

CRS Drag Racing

Jim Schild

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 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.

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.

Drag Racing's Warren "The Professor" Johnson Kelly Wade,2021-04-15 Go behind the scenes for a look at Warren Johnson's path to becoming The Professor of Pro Stock. This new book illuminates the life and career of one of the most prolific engine builders and racers ever to compete in the ultra-competitive Pro Stock category, drag racing's most technologically advanced class. Warren Johnson navigated the world of factory hot rods for more than 45 years, devoting himself to full-time racing in 1975 and relentlessly pursuing horsepower and victory from the driver's seat and the engine room. Johnson's devotion to research and development opened the door to a long-standing relationship with Oldsmobile and GM Performance, beginning with the birth of the Drag Racing Competition Engine (DRCE) that is still used by every competitive team in the class. He excelled when it came to outthinking the competition and was outspoken on matters that he deemed vital. Johnson embraced thinking outside the box and pushed boundaries to affect change in terms of both safety and the advancement of the class, but he also knew when it was appropriate and necessary to put on a good show for the fans. Through his tireless efforts and with the support of a small crew that included his wife, Arlene, and son, Kurt, Johnson claimed two IHRA championships and six NHRA world titles, along with an astounding 97 national event wins that placed him in the position of being the most-winning driver of all time in the Pro Stock category. This book, complete with photos from the family archive and striking professional images of Johnson's many race cars, dives into it all, beginning with his childhood and early days of match racing when he developed the stern frugality and fierce resourcefulness that was the foundation of a tremendously successful, though sometimes controversial, career.

Smokin' Dragsters and Funny Cars Jim Gigliotti,2013-07-01 This fun volume explores the personalities, the history, and the crazy cars associated with the wild world of drag racing. Readers get a look into the different types of drag racing, and a day at the races for an exciting you-are-there feeling.

Total Performers Charles Morris,2015-04-16 The 1960s was arguably the most important decade for drag racing. It had exciting cars, thrilling races, rapidly changing technology, and most important, factory participation. Among the best high-performance cars and engines were those coming from Dearborn, Michigan. Ford Motor Company's Total Performance Years saw a breakthrough as Ford's drag racing program helped the younger, performance- and style-conscious consumer begin receiving some recognition on the street, and of course, generate sales in the showroom. Factory participation in drag racing pushed the envelope for high-performance developments. In this new paperback edition, Ford's FE-series engine, Police Interceptors, GT 390, 427 SOHC, 428 Cobra Jet, and Boss 429 are all covered in detail. See the cars and the drivers that made them famous: Dick Brannan's Goldfinger, Bill Lawton's Mystery Mustang, Dyno Don Nicholson's Eliminator Comet, Gas Ronda's stretched Mustang, and Al Joniec's Batcar. Follow the progression from the early Starliners to the factory lightweight Galaxies to the Thunderbolts, Shelby Cobras, Mustangs, and more. Accomplished journalist and lifelong Ford aficionado Charles Morris takes you back to the Total Performance Years through first-hand accounts as well as with more than 400 rare photographs. A drag racer since 1966, Morris has been a crewmember for a Top Alcohol Funny Car and a Pro/Stock team, and has run cars in Stock, Super Stock, and Nostalgia Super Stock classes. This book is a must-read for all drag racing fans, not just Ford enthusiasts.

Total Performers Charles R. Morris,2005 The 1960s was arguably the most important decade for drag racing. It had exciting cars, thrilling races, and most importantly, factory participation. Among the best high-performance cars and engines were those coming from Dearborn, Michigan. Ford Motor Company's Total Performance Years saw a breakthrough as drag racing helped the younger, performance- and style-conscious consumer to begin receiving some recognition. Factory participation in drag racing pushed the envelope for high performance developments. Ford's FE-series engine, Police Interceptor, GT 390, Single Overhead Cam, Cobra Jet, and Boss 429 are all covered in detail. See the cars and the drivers that made them famous - Dick Brannan's Goldfinger, Bill Lawton's Mystery Mustang, Dyno Don Nicholson's Eliminator Comet, Gas Ronda's stretched Mustang, Al Joenic's Batcar, and more. Accomplished journalist and life-long Ford aficionado Charles Morris takes you back to the Total Performance Years through first-hand accounts as well as over 400 rare photographs. A drag racer since 1966, Morris has run cars in both Stock and Super Stock classes. He is currently the owner of the original Norristown Ford 1963 lightweight Galaxie and races the car in Nostalgia Super Stock as part of the 422 Motorsports Drag Racing Team. This book is a must read for all drag racing fans, not just Ford enthusiasts.

