

# Drag Car Racing

Doug Boyce

Drag Racing in the 1960s Doug Boyce,2021-03-15 The 1960s were a fascinating decade on the race scene. Relive the memories today through this wonderful new book. Drag racing has a long and storied history. Many have said that the first drag race happened shortly after the second car was made. While that may or may not be true, racing prior to World War II was mostly centered around dry-lake activities and top-speed runs. After the war, drag racing became organized with the formation of the NHRA, and during the 1950s, many tracks were built across America to accommodate the racers. Technology in the 1950s centered on the manufacturers updating old flathead designs into newer overhead-valve designs, and the horsepower race really started to heat up. In many forms of racing, the 1960s brought technological evolution. The decade began with big engines in even bigger stock chassis and ended with purpose-built race-only chassis, fiberglass bodies, fuel injection, nitro methane, and blowers. Quarter-mile times that were in the 13-second range in the beginning of the decade were in the 7-second range by the end. New classes were formed, dedicated cars were built for them, and many racers themselves became recognized names in the sports landscape. In *Drag Racing in the 60s: The Evolution in Race Car Technology*, veteran author Doug Boyce takes you on a ride through the entire decade from a technological point of view rather than a results-based one. Covered are all the classes, including Super Stocks, Altered Wheelbase cars (which led to Funny Cars), Top Fuelers, Gassers, and more.

**Drag Racing 101 - From Building Your First Race Car to Securing Sponsors** Ike Heckler Jr,2010-01-07 Everything you wanted to know about the exciting world of drag racing !! The NHRA, NMCA, PINKS ALL OUT, building your race car, rule books, race classes, tow vehicles, trailers, components of a run, heads-up racing, index racing, bracket racing. Plus funding your operation, securing sponsorship, and getting magazine and TV coverage !! The author also takes you on a visual journey showing the various builds of his '67 Pontiac LeMans with assembly pictures that show with time slips how the car evolved from 16 secs in 1994 to a 14 sec bracket car in 2005 all the way to a 10 sec all-out race car in 2009 !! This 88 page book has over 85 color assembly pictures of: engines, fuel system, exhaust, rollbar, seats, and suspension, we also include sponsor artwork getting applied and some other fun pictures. If you are building a drag race car, these pictures will save you hours of aggravation and prevent many \$\$\$\$ of re-work or the wrong parts. For those of you interested in reading how Ike put together his race car, made improvements and has maintained his team, this will be a good read.....David Harris - SPEED TV

How to Drag Race Kevin McKenna,2008 Whether you're bracket racing your daily driver, tuning the new suspension setup on your weekend bracket racer, or competing in one of many pro classes, drag racing is the participation motorsport of choice. McKenna uses over 300 color photos to show you what to expect your first time out, how to set your street or racecar up for consistency and speed, and driving technique for enthusiasts at all levels. He talks tires, safety equipment, driving aids like line-locks and delay boxes, choosing a class, and advanced racer math. Special sections detail how to maximize your current setup and strategy bracket racing success.

**Drag Race Fever** Grady Bryant,2012-10-01 Legendary drag racer and fiction writer Grady Bryant has released his latest book, *Drag Race Fever*. It was only a matter of time before Grady shared his adventures of the early days of drag racing in a story that all sports and drag racers will enjoy. The story involves a young man getting started in drag racing in the early 1960's when the factory experimental race cars were the top calling cards of all drag race promoters. These cars were the first Funny Cars of today. Read how these racers evolved into the cars we see today and learn how driver Johnny Rock and his mechanic Clutch Roberts toured the states pulling their race car to the next match race, continuously sacrificing so their car would have the parts to race again. Although the story is fiction any drag race fan can fit different names to the drivers and relate to all the accounts of living on the road and racing every Saturday and Sunday at different tracks across the nation.

**Drag Racing** Alex Monnig,2014-08-01 Though it is a short, straight 1/4 mile race, a drag race still manages to be entertaining! Young readers will love learning about the big motors, fast vehicles, talented drivers, and exciting races. This title takes a close look at the history, the vehicles, the events, and the stars who make drag racing unique. Complete with informative sidebars, a photo diagram, and much more. Aligned to Common Core standards and correlated to state standards. SportsZone is an imprint of Abdo Publishing, a division of ABDO.

