

# PERFORMANCE REPORT

## INFORMATION & VIEWPOINTS

### Important From Detroit

The many new Super Bowl commercials that appear every February are highly entertaining, but no one ever expects a great deal of depth or meaning from them. They are usually meant to entertain and, hopefully, have viewers connect the product to the commercial. We were surprised, and somewhat inspired, to see the Chrysler commercial, "Imported From Detroit" during the recent Steelers-Packers contest. A commercial with real meaning is something to behold.

With background music and chauffeur duties supplied by rapper and Detroit native, Eminem, the Chrysler 200 in the commercial

took us on a two minute cruise though the Detroit of today. Not really a very pretty cruise since most of the auto industry has abandoned Detroit and surrounding suburbs. The reference to the 200 being "imported" is likely because, as far as the auto industry is concerned, a car from Detroit is almost more foreign than those from the real foreign auto makers. The commercial definitely was thought inspiring.

Current conditions in Detroit - and Flint, as well - led to wondering how these once great cities had descended into the depths of industrial hell. It was not an overnight process, but once the decay process began, it took relatively few years for the cities' nearly complete downfall. Blame could be attributed to a number of sources. Greed, indifference on the part of company executives and mem-

bers of the legislature, foreign competition, unbending labor unions, urban crime escalation and just plain ignorance were all responsible for the decline and fall of the Motor City "empire". A former GM employee, forced into early retirement when



his division was reorganized, summed it up quite succinctly when he said, "The company could no longer afford to support the greed."

The time for assigning blame is past. It is, however, high time that something gets underway with regard to bringing our auto industry back into Detroit, Flint - and America in general. Most importantly, the high performance aftermarket can help in this enormous task.

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When Ford, Chrysler and, finally, GM decided to revisit the "golden" era of the muscle car with retro versions of the Mustang, Challenger and Camaro respectively, the seeds were planted for new growth. The aftermarket immediately "fertilized" these new seedlings by designing new suspension and exhaust systems, intake and fuel components and computer enhancements. To all outward indications, these exciting new models have been warmly received by the car buying contingent. Chrysler already offers several other performance vehicles with V8 power and rear wheel drive, Ford is developing new versions and rumor has it that GM is also tooling up for some more V8 cars.

Furthermore, Challengers and Mustangs are being offered for sale to the drag race market as ready-to-race packages. Hopefully GM will follow suit. These cars are very competitive in the NHRA Stock and Super Stock Eliminator classes and are enjoyable to watch. At any rate, the gauntlet has been thrown. The return to the old "Win on Sunday, Sell on Monday" way of doing business

could be almost at hand once again, especially if NHRA could be convinced to "backpedal" the nitro funny cars a bit and require bodies that are accurate replicas of the new Mustangs, Challengers and Camaros. The popularity of the nostalgia funny cars has proven that spectators react much more favorably to funny cars that more closely resemble the real thing.

While we are on this subject, other possible scenarios involving American automotive products come to mind. With the FIA World Motor Sport Council (WMSC) planning to replace current 2.4L V8 power plants with 1.6L four cylinder engines, the time is right for American four cylinder race engines to find their way back into Indy car racing on a grand scale. Chrysler, GM and Ford already field very potent four cylinder engines in several venues including midgets. Seems like these engines, which can pump out more than 300 horsepower per liter, can be very competitive and could very well make the Indy 500 a true "American Race" once again. ©MSR

## NEW ALLSTAR PERFORMANCE ITEMS



### 8-Point Roll Bar Kits

Two new roll bar kits from Allstar are designed and engineered to increase safety and structural integrity. Main hoops are custom bent to fit each car. Hoops and bars are formed from .134" mild steel, 1-3/4" diameter tubing. 8-Point and 10-Point kits are available now for 1967-2011 Camaro/Firebird, GM G-Body Malibu, Cutlass, Regal and Grand Prix and 1979-83 Mustang/Capri. Welding is required for assembly. Floor plates sold separately for unibody cars.



