

# PROMAX Performance Tech Newsletter

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**PROMAX**  
CARBS &  
PERFORMANCE PARTS

30 Gasoline Alley  
Suite A  
Indianapolis, IN 46222  
Phone (317) 484-1451  
www.promaxcarbs.com

## What's New at PROMAX

Our fall racing season has been quite a busy one starting off with the Mopar Nationals, back to back weekends at St. Louis and Norwalk. We then topped of the season with shows at the Lone Star Shoot-out in Texas and Big Daddy Don Garlits in Ocala, Florida. Two to three shows a month for three months straight makes for some long work weeks and has kept everyone at ProMax busy. Add to that the Mopar Muscle wedge shoot-out and that put us into over-time mode (more details later).

We also have added Scott Petrusky to the ProMax

family. Scott was formerly with Ford specialist Kenny Brown Performance and served as a sales rep for Indy Cylinder Heads. Scott will serve as our sales manager for ProMax! This will enable us to have more storefront coverage as well as show coverage.

On December 9th from 9am to 1pm we will be having our first ProMax garage sale. We will have several used items for sale from used car parts, racing parts, pit vehicles, shop tools, etc.. There will also be one day only sales and promotions for new parts as well. Door prizes will be given out as well to some lucky winners!

## PFSC "PROMAX Fastest Street Cars"

Well our first heads-up series finals took place in St. Louis and it was quite an event. The weather was absolutely beautiful and several new cars showed up to participate.

Newcomers to the series for Muscle Street were Ken Clinton, John Breig, Ron Allen and Kelly Jo Lanham with the "Ruster Duster". Xtreme Street had some new faces as well with Jeff Roppel and J.L. Robertson.

Joe Bernardi was #1 qualifier for Muscle Street with a 10.294@133.37mph and Xtreme Street was led by Jeff Roppel 9.286@146.15. The Muscle Street field qualifying average was 11.98 seconds and had three cars in the 10's. Newcomer Ken Clinton made it all the way to the finals, but did not have enough to beat out the "Top Gun" of Muscle Street Joe Bernardi. Xtreme Street had a close final between Jeff Roppel and J.L. Robertson. Jeff's 67 Dart ran a 9.53@146.48mph to J.L.'s 67 Barracuda 9.691@140.88mph.

We want to thank all participants and sponsors for the 2006 season and look forward to bigger and better things for 2007. Some new ideas for the new year are to allow power adders for 4 and 6 cylinder engines in Muscle Street. We are also contemplating small slicks for Xtreme Street. Nothing is final yet but all members will have a chance to vote on rule changes for the 2007 year. We have been contacted by other track promoters and may have some new races for the upcoming year! All new rules and races will be made final before the Drag Expo in Chicago, January 19-21 2007. Please check our message board and websites for updates at www.promaxcarbs.com.

### PFSC POINT STANDING FINALS

#### CalTracs Muscle Street

1.	Joe Bernardi	Total Pts 45
2.	Greg VanHoose	Total Pts 33
3.	Rick Hemple	Total Pts 14
4.	Phillip Grover	Total Pts 14
5.	Jim Burnette	Total Pts 12
6.	Ken Clinton	Total Pts 12
7.	Chip Owens	Total Pts 10
8.	Ron Allen	Total Pts 7
9.	Shawn Murace	Total Pts 5
10.	Chad Marshall	Total Pts 4
11.	Brian Marshall	Total Pts 3
12.	Olly Parent	Total Pts 3
13.	Kelly Jo	Total Pts 1

#### GFM Xtreme Street

1.	Todd Vanada	Total Pts 25
2.	Jim Kuncio	Total Pts 19
3.	Fred Bernardi	Total Pts 18
4.	Jeff Roppel	Total Pts 17
5.	Adam Sauder	Total Pts 17
6.	Robert Pachner	Total Pts 11
7.	J.L. Robertson	Total Pts 7
8.	Scott Chopin	Total Pts 3



## Mopar Muscle Engine Build-Off

Well with only about two weeks to prepare for the Mopar Muscle Wedge Challenge, overall we did pretty good. Our first goal and struggle was putting a plan together, the options were: low buck big bang combo, high dollar - high horsepower combo or a middle of the road approach. On paper a low buck motor that made good power would be almost impossible to beat, based on the cost per horsepower rating of the contest. Our initial plan was to go the low-buck route and basically had a motor already in place that fit the bill! Then came the Mopar Muscle surprise they added that the motor had to pull to 7,000 RPM or the dyno pass would not be counted. Well there went our low buck plan, it would be difficult to get that setup to pull to the required RPM, most wedge motors need a lot of modifications to pull past 6,000 RPM. So now that Mopar Muscle eliminated the low-buck plan our next approach would be a street worthy, high out-put motor, on a budget or go all out (like everyone else) and put a high dollar application together. Since we are Mopar enthusiast and we dare to be different, we thought that it would be interesting to see how much horsepower could be made with a Six Pack on a 500" wedge motor. Could the 500" motor pull to 7,000 RPM with a dual plane intake and Six Pack setup?

