national champion, enough points to break into this year's top ten. When Rodney went out early, or really when the field didn't exceed sixteen cars, Glen Terry from Oroville, CA became the National Champion for 2007. Glen's championship really makes this a national contest and hopefully will give rise to a cross country rivalry in future years.



An impressive group of racers and family members gather behind the SCT banner on a beautiful fall day. The season ender at Bristol was very successful.



The staging lanes at Bristol curve under the tower. The fabled Bristol NASCAR track is behind the hill.



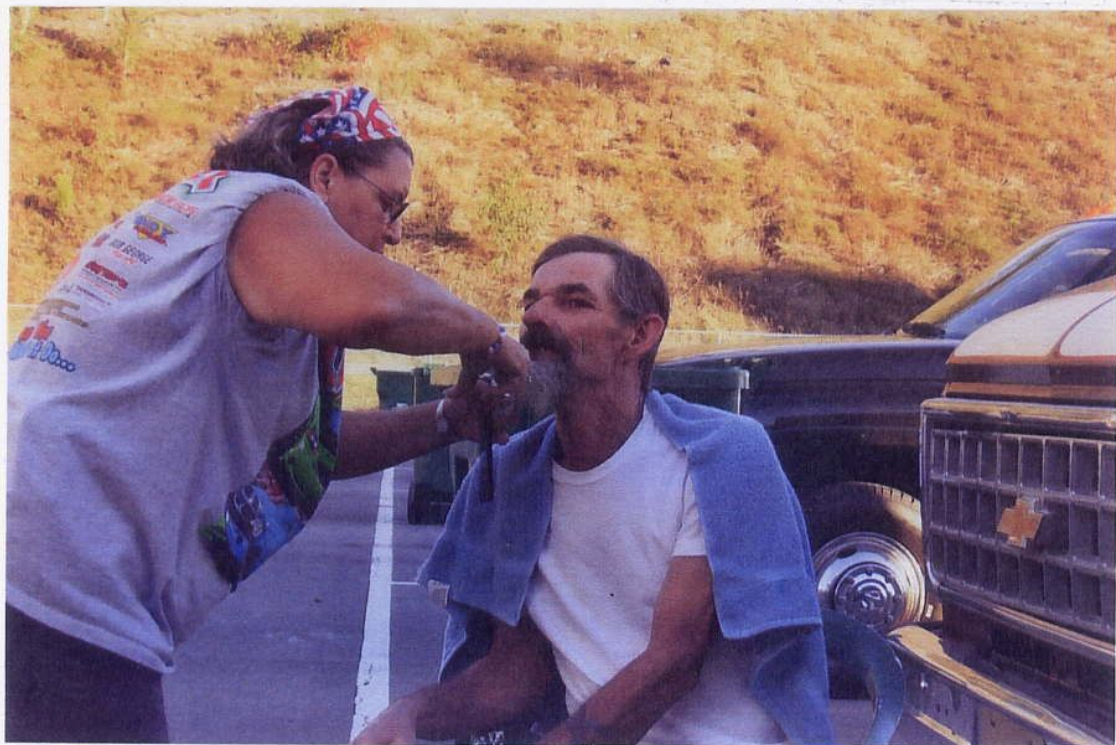
Mark Charapich entered this nice Dart at Bristol. Mark is a body man who fabricated that spoiler under the gravel pan.



Brian Mimken had a good weekend. Two round wins put him in the semi-finals giving him enough points for a fifth place finish in national points. Then he found a buyer for his car so he can build something different for next year.



Racers in distress always draw a crowd. When Rodney blew a head gasket everybody gathered around. Notice the similarity to the scene after my crash at Bristol in 1999 in the anniversary issue. Meril is even making the same dorky hand signal!



Larry Chesney burned a piston in his new motor putting him out of eliminations. Since it was the last race of the year, he and wife Ellen decided it was time to cut his hair and beard, even Larry's trademark moustache went!

West Coast Gunslingin'1 - A Slanted '64 Dart Shows Up To Turn Corners

By Lou Madsen

Have you ever been crazy enough to drive 32 hrs one way in a 43 yr old car to run a one day race event? We all know that Seymour has done this sort of thing many times, which has earned him the nickname "iron butt" from a few Slant Sixers. I was afflicted with this malady last year, and couldn't have been happier with the outcome. The short story: I drove from Blacksburg, VA to Mojave, CA in 2 days, ran the "Spring Fling Speed Festival" at the 2.6 mile main track at Willow Springs International Raceway (WSIR) on May 3rd, attended the Spring Fling car show in LA, drove back home to VA and hit the Farmington Slant 6 race on May 12th on the way back. Stay with me for the longer version...