### 9" Non Floater Housing Kit For GM Intermediate Metric Chassis

Housing kit fits the 1978-88 GM intermediate chassis. Replace a stock GM 7.5" rear-end with the much stronger Ford 9" style. Kit includes a select used center section, new axle tubes with large bearing late Ford/Torino style-ends, 31-spline axles with bearings and seals installed, drilled for 1/2"-20 studs with 5 on 4-1/2" or 5 on 4-3/4" bolt circles. Choose from two widths, 58" (ALL68756) and 60" (ALL68757) axle flange to axle flange.



### Adjustable Throttle Brackets With Return Springs

Billet aluminum throttle bracket assemblies, designed for use with popular Holley 4150 style carburetors, securely mount and hold throttle cable in place. Specially designed return spring mount attaches to the carb for simple installation and smooth operation. Brackets are offered for use with GM, Lokar, Morse or Ford style throttle cables in silver or black anodized finishes.



### Dealer Email Sign-Up

Want to know about New Products from Allstar sooner? Send an email to [info@allstarperformance.com](mailto:info@allstarperformance.com) to sign up today!



# NEW PRODUCT SHOWCASE



## Full Spools And Mini Spools

An economical and effective alternative to locking differentials for traction and enhanced performance in drag and circle track cars, Motive Gear spools are made from durable 4140 forged steel. Spools and mini-spools have been heat treated and

CNC-machined for decreased deflection and increased gear life. Spools are available for many GM, Chrysler and Ford applications (GM and Ford are available in standard and light weights). Mini-spools are offered for most GM and Ford differentials.



## Spool Bearing Kits

Motive Gear now offers every part needed for a spool replacement. A full selection of Spool Bearing Kits, ideal for use when replacing a spool, ring and pinion, or when performing a differential overhaul. Kits include Timken carrier and axle bearings, pinion and carrier bearing shims, and pinion seal.



## WirelessONE On-Board Air Control System

**AIR25870**

Advanced on-board air control system from Air Lift features the WirelessOne key fob, a single path controller that enables equal inflation of both air springs. With three memory settings for frequent users, and a low pressure sensor that automatically activates

the compressor if air spring pressure falls below a safe level, the WirelessOne has revolutionized the air ride system. An integrated manifold and wiring harness assure an easy installation. System includes standard duty air compressor (AIR16060) and is covered by a 2-year warranty.



## Load CONTROLLER SINGLE and DUAL On-Board Air Control Systems

Single path control, on-board air control systems assure equal inflation of both air springs. Low pressure sensor automatically activates the air compressor if air spring pressure falls below a safe level. Choice of standard (AIR16060) or heavy duty (AIR16092) compressors. Dual path, on-board control systems independently inflate both air springs on a single gauge. A low pressure sensor automatically activates the air compressor if air spring pressure falls below a safe level. Choice of standard (AIR16060) or heavy duty (AIR16092) compressors. Both are covered by a 2-year warranty.



## Type II Aluminum Power Steering Pumps

Lightweight, compact cast aluminum power steering pumps are ideal for tight installations and are designed for use with a remote reservoir. Pumps use a 1200 PSI valve and include -6 and

-10 AN aluminum fittings. Mounting brackets are offered for small and big block Chevy, short water pump engines, and may be purchased separately.



## SuperCool Water Pumps

SuperCool, original equipment style-cast replacement water pumps have impellers that reduce engine temperatures by up to 20° and provide 30% more coolant flow. Heavy duty ball/roller bearings, high strength steel center shafts, premium seals, stock ports and connections are standard. Stock coolant flow pumps are also available. Both versions are available for all popular Chrysler, GM and Ford engines.



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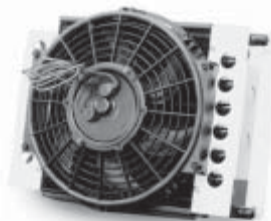


# NEW PRODUCT SHOWCASE



## Auxiliary Transmission Cooler

**BDD1030610** Heat is a major "killer" of automatic transmissions, especially in heavy duty, diesel pickups. Reduce transmission fluid temperatures and extend transmission life with the BD Diesel Performance large capacity, remote oil cooler. A copper/aluminum tube and fin core combined with a high flow 650 CFM 10" Toronado electric fan gets the job done in fine order.