**Drag Racing 201 - Racing in the New Economy** Ike Heckler Jr,2011-11-25 Following the success of his first book, *Drag Racing 101*, where IH Racing's Team Owner Ike Heckler Jr. explains how to build your first race car and secure sponsorship, Ike now brings you *Drag Racing 201 - Racing in the New Economy*. After racing at NHRA tracks in the northeast and southeast for the past 10 years in a booming economy where securing sponsorships was relatively easy, Ike takes you on an exciting journey through 2010 and explains what it is like to uproot your personal life in order to pursue the goal of semi-pro drag racing. With over 52 career round wins and national media exposure from SPEED TV's Pinks All Out, NHRA's National Dragster, and NMCA's Fastest Street Car magazine, Ike has secured corporate sponsorships from Lucas Oil, VP Racing Fuels, WIX Filters, O'Reilly Auto Parts, ReMax Realty, Holiday Inn Hotels & Resorts, CARQUEST Auto Parts, and Ken's Speed & Machine. IH Racing's primary sponsor, Premier Properties of the Space Coast, is owned by Mr. Heckler and develops residential and commercial properties in southeast Florida. In *Drag Racing 201* Ike explains how to use your own company together with your other sponsors to be able to fund a full race season and be able to travel the hundreds of miles from racetrack to racetrack economically. From getting into the Final 32 at the Pinks All Out event in West Palm, FL to making the WIX All Out 16 at the Pinks All Out event at zMax Dragway in Charlotte, Ike brings you along to all the other races and other fun events he was able to attend in 2010 with the help of good friends and sponsors. You will also ride along as he moves from Florida to North Carolina, then back to Florida just so he could honor his commitment to all his sponsors and race the season. He will also show you how the degrading economy affected his racing operation in 2010 and how he had to adjust and sacrifice his personal life to be able to race and survive. *Drag Racing 201* then looks into the future of the sport and projects how it may look a few years from now and gives the reader some valuable tips on how to afford racing a full season and how the racer may have to live differently in order to race and live their dream. Ike also gives the reader some valuable sponsorship tips along the way that will help with sponsor exposure and could make securing sponsorships a little easier. This 80 page full color book has over 75 pictures highlighting the West Palm FL, Charlotte NC, and the Bristol TN Pinks All Out events (and getting on SPEED TV), the Atlanta, NHRA Unleashed event, and what it feels like to work for an NHRA national event. If your goal is to drag race in the New Economy, this book is a must read that will save you money and increase your sponsor exposure !!

**Match Race Mayhem** Doug Boyce,2017-06-15 Drag racing is a very regulated sport. In the history of the NHRA, IHRA, and other sanctioning bodies, many classes existed in an effort to make sure the cars racing against each other are as equal as possible. It is a noble, if not futile, pursuit. You have two cars facing off that have very similar statistics in terms of weight, transmission type, fuel type, estimated horsepower, and all other sorts of measurables. The byproduct is that often the races that were fair were not the races that the fans wanted to see. During the golden age of drag racing, fans didn't care as much about class racing as much as they wanted to see scores settled, rivalries battled, and interesting match-ups. There were the manufacturer rivalries, Ford versus Chevy, Chevy versus Mopar, Mopar versus Ford, as well as numerous driver rivalries. Match races were also a great way to feature wildly popular cars that no longer had a class in which to compete, yet the fans still wanted to see them. So popular and intense were these races that many track promoters didn't bother to promote class racing at all. Instead, they used the match races as headliners, similar to the marquee at your local arena or a billboard in Las Vegas, all resulting in putting more fans in the stands. And the drivers loved it too. Although the prize money for national events was fairly average for the day, the extra appearance fees and prize money to lure the most popular match racers to events increased the driver's take exponentially. Many of the most popular pro drivers quit class racing altogether just to go match racing. Veteran drag race author Doug Boyce tells the tale of the history of match racing through the cars, the drivers, the events, the classes, the rivalries, and everything else that was fun about match racing during the golden era. It's all here, complemented by wonderful vintage photography provided by fans and professionals in attendance. If you are a fan of any class of drag racing, from any era, *Match Race Mayhem* is a fun addition to your racing library. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

Hubert Platt Allen Platt,2019-05-15 Webster's Dictionary lists the term showman as a notably spectacular, dramatic, or effective performer. In the art of drag racing, Hubert Platt checked all boxes. Known as the Georgia Shaker, Platt cut his motoring teeth on the long straightaways and twisty back roads of South Carolina while bootlegging moonshine. After a run-in with the law in 1958, Platt transferred his driving skills from illegal activity to