My first roadcourse outing dates back to the Spring of 1999 at WSIR, 2 hrs north of Pasadena, CA where I was going to school at Caltech. My buddy Mike Roy, a machinist at Caltech, had told me about running his recently built Porsche 914 racecar with the LA Shelby Club at the 1.7 mile "Streets" of Willow Springs roadcourse. I had just set up and tuned my '64 Dart for street/strip use, recently running 14.30s @ 96 MPH at Carlsbad Dragway. But, I had always loved whipping around turns in my 68 Dart on the streets with the aid of wide tires (front and rear), good shocks, HD rear springs, and sway bars.



64 Dart on 1.7 mi "Streets" of WSIR in March 2002

What the heck, I'll bolt a front swaybar onto the '64, drop the rear ride height and see what it's like to really slide the car around without fear of, ahem, "official entanglements." In a nutshell, the car and I had a blast blowing by some pretty high dollar iron (Shelby Cobras, GT350 Mustangs...), and I spent the next 3 yrs attending 2-3 events/yr and tweaking up the car bit by bit. A definite high point was being invited by Scott Parkhurst, then tech editor for Popular Hot Rodding, to run their "track day" at Firebird Raceway in Phoenix in March 2002. In true Dodge Dart style, I did this while trucking an 800 lb load of car junk across to North Carolina where I was moving to start a research job at UNC while my wife started her PhD in Public Health. That story in the August 2002 issue Popular Hot Rodding stands as one of my proudest automotive moments.

OK, back to 2007... In addition to carrying the torch of both Slants and Mopar handling on Slantsix.org, I also actively participate in the "Mopax" discussion group on yahoo, which focuses on making Mopars turn comers with the best of them. Some of these nuts got the idea to organize a road course "track day" at WSIR on May 3, 2007, with the goal of making this the biggest gathering of classic Mopars on a roadcourse ever. Man, I really wanted to go! After a few Mopax folks from CO and WA said they were in, I just couldn't resist. It was set just before the big "Spring Fling" car show in Van Nuys, CA, the biggest Mopar show west of the Mississippi for many years running. This diverse show usually attracts John Schneider in his General Lee, Jay Leno in some \$1M contraption, and the likes of Steve Magnante of Hot Rod Mag and TV fame. Remember the "Slant Sickness" articles Steve did with Doug Dutra a few years back? Some of you have heard my racing story with Steve - ask me about it sometime.

So, I started formulating a "plan." I knew this long drive might drive me nuts and/or get me in hot water at work, so I called my most free wheeling friend, Neal Hines in Minneapolis. He said "Burning rubber? I'm in!" This guy had flown to LA back in 1998 after I assembled my '64 Dart the first time, and we drove to the Mopar Nats in Columbus together. I knew if anyone would be able and want to do this (again!), it would be him.

Another part of the equation was organizing a visit to a laboratory at Caltech to learn some new research techniques and help justify my trip from a work perspective. This also miraculously worked out well. So, I wouldn't have to drive out and drive back immediately. The final piece was to end up getting back to the Farmington Slant 6 race on the way home.

Here it was, Monday April 30 at 4 PM and I was packing the car full of tools, spares, clothes, and supplies. I had just gotten the car back with fresh paint from Glenn's Body Shop three weeks before and hadn't even finished installing the exterior trim! Into the trunk the pile of stainless went, with hopefully enough screws and nuts to get it installed. OK, 5 PM rolls around - need to go. Hop in the car - turns over, but it won't start! Great. I had driven the car home from the body shop with no hood because I had forgotten the pins at home. Naturally, I hit a thunderstorm halfway home, hosing down my engine bay and obviously causing some electrical problem. Stupidly, I had not even tried to start the car since that time. With both hands planted on the front fender apron, I thought "This could be the end of the trip." After sulking for 5 min, regrouping, and then troubleshooting for 45 min, I found the offending wire and bypassed it. Success felt sweet as the car fired up. Would the car go to California and back? I decided to relax for a minute and have a pleasant dinner on the back porch with Christine before setting out. The Dart and I hit the road at 7:45 PM.

