Ultra Drag Racing

Larry Davis

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 or 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.

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 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.

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 afficionado 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.

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 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

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: 9781468605761, ISBN: 9781468605761, ISBN: 9781468605778, DOI: 10.4271/9781468605761)

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.

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!

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.

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 .

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!

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.

Quarter-mile Muscle! Larry Davis,2005 8 1/2 x 11, 100 color photos, 200 b/w photos In many ways, drag racing spawned the muscle car era of the '60s. Super Stock drag racing was huge in the early '60s, and the factories encouraged their teams' success by building high-power, lightweight cars that'd be sure hits at the drags. Then in '64, Pontiac introduced the GTO, with the classic small car, big engine formula that hot rodders had been using for years. Other manufacturers responded with their own pony cars and muscle cars, and for nearly 10 years, muscle cars ruled the drags. Quarter Mile Muscle covers the development and success of the muscle cars at the drags in all classes, from Super Stock to the early muscle carbased funny cars. Special attention is paid to low-production factory cars that were intended specifically for the drags - cars like the COPO Camaros, Ford Thunderbolts, and the dealer-built specials from Yenko, Motion, and others.

Drag Racing's Rebels Doug Boyce, 2023-11-15 Learn the entire fascinating story of the American Hot Rod Association (AHRA) in this wonderfully illustrated color history. When the National Hot Rod Association (NHRA) was formed in 1951 by Wally Parks, the reasoning for the formation was to create order from chaos by instituting safety rules and performance standards that helped legitimize the sport of drag racing. Some organization was certainly necessary. A postwar boom in automotive enthusiasm was reaching new heights, and Hot Rod magazine and the NHRA were right in the thick of it. The NHRA hosted its first drag racing event in 1953, and in 1955, the organization staged its first national event, which was simply called The Nationals. The AHRA formed in 1956 as an alternative to the NHRA, where the drivers voted on the rules (rather than sanctioning bodies and tracks), and their influence on the sport was felt almost immediately. When the NHRA denied the use of nitromethane in 1957, the AHRA approved it. When the NHRA banned aircraft-powered dragsters in 1961, the AHRA welcomed them. When the NHRA said no to the emerging Funny Car in 1965, the AHRA said yes. When fans and racers screamed for a heads-up Super Stock category in 1968, the AHRA delivered. The AHRA was called a rebel association. Some say that it was more of an association that got things done—to the delight of fans and racers. The AHRA was on equal ground with the NHRA by the 1970s, drawing enormous crowds and racer entries.

In this fascinating history, veteran author Doug Boyce tells the story of the AHRA, the rise, the competition, the events, and the eventual downfall of the organization. After AHRA President Jim Tice passed away in 1982, internal fighting for control of the association resulted in its doom. Get the whole story here, and add this wonderful volume to your drag racing library.

Super Boss Tyrone Malone, 1981-01-01

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.

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.

Embark on a transformative journey with Written by is captivating work, **Ultra Drag Racing**. This enlightening ebook, available for download in a convenient PDF format Download in PDF: , invites you to explore a world of boundless knowledge. Unleash your intellectual curiosity and discover the power of words as you dive into this riveting creation. Download now and elevate your reading experience to new heights .

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