## Diesel Dodge Steering Box Stabilizers

Eliminate steering wander and wobble caused by excessive shaft play in the steering box of late model Dodge trucks. SBS also prevents frame flex at the steering box mounting point, resulting in more positive steering feel. Silver powder coated stabilizers have greasable, high quality bearings and include hardware and instructions. Stabilizers are available for 1994-02 (BDD1032004) and 2003-08 Dodge 4WD trucks (BDD1032005).



## Diesel Dodge Track Bars

The perfect solution for added steering stability, Track Bars prevent the side-to-side movement in the front axle of late model Dodge 4WD trucks as well as the associated wear, wandering and wobble. Completely adjustable, the track bars are manufactured from 1-3/8" DOM (Drawn Over Mandrel), heavy wall tubing with formed and welded collars and durable, polyurethane bushings. Bars will accommodate trucks with up to 4" lift. BDD1032011 fits 1994-02 Dodge 4WD and BDD1032012 fits 2003-07 Dodge 4WD.



## Diesel Flow-MaX Lift Pump Kits for Dodge

Compact, quiet and capable of delivering sufficient fuel to engines with over 600 horsepower. Fuel pumps feature a proven gerotor design, hard anodized aluminum body and pump 180 gallons per hour at 10 PSI, and up to 200 GPH at full flow. An ideal replacement for the stock fuel pump. Versions are available for 1998-2007 Dodge Diesel pickups.

**\*NOTE:** 1998-2004 Dodge Trucks That Have An OEM Intake Pump Conversion Done Require A BDD1050302 Retrofit Kit.



## Diesel Ford 7.3L Compressor Wheel Upgrade **BDD1047000**

Engineered exclusively for 1999.5-2003 Ford 7.3L Power Stroke diesels, replacement compressor wheel for the stock turbocharger eliminates compressor surge, offers more airflow at upper boost levels and breathes new life to stock turbo. Allows for more efficient output when using mild power increasing modules and tuners.



## 1963-82 Corvette Headers and Side Pipes

Side Mount headers, designed for 1963-82 Corvette, are CNC mandrel bent 16 gauge steel tubing for superior fit and durability. Headers have 3/8" thick machined flanges and sealing beads, TIG-welded ports and precisely formed collectors. Headers are available chrome plated, silver ceramic coated or with black painted finishes. Gaskets and required hardware. Side pipes and mufflers must be purchased separately.



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## Charlie Jobber And The Power Tour Of Doom



I'm always up for a new adventure. When Gordy, a friend and freelance writer, invited me to ride along on the Rod Power Tour, I accepted. He was sketchy on the details of the hot rod we'd be driving ("...you'll love it"). However, the

back, I should have backed out based solely on general principles.

I'll try to recap here my day-to-day misadventures, what I began calling "The Re-Volting Tour".

**Day 1** - Thanks to a 110 outlet right near our motel room, we were able to fully charge the battery. The dash display looked like Vegas at midnight, telling us we had 32.2 miles of full electric charge left as we pulled out on the tour.

We used the heater that morning and only went about 19 miles before we made the transition to gasoline power. With 9.3 gallons on board, we should have been able to travel another 311 miles. Not! Our destination was Mesquite, Nevada, a distance of 330 miles from our starting point. I longingly watched all the neat hot rods motor by as we rolled along at a sedate 50 mph to conserve gas. Then, we hit a major traffic jam and sat still for over an hour. We barely made it to Primm, Nevada before we ran out of gas. We were done for the day and made plans to stay in Primm. We could have gone on, but what was the point in using gasoline and not electricity? The car only got about 28 mpg on gas only anyway, and the battery would never recover. We'd just have to start real early to catch the rest of the tour in the morning. The quaint - and only - motel in town had a room available. No outside plugs meant we had to plug the car into the lone outlet in our room. We could not fully close the door. Exhausted, we wolfed down sandwiches from a vending machine and turned in early, after setting the alarm for a bright and early six a.m.

prospect of a long distance romp from Azusa, California to Toledo, Ohio was appealing enough that I didn't pursue the issue. A big mistake, as it turned out.