I was scheduled to pick up Neal at Nashville airport at 11 PM that night, which I would of course be late for, but after a couple of hours Neal called saying he had missed his connection



Mid morning at WSIR with Menko, Greg, and Neal

in Chicago and wouldn't get into Nashville until 9 AM Tuesday. Good news for me sleeping that night, but this would put us on a tighter schedule to get to CA by Thursday early morning. Neal and I met up Tuesday at 9 AM as advertised, hit a well placed Waffle House, and were westbound at 10:30 from Nashville. With the Dart's T5 overdrive trans, we zipped along at 80-95 MPH cruising speed, stopping at rest stops and gas stations and assembling exterior trim. After an in-car 5 hr nap in eastern New Mexico, we were within striking distance at 9 AM Wednesday morning. Sure enough, we put the last piece of side trim on the car near Barstow, CA at 8 PM and made it to a Motel 6 in Mojave (showers!), 45 min from the track, at 12:30 AM Thursday. We even had the

requisite police pull-over in Barstow after getting gas because my VA antique plate looked fake and I hadn't reinstalled my license plate light. Luckily no ticket, and they didn't see us cruising at 90 on the highway. Up and refreshed at 6 AM, we gave the car a quick wash and headed to the track, breakfast biscuits in hand. We made it! 2000 miles in 1.5 days and a completed car.

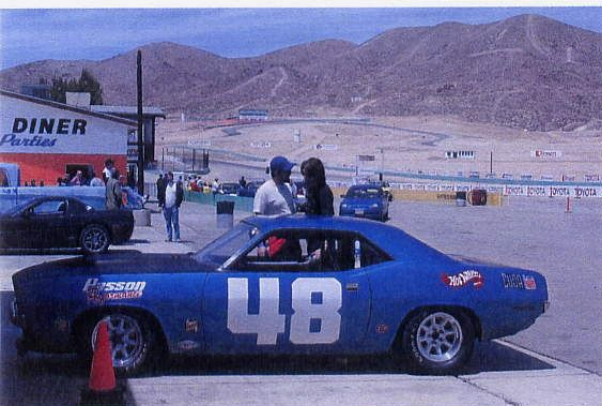
Well, almost needless to say, I was the only Slant 6-powered Mopar running the event, and also the most distant traveller. Other Slantsix.org stalwarts Greg Mader, Rob Ontos, and Menko Johnson came down to watch and Greg got to run lunchtime 60 MPH-limited "fun laps." Josh Skinner came from WA in his '89 Dakota and had fun running that. I happily gave Greg, Josh, and Menko rides at lunch as well, and Neal also soloed the car around the track. The real fun was cranking the car around the course, learning its subtleties, and edging my lap times down to the mid 1:49s. I felt pretty good considering most of the cars had more HP, better tires (Did I mention mine were 6 yr old street tires?), and many had been trailered there. One kick was sparring a bit with Mike Ritz's "Team Starfish" '66 Barracuda, a vintage Trans Am car that he still road races. Mike's son was a bit faster, running best laps of 1:46 with his 380HP smallblock and vintage slick racing tires. Tim Herren's bad AAR Cuda Trans Am clone was running 1:42s and



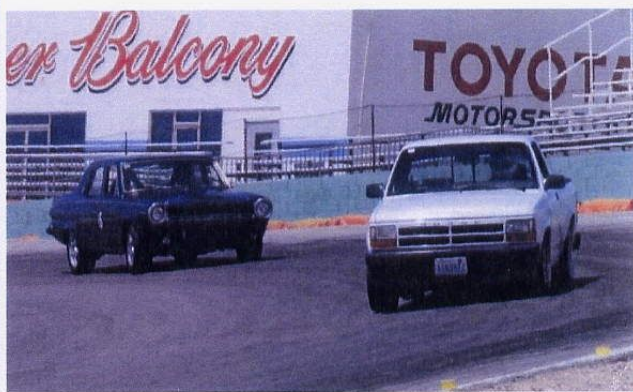
Mike Ritz's "Team Starfish" ex-Trans Am '66 Barracuda – driven skillfully by father and son



Tim Werner's '68 Valiant - the classic Mopar to beat



Event organizer Tim Herren's TA Cuda clone



Josh Skinner's 2.5L Dak held corners pretty well

the fastest classic Mopar was Tim Werner's well engineered '68 Valiant 2dr post with rollcage, 275/40-17 slicks all around, and 400+HP Edelbrock-headed smallblock, running 1:39s. A totally worked 600+ HP turbo Neon took home fastest of the day with freakish 1:33 lap times. Overall, 40 Mopars showed up, including an ex-NASCAR '69 Daytona and over 25 other classic era cars. At the end of the day, we all grabbed some food and drinks at a nearby mexican restaurant and traded smiles and stories. Neal and I just couldn't bear another night in a hotel, so we cruised up to XXX State Park east of the track and slept soundly under the stars.