Early Funny Cars Lou Hart,2022-04-15 Blast through the evolving early years of Funny Car drag racing when doorslammers morphed into flip-top rail monsters. The era features historic mounts from Arnie the Farmer Beswick, Al “the Flying Dutchman” Vanderwoude, Jungle Jim Liberman, Don “the Snake” Prudhomme, and many more! The metamorphosis from doorslammers to fiberglass flip-top dragsters wasn’t ever a cut and dry plan. As drag racers pushed the envelope for more speed, a series of innovations quickly evolved and refined the genre. Funny Cars cut their teeth in the A/Factory Experimental (A/FX) and Experimental Stock (X/S) classes in 1964 with the 2-percent Mopars that looked funny with their axles moved forward. However, it was Jack

Chrisman's supercharged, nitro-fueled 427 Supercharged Factory Experimental (S/FX) Comet Caliente that trailblazed the class on which the NHRA turned its back and the AHRA fully accepted. Showmanship became the draw in the dawn of Funny Car with half-track burnouts and flame-throwing headers that packed fans five deep at the fence. By 1969, the NHRA had no choice but to create a class for these nitro-breathing, flip-top-sporting rail bruisers, indoctrinating the Funny Car (F/C) class at the Winternationals with 40 cars vying for 16 places in the field. The rest, as they say, is history!

Southern California Funny Cars Steve Reyes,2023-06-19 Southern California was the birthplace of organized drag racing, with the first organized race held at the Santa Ana airport in 1949 and the subsequent founding of the National Hot Rod Association in 1950. Over the next decade and a half, the dragster became the king of the quarter mile on Southern California drag strips. In 1964, veteran dragster owner/driver Jack Chrisman had an idea for something different to grace Southern California's drag strips. It was not a dragster but a stock-bodied race car using nitromethane for fuel in a supercharged engine. With the help of Gene Mooneyham, Mercury's Fran Hernandez, and sponsor Helen Sachs, Chrisman put together the world's first nitro-burning funny car. It was a steel stock-bodied Mercury Cyclone with a supercharged 427 Ford engine running on pure nitromethane. Chrisman started the evolution that soon turned stock steel-bodied cars into fiberglass-bodied tube chassis funny cars. Southern California drag racers began to lead the way for racers all over the United States in the new funny car class.

Collecting Drag Racing Model Kits Tom Boyd,2020-08-15 Relive the golden age of drag racing through this exhaustive volume covering the best drag racing model kits of the era. Model expert Tim Boyd, author of *Collecting Muscle Car Model Kits*, turned his attention to the fantastic drag racing model kits available from the late 1950s through today. Some racing model kits were actually 3-in-1 kits, where the builder assembled the drag-race version of the car in lieu of the street or custom version. Boyd starts by covering the options, collectability, variety, availability, and value of these wonderful kits, and then concentrates on the highly detailed drag racing-only kits that became available starting in the mid-1960s through today. He also shows the differences between original kits, older reproduction kits, and new reproduction kits that many enthusiasts find at swap meets and online sources today. Many of these great kits were from the 1960s, an era when building model kits was a widely popular, serious hobby, similar to video games today. Not only was it fun to build the kits but it was also a great way to learn about all the different race classes and categories because there wasn't regular TV or online coverage during that era. The artwork on those kits was fantastic, and many collectors today seek original kits largely because of it. The classes of racing covered are Gassers, Rail Dragsters, Stocks and Super Stocks, Funny Cars, Pro Stocks, Exhibition Racers, and more. Drag racing cars designed by model companies that never actually existed are also covered. Nostalgia drags are some of the most popular events around the country today. People can't get enough of these old race cars that were built in an era when variety, innovation and home building ruled the day. This book is great for modelers in general, model-kit collectors, and drag-racing fans young and old alike.

Hemis & Drag Racing Muscle Cars Nicholas Tomkins,2020 In *Hemis & Drag Racing Muscle Cars*, you can read about the remarkable Hemi engine that was developed by Chrysler. It is quite simply the most powerful production engine of all time, fitted in many models of muscle car throughout its heyday. You will also learn how drag racing as a sport was invented in the United States-- a race, involving two cars side by side, following a short, straight course from a standing start over a measured distance of a quarter of a mile. Muscle cars are a world-famous phenomenon, owing their outrageous existence to a very simple formula. Take a mid-sized sedan, nothing too complicated, upmarket, or fancy, then add the biggest, raunchiest V8 that it is possible to squeeze under the hood, and there it is! If you are interested in the world of the automobile, this Muscle Cars series is for you. Each book encourages and motivates the young reader to explore this intriguing and iconic part of the car industry beginning in the 1960s.

Gasser Wars Larry Davis,2007-08 This book covers the cars, the drivers, and the evolution of the street classes. In the late 1950s, thousands of street legal hot rods participated in organized drag races across the country -- As the racers got more serious, these cars were street legal in appearance only. In reality they were full-on race cars, with blown Hemi engines, racing slicks, and raised front suspensions. Racers soon discovered that small, lightweight cars were the fastest, and the classic Gasser was born .