Gordy had gone out a week early to get himself accustomed to the car. I flew out the day before and Gordy met me at the airport. A shuttle took us to the parking ramp. As we stepped off the bus, Gordy pointed at a small sedan in the first row.

"There she is, Chas. A real beauty, huh?"

"This is what we're taking on the tour? What is it?" It didn't really look like a Honda, or a Hyundai, but it did look amazingly like the decrepit Dodge Stratus I bought my kid, only smaller.

Gordy could hardly contain his awe. "That there is an Amp!"

I responded, "Not one of those hybrids is it?"

"Lord no! The Amp is not a hybrid. It's an Extended Range electric ve-hic-le. It always only runs on electricity," Gordy exclaimed. "It'll go nearly 40 miles on a full charge, then a gas powered generator kicks in and charges the battery at 30 %."

"So," I said, "it's basically a hybrid."

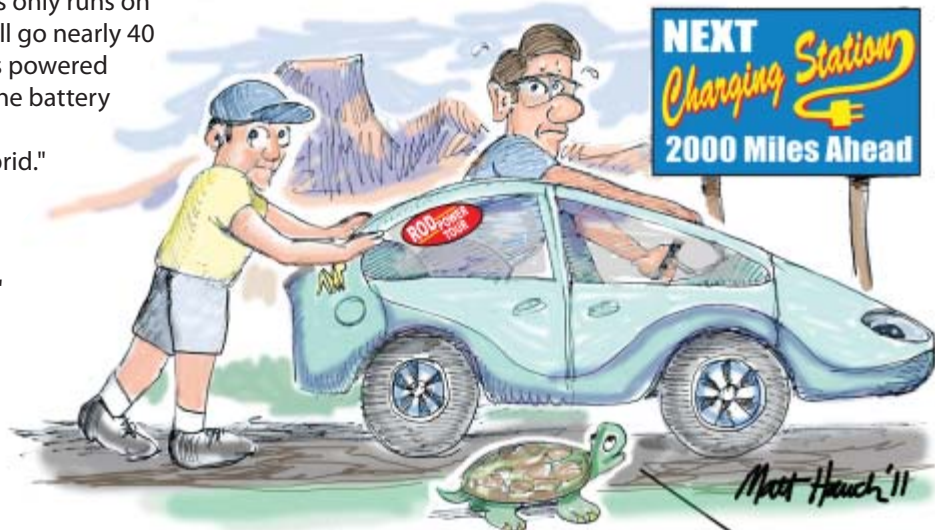
"Whatever," mumbled Gordy.

"What do they call that hideous, blue green color?"

"That is Viridian Joule Tricoat," Gordy proudly stated.

Just great! We were going on on a high profile tour, in a car like my kid's, only the color of a three day old bruise. This was going to be tough amid all the supercharged, chromed and "billeted" tour cars. Looking

**Day 2** - Up the next morning I noticed that it was *too* bright - and not early. It was 9:30! The power had gone off. Seems that we blew a circuit to our room. Instead of ten hours of charge we got about two. Now we were really behind. The dude at the gas *(Continued on page 7)*



"Keep an eye out for those VOLTures!"

# MORE NEW PRODUCTS



## SB Chevy Titan TXR Intake Manifolds

Innovative, composite plastic Titan TXR intake manifolds for small block Chevy deliver 15 plus horsepower more than competing manifolds. Offered in Race, Street/Strip and Dual Plane versions, the Titan TXR runs up to 30° cooler than traditional manifolds and weighs 9-11 lbs. less than aluminum units. Modular design manifold includes interchangeable runners, cast-in nitrous bosses, dual distributor hold downs and rubber Viton gaskets. Choose Race or Street/Strip single plane units, or Dual Plane version. Distributor clamp and (12) 3/8" bolts and washers are included.