A little about the Dart: This 225 is a low buck build that runs on pump premium. MP cast 0.060"-over pistons ride on stock rebuilt rods with MP rod bolts linked to a 0.010"-under crank, and the rotating assembly is balanced. I originally built the motor in 1993 and did a rering/bearing job last Winter after over 50k miles, hundreds of drag passes, and about 8 track weekends. A 0.510"-lift, 250 @ 0.050" duration regrind cam actuates the 1.72"/1.50" SB Chev valves through the stock rocker train. Head is home ported and milled 0.210" on the plug side and 0.110" on the manifold side to give 10.5:1 comp. Homebuilt roadrace oilpan, recurved distributor, Clifford shorty headers, and homebrewed megasquirt-driven Holley TBI round out the engine package. A custom bellhousing and pilot bearing adapter links via McLeod 9" HD clutch and aluminum flywheel to a V8 Mustang T5 tranny with 2.95 1st and 0.63 5th. Front brakes are 11.75" Mopar rotors with Wilwood billet dynalite calipers via AR Engineering adapter brackets. 8.75" Mopar axle with 3.91s and clutch Sure Grip also includes tsmmfg.com 11" disc brakes. 16X8" SSR rims mount 245/45-17 Z-rated tires. Suspension control comes from 0.920" MP torsion bars, modified JC Whitney springs on lowering mounts and custom 1.3" lowering blocks, SPAX adjustable shocks, 1.125" Addco swaybar with custom mounts, and MOOG offset UCA bushings. Rear springs and front sway bar use poly bushings, while the rest are stock

rubber replacements. Weight reduction measures include: removed heater box, 6 lb mini alternator w/custom bracket, no back seat, battery in trunk, mini starter, aluminum radiator, and fiberglass hood. Car weight is 2990 lbs with 18 gals of gas, helmet, and driver. Car runs in the mid 14s in the 1/4 mile and gives 21-25 MPG on the highway cruising at 75-85 MPH.

WSIR is known as "The fastest road in the West," and we got a taste of that. Starting from the 1200 ft front straight. Turn 1 puts you around 80 MPH in a banked left hander



View from Dart cockpit exiting downward from Turn 4



Exiting Turn 2, looking back at front straight/pits. Is that a 4dr?



Wing cars take flight, with ex-NASCAR hemi in front

and onto a very short straight into the long Turn 2 sweeper also at 85 MPH. After cresting a low hill at the end of Turn 2, another short straight takes you into the uphill and sharply banked Turn 3, which compresses you into your seat at 60 MPH. You apex Turn 4 at the highest point on the track, which has you overlooking a gravel drop to your left and a downhill straight into an off-camber sharp left, Turn 5 at about 60 MPH, that curves upward again. Hope your brakes are working well there! Turn 6 is a little "ess" combo to left and then right, on the gas hard, and onto the back straight, which I was ending around 115 MPH as I let off a little to enter the long sweeping and somewhat bumpy righthander Turn 7 at around 105-110 MPH. Hang on, but stay relaxed. One of the nail biter sections is into Turn 8 as you decrease radius and have to slow to about 90 to make the late apex righthander Turn 9 and not shoot off into the gravel. Onto the main straight,

gets you going uphill at the end, which I finished at around 115 MPH before braking into Turn 1. My best average speed was over 85 MPH for the course, which is faster than about any track I've run.

Tim Herren of Alltime Racing spearheaded the effort and really pulled off the track event. A bunch of Mopax guys were there, and many of us met up at the Spring Fling show



Dart makes short work of '67 NASCAR hemi clone

headed eastward on Wednesday afternoon. I decided to take my favorite route east from LA by going through Phoenix on I-10 and then picking up US 60, which winds through the Salt River canyon in Arizona (AZ), and then through the high plains of AZ And New Mexico (NM). I was treated to a beautiful sunrise after camping out in eastern AZ. I got to stop and visit my cousin, Matt Gardiner, who just got a job as a telescope manager at the National Radio Astronomy Observatory in Socorro, NM. After zipping across the sprouting green NM plains, I slept for 5 hrs near Tucumcari. This next leg was to be my longest day of driving ever, as I went from 1-40 in NM to the Tennessee/ North Carolina border in one shot, 18 hrs, with only a couple of meal breaks and fuel stops. After a 6 hr sleep at a nice rest area just inside NC on eastbound 1-40, I headed to Farmington and arrived around 10 AM on Saturday, just in time for Slant 6 time trials! Well, you've all seen that race report, and I felt lucky to win one round, all things considered.

