

NSSN RACING MARKETPLACE

THE PERFORMANCE EDGE

GET AN EDGE ON YOUR COMPETITORS!

race fuels & lubricants



NEO SYNTHETICS

28071 Gandy Ave., Signal Hill, CA 90755
800.959.7757
 www.neosyntheticoil.com



Synthetic Oil More Power!

RED LINE SYNTHETIC OIL

FOR MORE INFORMATION OR FIND YOUR NEAREST DEALER:
REDLINEOIL.COM
800-624-7958



ESTORLIN

- Reduces Engine Temperature
- Performance & Protection
- Dominant Life Weight Quality
- Free Tech & Development Support

KLOTZ SYNTHETIC LUBRICANTS

P 260 490 0489 • visit klotzlube.com



VP RACING

MAKIN' POWER!

(210) 635-7744
www.vpracingfuels.com



PACIFIC PRIDE

THE COMMERCIAL FUELING SYSTEM

Ramona Oil Co.
 (800) 789-0410
ramonaoilcompany.com
 Racers Save Money Here!

GreenWhiteCheckeredPages.com

Yellow pages for the auto racing industry
 YOUR LISTING IS FREE

Is your business listed?
 Check GWCPages.com



Quick Disconnect Throttle Rod Kit (KRC-1040)

Patent #6558552

From NASCAR to the short tracks in YOUR backyard.
 "Our Quality is on the line"

KRC

1-800-814-5745 www.krcracing.com



trailerworld.com | 800.872.2833

Stokers: Loaded!

Choose from our popular steel models or all aluminum!
 Call/Email (270) 535-4860 wally@trailerworld.com
 Exit 22 on I-65, Bowling Green, KY

Financing & Delivery Available

OUT WITH THE OLD, IN WITH

Use the *NSSN* Classifieds to sell your old race cars and racing parts...and shop for new!

safety equipment



BELL

Bell Racing Company
 800-237-2700
www.bellracing.com



Hybrid

NASCAR APPROVED

SFI-38.1 Certified
 HEAD & NECK RESTRAINTS
 1.800.731.4404
www.hartzemsdevice.com



MVR

SAFETY EQUIPMENT QUALITY

We Support Racing!

CONTINGENCY CONNECTION - ICCA
 IHBA - AMA - ATQMSA

DRIVER RETRAINT & SAFETY EQUIPMENT
 AUTO - MOTORCYCLE & ATV TIE-DOWNS
 HARDWARE & ACCESSORIES

mrproducts.com
 1.800.524.2580



TEAM SIMPSON.COM

SIMPSON!



Impact Race Products

1650 Northfield Dr. #100
 Brownsburg, IN 46112
 T: 317.854.3067
 A BELL COMPANY



CUSTOM FIT EAR GEAR

earEverything

888.327.2131
www.earEverything.com



U.S. RACE GEAR

BELL SIMPSON G-FORCE HUTCHENS

SPECIAL PRICING ON IMPACT

800-478-1511
WWW.USRACEWEAR.COM

MOVING?

Please let us know!

Contact us three weeks prior to your move date to ensure timely delivery.

Old Address: Please print or attach label

Name: _____

Address: _____

City: _____

State/Zip: _____

Phone: _____

New Address:

Name: _____

Address: _____

City: _____

State/Zip: _____

Phone: _____

Mail to: NATIONAL SPEED SPORT NEWS
 PO Box 1210 • Harrisburg, NC 28075-1210

Rebuilding Parts Can Lead To Big Savings For Racers

BROWNSBURG, IND.

Are all racers out there tired of hearing about the bad economy? There's no doubt the economy is challenging right now. Times like this make me wish I was in the liquor business or selling toilet paper; two industries not affected by the economy. Reality is it's here and we must live with it until it turns around. Listening to the news will only depress us so let's just work hard to get to the other side.

Racers are pretty creative when times are tough. Let's explore a few ideas that will keep the "average Joe" racing during these challenging times. I must showcase a couple of great race car mechanics that won hundreds of races on shoestring budgets — Jack Steck and Karl Kinser. I was fortunate to be around both of these guys when I was a kid in the 1970s.

Steck was the mechanic to beat in USAC sprint cars, winning many races and championships. Kinser was his counterpart on the World of Outlaw trail. These were the premier sprint-car series and the two guys winning the most races did it with the least amount of money. They were smart, tireless, creative and had desire to win.

They built everything themselves; chassis, engines and even the trailers. Neither had a big budget and I doubt they even knew what the word meant.

They would massage on every engine part, rebuild every component until there was no life left in the parts. The backyard engineering they put into chassis's they built was cutting edge and they won, week in and week out.

Kinser used to buy 400-inch Chevy truck engines from junkyards. He would refurbish the blocks, mag and turn the cranks. Those engines had "Pink" rods from the factory, which weren't too bad for racing. He would build about a dozen short blocks and as they wore out or the main webs cracked, he would dress the next one and keep winning races.

In today's racing world, everyone is into throw away and buy new. Many good components are replaced with new when they could be rebuilt for pennies.

In many cases, rebuilt will perform better. Take a rear end for instance. With bearing preload, seal drag and tight

THE TECHNICAL SIDE



CHRIS PAULSEN

back lash, a new unit can have more parasitic drag than a used one. Perfectly good, worn-in bearings are thrown away all the time because the mechanic thinks new is the right thing to do. Many times, on numerous components, the used bearings are perfectly fine.

The point I'm trying to make is that many parts are very rebuildable and sometimes better after being broken in. Look at every component and think about what is gained or lost by rebuilding.

Bargain shopping is another way to save. Today, dealers and manufacturers are willing to deal more than ever before. "We want to make sales. Beat us up." Look for those "obsolete" parts that may only be obsolete because of a minor change that has no relation to performance.

Maybe it's something you can modify to make like the latest spec.

Auctions are great for bargains. *NSSN* usually has an auction listed every week. The Dave Dayton auction in Indy every

Thanksgiving is loaded with many brand new parts that, with a little modification, would be the latest spec.

Trade shows, like the new International Motorsports Industry Show in Indy this December, are a great place to work out that special deal with a manufacturer or dealer.

Don't be afraid to ask companies to deal, and also inquire on what they may want to unload. A design change may mean there are shelves full of perfectly good stock for sale cheap.

Keep in mind that talent attracts money. The cream is always at the top and chasing that guy on top lures racers into spending money. They think that to compete, they must spend as much money as the guy winning. That isn't always the case. How many times have you seen a good driver get into second tier equipment and win? Money doesn't always "buy" a win.

Ask Jack Steck or Karl Kinser.

In today's racing world, everyone is into throw away and buy new. Many good components are replaced with new when they could be rebuilt for pennies.