## 340 Stealth Electric Fuel Pump

High output, in-tank electric fuel pump is designed to satisfy the needs of most popular EFI applications and bolts right into most existing hanger assemblies. Lightweight, compact pump boasts over 30% more flow than typical high performance in-tank pumps and retains the factory wiring and mounting provisions. Fits most vehicles where a Walbro 255 pump is applicable. Three inlet configurations cover a wide range of vehicles. Each pump includes all drop parts, hose, hose clamps and wiring harness.



## GM LS Into '67-69 Chevy Camaro/ Pontiac Firebird Engine Swap Headers

An increasingly popular engine swap involves transplanting the GM LS series engines into 1967-69 Chevy Camaros and Pontiac Firebirds. To make this swap even easier, and to add more power at the same time, Hooker has designed a set of exhaust headers. They are a superior fit and have 1-3/4" dia. primary tubes for even more horsepower and torque. Use with the LS engine mounts. Hooker offers a choice of "Darkside" Black (HKR2288-3) or "Titanium" (HKR2288-4) ceramic coated finishes with gaskets and hardware.



## FAST-GATE Shifter TCI616541

Universal automatic transmission shifter combines high performance, reliability and easy installation. FAST-GATE is compatible with most 3- and 4-speed automatic transmissions for street or race and uses high quality components and cutting-edge engineering. Reverse lock-out mechanism eliminates accidental shifting into reverse. Shifter is competitively priced and includes injection molded cover, shift cable and all hardware ss.



## 2010-Up Camaro LS3/L99 300 Series Water Pump MEZWP329N

Unbolt the factory LS water pump, bolt on a Meziere electric water pump and gain 11-14 horsepower. American made, the pumps even include an idler so that stock serpentine belt routing is not affected. Meziere 300 Series water pumps move more water than other pumps and offer better protection from overheating. Use the Meziere electric pump on the street or at the strip. Pump has a 3000+ hour life expectancy and the standard motor moves 55 gallons per minute free flow. Ports on the pump accommodate stock heater and bypass fittings.



accepts:



station let us plug into his 240 outlet (at \$10 an hour) and we were ready to roll four hours later. Today's destination was Grand Junction, Colorado, nearly 450 miles east of Mesquite. We didn't stand a chance. Repeating the first day's journey, we came up short this time in a truck stop somewhere near Moab, Utah, again about a hundred miles or so short. The truck stop had a 240 outlet which was good news. The bad news was that it had no sleeping accommodations. We slept in the Amp. Seats that were marginally comfy during the day's ride were damn near impossible to tolerate by 1:00 a.m.

**Day 3** - Gordy and I noted a full charge, paid up and hit the road before 2:00 a.m. We were going to catch up finally. We pulled into the host hotel during a thunder storm, just before our battery fizzled again. They hadn't canceled our reservations, and the sympathetic night manager even let us plug into a 220 dryer outlet in his laundry room. We tried to grab a few hours sleep, but awoke with a start an hour and a half later to a loud CRACKLE! Lightning struck near our room. A peek out of the window revealed a thin wisp of smoke rising from the hood of the Amp. NUTS! We rushed out just in time to see a molten, white blob - our 220 plug - ooze onto the ground. The power surge blew circuits, destroyed many appliances, and doomed our shot at rejoining the tour. At 4:00 a.m. we were crammed into a corner of the laundry, restoring open circuits. Our 220 plug was toast, so we were once again relying upon a 110 source for our charging needs. We stood helplessly by as row after row of gleaming rods and muscle cars roared onto the freeway on ramp for the day's journey to Denver. This was not fun. I suggested to Gordy that we park this electronic nightmare and rent a normal car.

"Can't do that Charles," he replied. "This is my car and I can't abandon it."

Then, the truth came out. He had, on impulse, bought this car. He told me that he paid over \$50,000, including chrome wheels, leather interior, rear view camera, premium (ugh) paint and, oh yes, a dealer overcharge for the privilege of owning it.

"I was so afraid of high gas prices, and the ads for the Amp were so prevalent that I just bought one on the spur of the moment," he moaned.

"How do you feel about that move now, Gordy?"

"I knew it was too good to be true. Now, I'm stuck with a limited use, overpriced car, and ungodly \$650 a month car payments to boot," he groaned.