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}

Dyno Don Doug Boyce,2018-07-16 Many fans of drag racing consider the most interesting era to be from the 1950s through the 1970s, the years when the sport really took off. During that period, so much changed from a speed and technology standpoint that people often refer to this time as the golden age of drag racing. Drivers often became associated with a particular manufacturer, such as Chevy, Ford, or Chrysler through sponsorship, factory team rides, or sometimes simply their own preference. The more successful drivers became household names in the drag racing community. Chevy had Grumpy Jenkins, Pontiac had Arnie the Farmer Beswick, Mopar had Sox & Martin and Dandy Dick Landy, and Ford's most successful driver of the era was the legendary Dyno Don Nicholson. Nicholson's first wins on a national level were actually in the early 1960s in Chevrolet products. He became extremely successful on the match-race circuit. Then, in 1964, he switched over to Mercury with the new Comet after General Motors enacted a factory ban on racing activities. He won 90 percent of his match races that year. He stuck with Ford and Mercury products and won throughout the 1960s and 1970s, even after Ford also pulled the plug on factory team sponsorship. He made it to the final rounds in nearly 50 national events during that period, in addition to winning championships, awards, and match races along the way. If you are a fan of a certain era of racing, a Ford fan, or certainly a Dyno Don fan, this book will be a welcome addition to your library.

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 Cars Peter C. Sessler,Nilda Sessler,1999 Describes the nature and rules of drag racing and the special characteristics of drag cars.

Rocky's Road Jim Rockstad,2018-01-02 Rocky’s Road By: Jim Rockstad With more than three decades of experience in the world of hot rods, drag racing and funny cars, Jim Rockstad has a million and one stories of the races, drivers and good old days of drag racing in the Pacific Northwest. He was there in the pit when Ed “Ace” McCulloch put the Northwest racing scene on the map with his momentous win in the Northwind dragster in 1965 and from there the rest is history. Rocky’s Road is a trip down memory lane through the milestones of West Coast racing from one of the sport’s premier managers and promoters. Rockstad’s story isn’t just sports trivia—it’s also a personal memoir, showing that anyone with enough passion and luck can find success in chasing their dreams.

Ford Total Performance Martyn L. Schorr,2015-09-10 Follow Ford's leap into the 1960s and the performance era--on the streets and on the track! In the early 1960s, Ford Motor Company underwent a dramatic change in corporate philosophy. Previously, under Ford's young chairman, Henry Ford II (the Deuce) safety, not performance, was the goal. But by 1962, even the chairman realized his philosophy needed to change. Ford was nearly invisible to car-crazy baby boomers. Lee Iacocca convinced Ford that he needed to act decisively or risk losing the emerging youth market to the competition. Thus began Ford's Total Performance program. Ford Total Performance is all about Ford's prime racing era from 1961 through 1971. In addition to purpose-built race cars, it also covers production performance cars, specialty models, and unique concepts such as lightweight drag race cars. The book explores the 427 Fairlane Thunderbolt; Mercury Comet; unique V-8 Falcons that competed in the 1963 and 1964 Monte Carlo Rallies; Dick Brannan's 427 A/FX drag car; Ford Indy 500 winning race cars; 427 Overhead Cam SOHC 427 engines as used in A/FX and fuel race cars; Boss 302 and 429 Mustangs for street, drag racing, and Trans-Am; and many more. The Ford-Ferrari war that led to the creation of the legendary GT40 Le Mans race cars isn't forgotten. Featuring unpublished period photographs, plus photos and artwork from Ford designers, Ford Total Performance covers all of Ford's classic race and street cars, including Cobras and Shelby Mustangs. It's a must-have book for any fan of classic American performance cars!

The Big Book of Real Race Cars and Race Car Driving Teddy Slater,1989 Looks at racecars of the past and present, describes different kinds of racing, and discusses the Le Mans and the Indy 500 races.

Sox & Martin Jim Schild,2016 As the sport of drag racing exploded in the 1950s, two youngsters from North Carolina each rose through the ranks racing Chevrolets. It didn't take long for one of them to realize that if you couldn't beat him it may be best to join him. Buddy Martin approached Ronnie Sox about campaigning a 1963 Z-11 Chevy; and with that partnership, the most dominant duo in the history of drag racing was formed. Sox & Martin: The Most Famous Team in Drag Racing is a comprehensive archival recap of straight-line racing's greatest duo. Historic and modern imagery recapture the celebrated Plymouth race cars campaigned by Ronnie and Buddy throughout their legendary partnership. Also chronicled are the lesser-known Oldsmobile, Ford, Pontiac, Chevrolet, and Mercury mounts predating their time with Chrysler. The races, the cars, the events; all of it is covered here during this golden age of drag racing. Author Jim Schild, with the help of Buddy Martin, Herb McCandless, Jake King, Diane Sox, Dave Christie, and others, has created the most exhaustive, authentic review of the illustrious drag racing career of Sox & Martin. Add this title to your racing library today.

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