Man, the trip home from Farmington was a snap, and I slept like a dead battery that night. I typically do 2-4 road course events per year, mostly at Virginia International Raceway and other tracks close to home. I'd love to see some Slanters out at the track around here! I'm in the process of a full makeover for my more serious racecar - "Project V" - a '66 Valiant with '63-65 Dart front end, so expect news on that in an upcoming issue. I'm also anxious to see how the Mopar Speed Festival will shape up next year. Anyone up for a road trip?



Sunrise in AZ on US 60 – prime two-lane blacktop



If anyone is interested in Mopar handling and/or Slant Six road racing, feel free to contact Lou at lmadsen@vt.edu or (540) 818-8712.



Wes Alumbaugh on the left, Mark Goodman in the center, and Brent Laney enjoyed the nice fall weather and made four perfect runs with Wes' 62 Valiant.

A QUICK TRIP TO TULSA

In the middle of October Mark Goodman called to tell me that the promoter of the late season Mopar meet in Tulsa, OK had called him asking if he knew of any fast Slant6 cars that might be interested in making some exhibition runs. Mark said that He, Wes Alumbaugh, and Brent Laney were considering bringing Wes' 62 Valiant down to Tulsa, and would I like to join them.

I had raced my blue car once since St. Louis with indifferent results, and I really wanted to make a few more runs in what promised to be some good fall air. Marty's Sister lives in Tulsa, so I thought it would be a good chance to take a trip together. I rationalized that I could pay for the trip with the money I saved by not making my planned trip to the Piedmont race which was cancelled. Actually I had already spent this money on a new data recorder and some aluminum coilovers for the front of my race car!

So I told Mark sure I would like to go, how could I miss a chance to see Mark, Wes, and Brent together for the first time since 2002! The weather on the weekend of November 3 was forecast to be clear with temperatures in the 60s, my kind of racing weather. The strip at Tulsa is about 750' altitude so I thought we might see some sub 1000' air on Saturday.

Rather than spend a lot of money building a new engine, I have decided to spend a lot of money chasing those ideal racing conditions that can produce those eye popping time slips. The car ran pretty good at St. Louis in 2500' air but the times for the second eighth mile have always been off about a tenth compared with other Slant 6 cars that turn similar times. I have always thought that this is due to the admittedly poor aerodynamics of my car.

So following the St. Louis race I embarked on a serious drag reduction program. The first step was to lower the car to decrease its frontal area. With some new coilshocks I was able to drop the front end to the point where the oil pan is 3" off the ground. The rear is more difficult, there is enough clearance in the wheel wells to drop the car quite a bit, but the shocks bottomed out when I lightened up the springs.

The trouble is the main leaf is starting to reverse at that point and it still isn't as low as it could be. So I stiffened up the springs a bit and put in some lowering blocks. Intuitively this seems like it could change the way the spring works, but Rodney uses 2" lowering blocks on his Lancer so I thought it was worth a try.

The car still sat higher than I would like, but this is as low as it can sit without major modifications. As slick as it looks, the fact is that under power the car will still rise significantly in both the front and the rear and maintain that attitude all the way down the track. The only way to change that is to go to a four link or ladder bar suspension that can transfer weight without chassis rise. So I dusted off my air dam that I had played with back in 2004. Its purpose is to act like a plow to push the air off to the sides instead of letting it flow under the car where turbulence is more pronounced. Even at minimum ride height the air dam still clears the ground by 4" so I decided to try it again. There is no way that you can load the car on the trailer with the air dam installed so you have to put it on at the track.

On October 13 they had the final test day of the year at Rock Falls Raceway in Eau Claire, WI so we decided to try it out. My car has a poor history of hooking up on the local tracks at Rock Falls and Brainerd, MN but I thought that if the aerodynamic modifications worked, they would produce higher trap speeds even if the 60' times were off. The weather was a little warmer than ideal for this time of year but the air was better than it was at St. Louis in September. We made three runs that day and the short times weren't great but the trap speeds were also disappointing, down 1-2MPH from St. Louis. I never even put on the air dam. When I got home I found that the hollowed out lowering blocks had failed and allowed the axle to rotate somewhat. The spring clamp on the driver's side had also slipped backwards. Both of these things could have aggravated the traction problems, but it is less likely that they would have affected the trap speed.

