

# **Ultra Drag Racing 103**

**Charles R. Morris**

**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 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.

**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.

**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 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

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.

**Super Stock** Larry Davis, 2010 Super Stock takes a look at what was the most popular class of drag racing - factory Super Stock. It traces the evolution of the cars, the engines, the rules, the personalities, and many of the teams, from its beginnings in the mid-1950s through to the 1960s and the era of the Super Stock 409s, Ramchargers, 421 Pontiacs, and 406 Fords. This was a time when Ford, Chrysler, and General Motors competed on a weekly basis at local drag strips throughout the country, and the saying ...win on Sunday, sell on Monday... had real significance in the marketplace. This is also the period that saw emergence of the term musclecar and the production of a whole class of American automobiles - which are now the most sought after by collectors, restorers, and performance enthusiasts.

**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)

**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.

**Drag Racing** Bill Holder, Drag Holder, William G Holder, 1993

**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.

*Vintage and Historic Drag Racers* Robert Genat, Diggers, funny cars and more of the best vintage drag racers of the late 1950s and 1960s! Genat describes each car's race history and looks at well-known drivers and tuners of the era. See Melvin Heath's Dragster, Don Garlits' Swamp Rat 1, Mickey Weise's 1968 Hemi Dart, and many others. Super Stock drag racing of the 1960s is covered extensively, most notably the radically altered stock bodied vehicles that would forever change the face of drag racing.

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!*

*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}

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.

Bracket Racing Tony Sakkis, 1997 A basic guide to drag racing's most popular and fastest growing class. Includes information on: rules and regulations, driving techniques, engine setup, safety, and more.

**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!

**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.

**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.

**Snake Vs. Mongoose: How a Rivalry Changed Drag Racing Forever** Tom Madigan,

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