"Where are the savings, Gordy? How much will it cost to replace that battery someday?"

"The dealer wouldn't tell me. He said the manufacturer wouldn't even tell him. A fellow writer told me they could cost more than ten grand!"

"Wow! So much for any long term financial gain."

We finally got underway around noon that day, and continued our "extended range" saga with no hope of catching up with the Rod Tour. When the battery and gas supply clapped out again, we found a nice motel and a good restaurant and called it a day.

**Day 4** - We were at least 600 miles behind the tour group and officially called off the rest of the trip. We stopped by an Amp dealership that morning and talked them into buying Gordy's low mileage, one disgruntled owner Amp. He "ate" nearly ten grand, but philosophically chalked it up as an expensive lesson in ad hype resistance. Part of the deal included a two year old Impala with which we motored the rest of the way across the country. Gordy dropped me off at my place and headed home.

As I settled down for my first good night's sleep in over a week, I pondered the future of the so-called extended range vehicles. I think time will prove that these overly hyped, hastily designed vehicles are not the answer. Unfortunately, when this day comes many people will have forked over millions of dollars trying to save money on gas. As far as I'm concerned, it will be like sending good money after bad. If I spend nearly fifty grand on a car, I expect something really nice, something I can feel justified in spending that much money on in the first place. I expect comfort, utility, security and dependability. In the Amp, I saw none of this at all. I only saw the futility of trying to get along without gasoline. High gas prices will have to be dealt with at some point, but extended range electrics are at least as big a rip-off as the gas at this point, and maybe even worse because they instill a false hope that the owner is saving money and the environment. Ha! ©MSR

## INDUSTRY NOTES

The B&M Automotive Group has announced the addition of exhaust company Flowmaster Inc. to its portfolio of iconic industry brands. Flowmaster joins well-known names B&M Racing and Performance, Hurst Shifters and Hurst Driveline Conversions under the B&M Automotive umbrella.

"Flowmaster is an exciting acquisition for B&M from both a fit and synergy standpoint," said Nate Shelton, chief marketing officer, B&M Automotive Group. "We look forward to the product and business growth opportunities associated with this great brand."

Founded in 1983 with nearly 30 years of U.S.-built product experience, Flowmaster products include scientifically engineered mufflers and exhaust systems designed to improve power, torque and mileage. The company's three facilities total more than 400,000 square feet, according to a press release.

## CHARLIE JOBBER'S PICK

**Edelbrock**

Have you walked around a hot rod swap meet lately? If so, you have been at least as amazed as I am at the number of ancient multiple carburetor intakes that have come out of the rafters. Ninety-nine percent of these manifolds were designed to use the venerable - and terribly expensive - Stromberg 97 in duets, trios, quartets...on up to octets, all singing in tune to the exhaust notes of a flathead, early Olds, Chrysler or Caddy. Today, finding the vintage manifolds is relatively easy (except on the pocket-book), but finding the carbs is downright impossible. Edelbrock has once again come to the fore, this time bearing the gift of a "94" Series two-barrel carburetor which is ideal for nostalgic multiple carb arrangements.

The Edelbrock 94 two-barrel carburetor provides nostalgic and period correct hot rods and restorations with the most accurate and best performing solution on the market. The Edelbrock 94 has a die-cast bowl and air horn with an aluminum 3-bolt base. An extended throttle shaft makes it easier to set-up dual and triple carburetor combinations, especially when used with Edelbrock's exclusive progressive linkage. Extensive testing, both on the road and in their state-of-the-art engine dynamometer facility has enabled Edelbrock to offer a power valve and jetting combination for smooth and strong performance. It is finished off with a zinc-dichromate coating for durability and classic looks. Machined and assembled in the U.S.A., the "94" is perfect for use on smaller displacement engines and fits Edelbrock Ford Flathead intakes #1100, #1103, #1108, #1109, Small Block Chevy #5414 and #5418 and, oh yeah, that pristine six-carb Pontiac V8 manifold you bought at Pomona last year! ©MSR



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