

Ringed Drag Strip

Scotty Gosson

Lost Drag Strips II Scotty Gosson,2016-04-15 Fresh on the heels of the best-selling book *Lost Drag Strips* comes a new look at other long-lost and forgotten drag racing facilities from the 1950s, 1960s, and 1970s. In the first volume, the author examined the birth of drag racing and its subsequent popularity that invaded every city and community across America. Unfortunately, after the initial explosion of popularity, it waned, and various drag strips closed for a myriad of reasons. Financial pressure for the real estate they occupied, suburban sprawl, and waning participation were all reasons for the change in fortunes for the small, and even not-so-small, racetracks. The first volume was great, but readers demanded more! *Lost Drag Strips II* picks up where the first volume left off, covering even more tracks with archival photos of racing in the tracks' heyday, the cars that ran there, and coverage of the tracks as they exist today. This volume also includes some of the tracks that survived, those that fought off the economic demons and the urban sprawl and continue to run today. Tracks in this volume include: Fort Wainwright/Racing Lions Motorsports Park, Avenue G Drag Strip, Fremont/Baylands Drag Strip, San Fernando Drag Strip, Fontana Drag City, Inyokern Drag Strip, Kahuku Air Strip, Las Vegas Speedrome, Continental Divide Raceways, SRCA Drag Strip, Southwest Raceway, Willow Run Raceway, Minnesota Dragways, KCTA Drag Strip, Detroit Dragway, Niagara Airport Dragstrip, New York National Speedway, York US 30 Drag-O-Way, South Mountain Raceway, La Place Dragway, Yellow River Drag Strip, Thunderbolt Dragway, and more.

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.

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.

Tales from the Drag Strip Don Garlits,2013-06-01 Since the moment that young men began modifying and personalizing their automobiles back in the 1940s and '50s, "Big Daddy" Don Garlits was squarely in the thick of this intoxicating pursuit. *Tales from the Drag Strip* with "Big Daddy" Don Garlits is a first-person account of the many memorable experiences this drag racing icon has lived through in his half-century of nitromethane-fueled exploits. The many races, racers, race fans, and race tracks that have touched his colorful career are recounted as only Big Daddy can, painting a vivid picture of his life at speed and the triumphs and tragedies that came along the way. Insightful, ironic, humorous, and touching—but all true—Big Daddy's remembrances are the next best thing to reliving the glory days of America's quickest and fastest motorsports through the eyes of an American institution.

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 ABDOL.

High Performance Robert C. Post,2001 Providing a firsthand history of the sport, this book takes a detailed look at all aspects of drag racing: the sport, the business, and tracks the innovations that permitted racers to disprove the laws of physics. 147 halftones.

On the Drag Strip Ed Radlauer,Ruth Radlauer,1971-01-01 Brief text and color photographs provide an introduction to drag racing--the various cars, classes, and racing techniques.

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 Strip Challenge Ed Radlauer,1969 Two brothers enter their old car in a drag race. Includes descriptions and photographs of various types of drag racers and a glossary of terms.

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 Racing Jay H. Smith,1995 Introduces the sport of drag racing and the different types of cars which are raced.

Chevy Drag Racing 1955-1980: A Celebration of Bowtie's Success at the Drag Strip Doug Boyce,2020-03-15 Relive the glorious first 25 years of Chevy drag racing in this comprehensive and nostalgic history. With the introduction of Chevy's OHV V-8 in 1955, the brand's domination on the drag strip immediately snowballed. Drag racers loved the compact V-8. It was lightweight, revved high, and responded like no other engine previously produced to modification. Chevy saw a record year in sales in 1955, thanks to a combination of a restyled body and the new mill. It was the age of ingenuity, and those who could get their hands on the new engine were swapping it into engine bays that once housed other weaker mills. Ford's flathead, one that had dominated for so long, was rendered obsolete almost overnight. Chevy had a winner and dominated the sales charts for years to come. Aftermarket manufacturers got on board and offered up all the go-fast goodies needed to make Chevy a winner, no matter what category they ran. From Dragsters to Stock, Chevy's success was immediate. And it was a long-term success, thanks to a combination of years of great styling and a vast array of driveline combinations. Accomplished racing author Doug Boyce takes a celebratory look at those years of success, with a focus on the

first 25 years (1955 through 1980). Chevrolets gave rise to such stars as Bill “Grumpy” Jenkins, “Jungle Jim” Liberman, “Sneaky Pete” Robinson, “Dyno” Don Nicholson, Sox & Martin, Dick Harrell, Dave Strickler, and many more. World champs and fan favorites all drove Chevys. The success showed in the record books. No brand has won more races and events or has set more national records than Chevrolet. And unlike the other manufacturers, Ford and Chrysler, it was done with little to no factory support. Whether you are a hardcore Chevy fan or just love catching up on the history of drag racing during the golden age, this nostalgic look at Chevy racing history is sure to entertain for hours on end.

Drag Racers Jeffrey Zuehlke,2007-12-15 Presents drag racing, providing simple explanations surrounding the sport such as a description of the professional classes, the point system for qualifying into races, and brief career highlights of its legendary stars.

Quarter-Mile Mustangs Doug Boyce,2022-05-15 Blast down the quarter mile in the first two generations of Ford’s legendary pony car across all drag racing classes in Quarter-Mile Mustangs! Since first becoming a mass-market success in mid-1964, the Ford Mustang has made millions of passes down the quarter mile on sanctioned drag strips. With styling flared toward the youth, aftermarket parts manufacturers saw an enormous opportunity to produce go-fast components to aid in propelling Ford’s pony car down the 1320. The success of these cars was immediate. In the hands of successful and seasoned pros, such as Gas Ronda, Bill Lawton, and Dick Brannan, Ford unleashed the devastatingly potent 1965 A/FX Mustang fastback, which was built by Blue Oval stalwarts Holman & Moody with the 427 SOHC (Cammer) engine that unleashed havoc on mother Mopar. From those very first factory drag cars through the fabled 1968-1/2 Cobra Jets, drag racing historian Doug Boyce highlights the many successes of pioneers, such as “Dyno” Don Nicholson, Les Ritchey, Phil Bonner, Hubert Platt, and Al Joniec. However, it’s not just all doorslammers. As A/FX transitioned into Funny Car, a whole new chapter in Mustang drag racing was written with Mickey Thompson taking the reins and steering Mustangs to success throughout the late 1960s and early 1970s. The muscle car-era Mustangs joined the Mustang II and soldiered on the best they could as ever-changing rules hampered Ford’s new pony body, with drivers Bob Glidden and Nicholson trying to squeeze every bit of performance out of the diminutive pony. Quarter-Mile Mustangs: The History of Ford’s Pony Car at the Drag Strip 1964-1/2-1978 brings forth the most in-depth coverage of these cars at the drag strip. Don’t get caught sleeping at the light!

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.

Snake Vs. Mongoose: How a Rivalry Changed Drag Racing Forever Tom Madigan,
Drag Racing: Quarter Mile Thunder Ed Radlauer,1966

High Performance Robert C. Post,1994 What emerges is a compelling look at the men and women who have devoted their lives to this extraordinary pursuit and a sensitive exploration of their motivations.

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 !!

Drag Strip William Campbell Gault,1959

Eventually, you will certainly discover a additional experience and realization by spending more cash. still when? pull off you say you will that you require to acquire those every needs following having significantly cash? Why dont you attempt to acquire something basic in the beginning? Thats something that will lead you to understand even more on the globe, experience, some places, when history, amusement, and a lot more?

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