Well the Six Pack carb combo, offer plenty of breathing capacity and flows 1,350cfm, so the real problem lies in the dual plane intake. We knew that this combination would not win the contest but if we could pull off a 7,000 RPM pull with a Six Pack it sure would make for an interesting story. To get our wedge motor to pull to the required rpm some major porting modifications were going to have to be done to the heads and intake. We had Mike Stark at CFM do all of the flow modifications to the aluminum Bulldog Heads and Edelbrock six pack intake. We put our combination to together along with a completely tricked out trio of ProMax carbs and on our dyno the motor pulled to the required 7,000 RPM. Not only that but we ended up making 600HP and 600ft/lbs. of torque. Now granted we could have made another 100 hp with a single plane and 4bl but were is the challenge there? The bad news is that on our first dyno run for the contest at Comp Cams we pulled a rocker shaft bolt right out of the head. We bent the rocker shaft so bad it had to be cut to get the rockers off. We were able to fix the problem, heli coil and a new shaft from Comp, but we were disqualified from the contest because we could not make the repair in the 10 minute allotted time. They let us run the motor again at the end of the day. The pulls got Mopar Muscle some numbers to print and proved that the Six Pack could pull to 7,000 RPM.

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GOING FAST WITH  
PROMAX

## PROMAX Specials

### Holiday Coupons

**10% OFF any order over \$500**  
\*\*New Parts only\*\*

**FREE Shipping (UPS Ground)**  
\*\*US 48 States\*\*  
on any order over \$250

**FREE Mount and Balance**  
On any American Racing Wheel  
and Tire combos

**\$25 OFF any purchase**  
\*\*New Parts only\*\*  
\$150 minimum purchase

**FREE Throttle shaft bushing**  
\*\*with any service job\*\*

**\$25 OFF any service job**  
\*\*Restorations Excluded\*\*

**FREE Lug nuts & Centers**  
On any wheel purchases

**422" SB Mopar build off motor**  
\$10,000  
Build Off MSRP \$12,000  
\*\*Call for details\*\*

**500" BB Mopar build off motor**  
\$10,000  
Build Off MSRP \$12,000  
\*\*Call for details\*\*

\*\* One coupon per order \*\*  
\*\* One use per coupon \*\*

**Sale ends January 15th 2007**

## Project Cuda

Our project Cuda was chosen to participate in the Mopar Action "True Street" Challenge. This event took place at the Lone Star Shootout in Houston, Texas. All of the participants are to be covered in the magazine, judged for car show points and had to complete passes down the track for a combined score. So not only did it have to look good but perform as well and be street worthy. Our project Cuda still was not completely finished, needing a new exhaust, and some major under the hood work done.

The first goal and task was to install the new tti headers and complete 2.5" X-pipe system. We were prepared for a huge fight to get the ceramic headers installed, but it actually turned out to be the easiest part. We installed them from underneath the car and did not have to raise the motor or loosen its mounts. Bravo tti, job well done. We did have a few problems with the X-pipe system but once we got all the parts in the correct location everything went into place. We like our cars to sound mean, so we went with the straight through Dynamax Ultra Flows. There is no mistaken these mufflers, you can literally see right through them. When we first fired this new combo up everyone at the shop was impressed with the sound. While under the car we noticed a few problems with our rear disc brake setup and we had to make a few minor adjustments and replace a leaking axle seal. Under the hood we got busy sprucing things up with a set of ProMax aluminum fabbed valve covers, replaced the rubber fuel-line hose with a braided line and fuel pressure gauge. We also added a water overflow tank, added a dual carb spring and beefed up the battery hold down to make sure the Cuda passed track tech.

Now our project Cuda "Brandi" is ready for Action, Mopar Action that is. Bad news was Mopar Action wasn't ready for this event. This was the first time for them and it was quite apparent when no one knew what was going on. Our Cuda did not get a fair shake in the deal. Somehow it was not judged or photographed until after they had already picked the winner. It was parked right across from them in the Midway. Needless to say we did get some track time and laid down a best of 15.29 at 95mph. This is with it completely spinning in first and second. It was a very fun ride and sure would be interesting to see what it could do if it were to hook up. Oh well maybe we will have some better luck next time.