For the trip to Tulsa I decided to put the rear suspension back to how it was at St. Louis and hope that better air conditions would improve my times. Maybe I would try the air dam to see if it offered any benefit. I also added some anti-freeze to the coolant in case it got below freezing somewhere on the trip.

The trip down to Tulsa was uneventful. On Saturday morning I left Marty at the motel for her Sister to pick up and arrived at the track shortly after SAM. It was a beautiful sunny fall day with a high barometer, the air density read a -318! Nice conditions for racing but it was warming up fast. I got busy unloading the car, putting on the air dam, buying some gas, and going through tech.

Then I started to meet old friends from the Tulsa area. Alvin Wagner came over and introduced himself. He had sent me pictures some years ago of several Slant 6 powered cars he owned. He was also a friend of Russell Mason who I visited back in 1999 to do a story on his '61 Lancer drag car. I asked about Russell and was surprised to learn that he had passed away from cancer earlier this year. Has said Russell's wife and son were also at the event and he would send them over.

About then, Mark, Brent and Wes arrived from Carthage, MO with the familiar green Valiant. While they were getting their car ready to run I went up to make a time trial. At this time the air was reading about 800', about as good as you ever find in the real world. The car left nicely but felt flat. The time was 11.85 and 109MPH, not very good for the conditions. When I got back to the pits I decided to richen the carburetors a bit, then I tried to go up to make another time trial. While in the staging lanes I heard the announcer talking about the day's program which would begin as soon as the last time trial was over. The first cars down the track were to be the Slant 6 exhibition cars right after the national anthem! That really didn't leave me enough time to make another time trial so I pulled out of the staging lanes and got lined up with Brent who would be driving the Green Valiant.

We rolled up to the burnout box and shut off. They played the national anthem while some guy drove a Duster down the track with an American Flag sticking out the window. Then it was our turn to run. All the attention was too much for me, and I rolled through the staging lights before the tree started to come down. I felt pretty foolish but I just floored it anyway and it was obvious that the engine was too rich as it was kind of burbling and breaking up at the top of each gear. Brent was cool and made a nice run at 12.57 and 104MPH.

Back in the pits I had to decide what to do. My first plan was to go back to how it was for the first run so I could at least get down the track for my new fans, but then I dropped one of the jets in the grass. Weber Carburetors have two jets for each venturi, a main jet and an air jet. A larger air jet leans out the fuel curve at higher RPMs so I decided to leave the richer main jets in and put in a larger air jet. Then I also noticed that the air dam was caving in on one side. The aluminum I had used for the end braces was too thin and it had started to bend at high speed, so the air dam had to come off. Then they called us up for a second exhibition run. This time I made a good run, the car apparently liked the jetting change and pulled nice on the top end. The result was my best run yet 11.53 and 112.34MPH. That put a big smile on my face and pleased the fans.

I was running a second 50# battery to make sure it would hook up, but now I decided I would take it out to bring the weight back down to 2,220 the same as it was at St. Louis. The 50# should be worth .07 in ET if everything else worked so I was anxious to make another run and try to get into the .40s. The event was drawing to a close when we got back up to the line a little after 3PM. The run started out okay but when it came time for the 1-2 shift, the air shifter balked and it stayed on the rev limiter for about a second before it finally shifted. That killed the ET which was 12.40 even though the speed was a credible 111.38. That was still good enough to pass up Brent who must have wondered what was going on.

So we all had a good time, reunited with some old friends, and ended the season with lots of things to think about for next year. The Tulsa track is a great facility, the track is very smooth, with an endless shutdown area, and I would like to race there again some time. Mark, Brent, and Wes got inspired reading their copies of the just completed Tenth Anniversary Issue and I heard them debating the merits of turbo and roots superchargers as they headed back to Carthage. My thanks to the promoters of this show and Mark Goodman for setting this up and inviting me to participate.



With the aid of lowering blocks I got my car down this far.



Russell Mason's wife Denise was racing her late model Hemi Charger in the brackets.



This is Russell Mason II with his wife Stacey and their son Russell III! Russell has his father's Lancer and plans to race it again next year.



Wes and Brent talk over old times as they look through their Tenth Anniversary Issue.

**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						

ABOUT THIS NEWSLETTER

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

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

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

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

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

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

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

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

Internet Sites:

Slantsix.org Slantsix.com

PARTS FOR SALE?

If you have parts for sale or need something other racers might have in their garage, drop us a note and we will have a want ads section in the February newsletter.