sanctioned drag racing and began one of the most dominant runs in drag racing history until his retirement in 1977. After stints in 1957, 1938, and 1962 Chevrolets, Platt's next ride was a Z11 Impala, which carried his first Georgia Shaker moniker. Once Chevrolet pulled out of sanctioned racing, Platt found a new home with Ford for 1964 and remained there until he hung up his helmet. Some of the cars he campaigned became icons in their own right. His factory-backed and personal machines included a 1963 Z11 Impala, 1964 Thunderbolt, 1965 Falcon, 1966 Mustang Funny Car, 1967 Fairlane 427, 1968-1/2 Cobra Jet, 1969 CJ Mustang, 1970 427 SOHC Mustang, and 1970 Boss 429 Maverick. A 1986 NHRA Hall of Fame member, Platt's lasting legacy on the sport can't be denied. Whether he was launching his Falcon with the door open, conducting a Ford Drag Team seminar, or posting low E.T. at the 1967 US Nationals in his Fairlane, Platt's imprint on drag racing was all-encompassing. His son and biggest fan, Allen Platt, shares his dad's iconic career in, *Hubert Platt: Fast Fords of the Georgia Shaker!*

**Drag Racers** Jeffrey Zuehlke,2007-09-01 Drag racing is all about pure speed. Inside and out, top fuel dragsters, funny cars, and other drag racers are built to burn off the starting line and sail across the finish line. Races take just a few seconds, but they're packed with excitement, danger, and intense competition. Even the smallest mistake can be the difference between winning and losing. In this book you will learn how the sport got its start on a lonely stretch of road near Santa Barbara, California. You'll also learn about the major classes of drag racers, how they got their start, and the drivers who push them to their limits.

*Cool Drag Racing Cars* Jon M. Fishman,2018-08-01 Introduce readers to cool drag racing cars with vivid photos and engaging text. This title includes information about races, car parts, and the history of drag racing.

**Superfast Drag Racing** J Chris Roselius,2020-01-01 Start your engines and get in gear! Exciting photos and facts will have readers turning the pages to discover the history of drag racing, what a typical race day looks like, and more about the sport.

We Were The Ramchargers David G. Rockwell,2023-07-24 With over 200 new images, the new edition of *We Were the Ramchargers* is perfect for drag racing enthusiasts. This book takes readers behind the scenes with the group of Chrysler engineers who, from the 1950s through the 1970s, became one of the most successful and influential drag racing teams of all time. The only team of engineers from an automobile manufacturer to drag race successfully, the Ramchargers broke the most time barriers in drag racing history and earned the most National Hot Rod Association (NHRA) Super Stock titles during the sport's golden era of factory competition. Author Dave Rockwell, a Ramcharger himself, interviewed more than 40 team members, competitors, and track operators for *We Were the Ramchargers*, making it the first and only book to provide inside details on all elements of the Ramchargers story. In addition to chronicling the races they won and legendary cars they developed (including the High and Mighty, 426 Hemi, and first Funny Car), Rockwell opens corporate and personal files to take readers behind the doors at Chrysler (showing, among other things, how the Ramchargers helped pioneer the platform team concept), while revealing the personalities of the men who made it all happen. (Second Edition, ISBN: 9781468605754, ISBN: 9781468605761, ISBN: 9781468605778, DOI: 10.4271/9781468605761)

**Drag Racing** Jerolyn Ann Nentl,1978 Introduces drag racing, a relatively new form of automobile racing in which cars engage in a contest of acceleration.

Maximum Performance Jim Schild,2017-10-10 Since the early days of racing, Chrysler, Dodge, and Plymouth have dominated drag strips and race tracks. During 1955 alone, Chrysler 300s won 37 major stock car races and clinched both the NASCAR and AAA stock car championships. Although the impressive engine options of 1950s consistently out-performed the competition, they were a mere opening act for the extremes of performance that would be unleashed throughout the 1960s--the golden era of drag racing and factory super-performance cars. *Maximum Performance: Super Stock Drag Racing 1962-1969* details Chrysler's amazing dominance in this era. Its drivers were among drag racing's first paid professional racers, and this book covers the complete story of Mopar drag racing accompanied by historical imagery as well as contemporary photos. This is the real story behind Super Stock and Factory Experimental drag racing as told the people who lived it!--Publisher's description.