## Ruster Duster

The shop favorite car "Ruster Duster" has been busy the past couple of months. We got the 8 3/4" rear end installed with the 3.91 gears. The Ruster also got a ProMax quickie paint job, so now it is all one color. The color of choice was the cheapest paint that we could find, chassis black. Fifty bucks for paint and two hours of time the Ruster got a major face lift. It still is not pretty but looks good from the stands! We also had the old Cuda slots laying around and threw them on the Ruster as well. The interior got updated with a set of cheap-O racing buckets, to replace the original torn up bench seat. Now everyone thinks that we got a new car at the shop.

Our Ruster Duster really liked the new 3.91 posi. Now it's a dual tire fryer and gets tested frequently. Our times really picked up as well. The Ruster ran a best of 15.40 at 89 mph at St. Louis. Granted we qualified last for Muscle Street but we also had two less cylinders than everyone else. The Nitrous also worked fine on the E85 fuel and seemed to run consistent. Our E85 testing showed to be a combo between gas and alcohol. Our motor would have made better use of the E85 if we had higher compression, which would also be ideal for Nitrous as well though.

The off-season projects are a new complete pair of rear frame sections from Safety Cap and a new trunk installment with Pen-Star Reproductions panels. The Ruster will also get some traction control help from a new Caltrac setup. This in combination with some new M/T tires should get the Ruster hook-in and book-in. Oh yeah, did I forget to mention a new slant-six motor with a fully ported head from CFM and a home brewed turbo with a Nitrous Express fogger system? That's right the Ruster will be church-in-it-up this off season so hold on and enjoy the ride!

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## Project "Cheap Thrills"

Our 440 test motor finally made over 400hp with a 4 barrel carburetor. It liked the new Victor 440 intake and one of our 850 Max series carburetors. We also thought that this would be our ideal setup for the new 1.6 ratio rockers. After changing nothing else but the rockers, the 440 lost about 40 hp? The 440 motor still was hitting a brick wall at 5800 RPM. As of this writing we did not get a chance to try the flat tappet cam. We may also have to investigate a possible valve spring change. Project "Cheap Thrills" has also been slated as the test mule for our new EFI setup. We have just received the brand new Micro Squirt EFI controller. The setup is already up and running but will require some more dyno time to learn all the new parameters and effects. This will give us a good horsepower comparison between an EFI and carburetor setup. Obviously some more work needs to be done to the motor to get us to the HP numbers that this motor is capable of. More to come next issue!

## New Product



New adjustable pinion snubber! Now you can really fine tune your Dana or 8 3/4 setup with this new snubber. The new snubber has a threaded shaft and lock nut, allowing for a more accurate adjustment. Also comes with a replaceable delrin bump stop. Place your order today!

## Next Issue

- PFSC Schedule for 2007
- "Joe Dart" Engine 540" build-up
- EFI hits the Dyno - what #'s compared to carb setups
- Ruster Duster - Frame repair and new trunk
- Slant Six budget turbo build - On the cheap!

## Event Schedule

**Super Sunday Swap Meet - Nov 26th 2006**  
Indiana State Fair Grounds  
( All makes and models )

**ProMax Garage Sale - Dec 9th 2006**  
9am - 1pm @ ProMax  
30 Gasoline Alley Suite A  
Indianapolis, IN 46222

**PRI "Performance Racing Industry "**  
Orlando, FL Dec 14th - 16th 2006

**Super Sunday Swap Meet - Jan 7, 2007**  
Indiana State Fair Grounds  
( All makes and models )

**Drag News "World Drag Expo"**  
Schaumburg Convention Center, Illinois  
January 20th - 21st 2007

**Chicagoland Mopar Club**  
Larry Roesch Chrysler—Dodge - Jeep  
Winter Swap Meet  
Feb 11th 2007 9am - 2pm

**Chrysler Classic Winter Swap Meet**  
Ohio Expo Center  
February 24th 2007

**12th Annual Chrysler Performance**  
Trade Show and Swap Meet  
Indiana State Fair Grounds  
March 3rd - 4th 2007

**Mopars at the Strip**  
March 30th - April 1st 2007  
Las Vegas, NV

**Indiana Street Rod Association "OPEN HOUSE"**  
30 Gasoline Alley - INDPLS, IN  
April 6th starts at 9 am  
Possible Poker Run