*Northern California Drag Racing* Steve Reyes,2022-05-02 Organized drag racing began in Northern California in 1949 thanks to World War II veterans with a need for speed. Towns like Redding, Lodi, Fresno, Bakersfield, and Fremont would host their own drag events featuring homebuilt jalopies. Anyone with a driver's license and a paid entry fee could participate, and as the cars got more sophisticated and faster, more and more spectators came to watch the local speed demons. By the 1960s, a metamorphosis began with the introduction of the slingshot-style dragsters. For the next 12 years, the slingshot dragster was the king of the quarter mile, and it made stars of Gary Ormsby, Frank Bradley, Dennis Baca, and James Warren. Meanwhile, in 1965, a funny new race car challenged The King as it gained popularity in Northern California. Leading this funny car charge was a Pennsylvania transplant named Russell James Liberman. However, the golden years of Northern California drag racing came to an end in the mid-1970s. Today, only 5 out of 17 drag strips are still open. Photographer Steve Reyes journeyed into the world of Northern California drag racing in 1963 as a 15-year-old kid. Upon seeing an advertisement from the Oakland Tribune that read, Come see the nitro powered 200mph slingshot dragsters, Reyes and his father made the 23-mile trek to the Fremont drag strip. With the noise of high-powered engines filling the air, Reyes was hooked and made it his duty to capture this one-of-a-kind world on film.

Drag Racing K. C. Kelley,2009 Provides comprehensive information on the history, the famous faces, the design, and the performance of the amazing machines behind Drag Racing--Provided by publisher.

**Drag Racing** A. T. McKenna,1998 An overview of drag racing with descriptions of the drag strip, Christmas tree lights, driver gear, racing fuel, time trials, and race day. Includes a glossary of terms.

**Roland Leong "The Hawaiian"** Lou Hart,2023-08-15 From racing the family Oldsmobile in 1960 to winning the Winternationals in 1964, read about the meteoric rise of drag racing's greatest owner and tuner in the first-ever book about The Hawaiian Roland Leong. As the son of a Harvard graduate, it could have been difficult for Roland Leong to live up to his family's expectations. However, that wasn't the case. "The Hawaiian" knew at a young age that drag racing was his career path. His supportive mother, Teddy, saw potential in Roland and bought him a new 1962 Corvette for educational purposes, such as wrenching and tuning. From there, it didn't take long for the world to discover Oahu's best-kept secret in drag racing. In 1964, less than two years after reaching the mainland, Roland was in victory lane at the Winternationals in Top Gas Eliminator. The following year, with Don Prudhomme behind the wheel, "The Hawaiian" immortalized his place in drag racing forever with wins in NHRA's Top Fuel Eliminator at Pomona (Winternationals) and Indy (US Nationals). Leong became the first ever to capture those iconic crowns in a single season. For good measure, Roland repeated the achievement in 1966 with Mike Snively, showing the world that a Harvard education isn't required to achieve greatness. *The Hawaiian Roland Leong: Drag Racing's Iconic Owner & Tuner* is a tale of family, friends, and forging a path that no other Chinese-Hawaiian before him had carved. Re-live his biggest wins and lasting friendships in this first-ever publication on drag racing's first builder and tuner superstar, Roland Leong!

*San Diego Drag Racing and the Bean Bandits* Emmanuel Burgin,Colleen M. O'Connor,Susan Wachowiak,2017-12-11 San Diego enjoys a long and storied race car and drag racing history, and the Bean Bandits are a huge part of that heritage. Yet their story remains buried in plain sight. Told here in photographs garnered from private, personal, and historical collections, the 1950s pioneering exploits of Bean Bandits leader Joaquin Arnett and his contributions to that racing history come to life. The San Diego native led his Bean Bandits to over 300 wins and several land speed records while competing against other local clubs, like the Prowlers, Oilers, Roadsters, and Roadrunners. Eventually, the Bean Bandits' streamliners set records on the Bonneville Salt Flats. Arnett won the first National Hot Rod Association (NHRA) Championship in 1953, was named to the International Car Racing Hall of Fame in 1992, and was awarded an NHRA Lifetime Achievement Award in 1994. Arnett and his Bean Bandits' car also graced the cover of Hot Rod magazine's special drag strip issue in 1953.

**"TV" Tommy Ivo** Tom Cotter,2011-03-04 2011 International Automotive Media Gold Award Winner In the early 1960s, Tommy Ivo had the world in the palm of his hands. Still a young man, he was already a star of television and film with a promising Hollywood future ahead of him. Then his producers told him he had to quit drag racing. He quit the entertainment industry instead. This is the official story of Ivo's incredible life and racing career. Readers will follow "TV" Tommy as he becomes the most ambitious drag racer in the nation, building his own cars in the garage behind his Burbank home; becoming the first driver to pilot his dragsters to 170, 175, and 180 miles per hour and towing his cars to match races at small-town

drag strips across the United States. Always the showman, Ivo pioneered promotional techniques that are today taken for granted. In this regard especially, his impact on the sport cannot be understated, and his legacy is detailed in this incredible bio of one of drag racing’s most irrepressible characters.

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