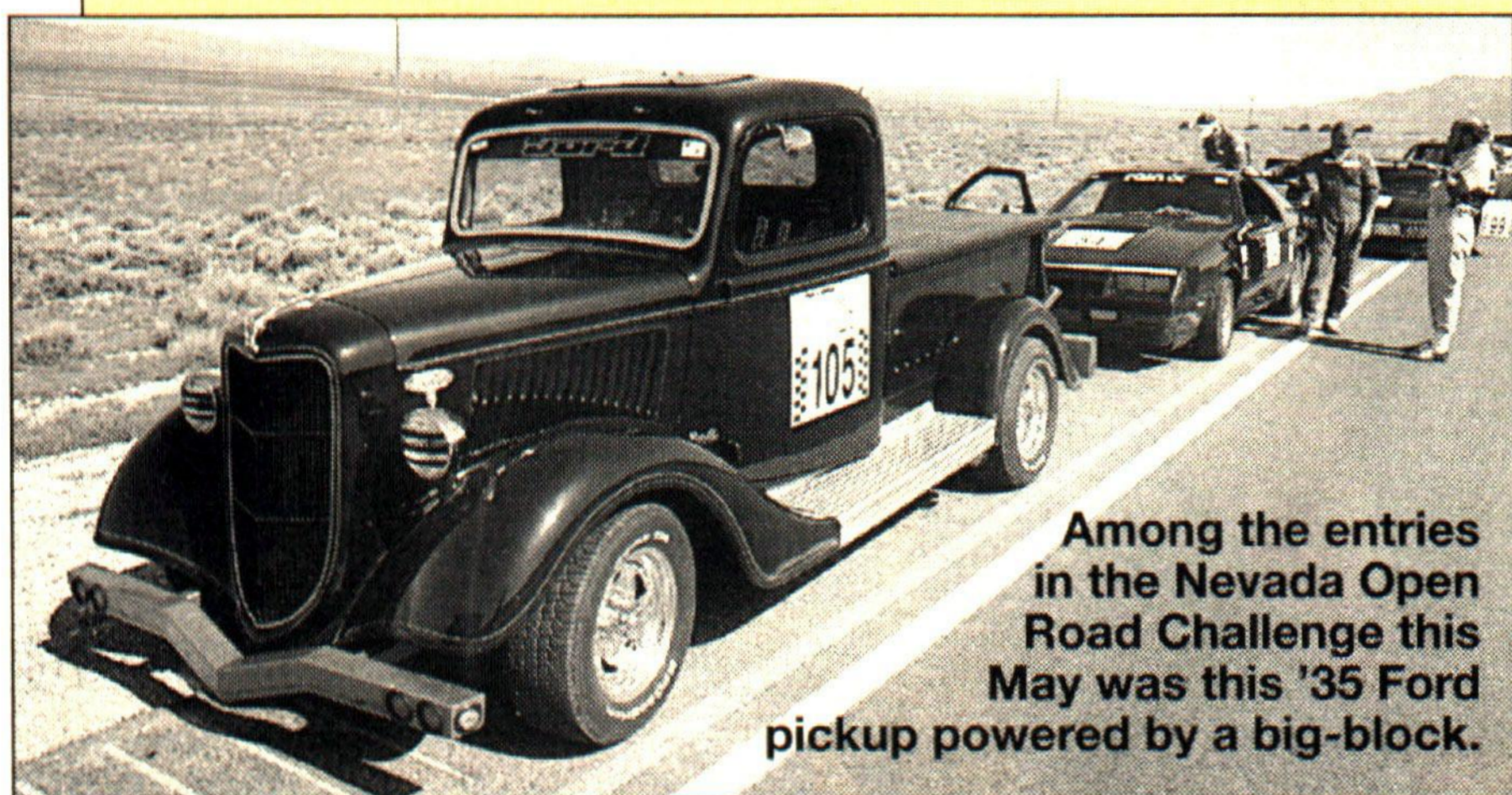


RUN WHAT YA BRUNG

To live the impossible dream—running wide open on a public highway without fear of arrest. Only in a movie, right? Wrong. Two times a year, a handful of automotive enthusiasts are given the chance to run flat out across a 90-mile stretch of lonely Nevada highway. Sanctioned by Roger Ward's Classic Auto Racing Society (CARS), the Nevada Open Road Challenge, held in the spring, and the Silver State Classic Open Road Race, held in the fall, are one-of-a-kind events held on Highway 318 just south of Ely, Nevada.



Among the entries in the Nevada Open Road Challenge this May was this '35 Ford pickup powered by a big-block.

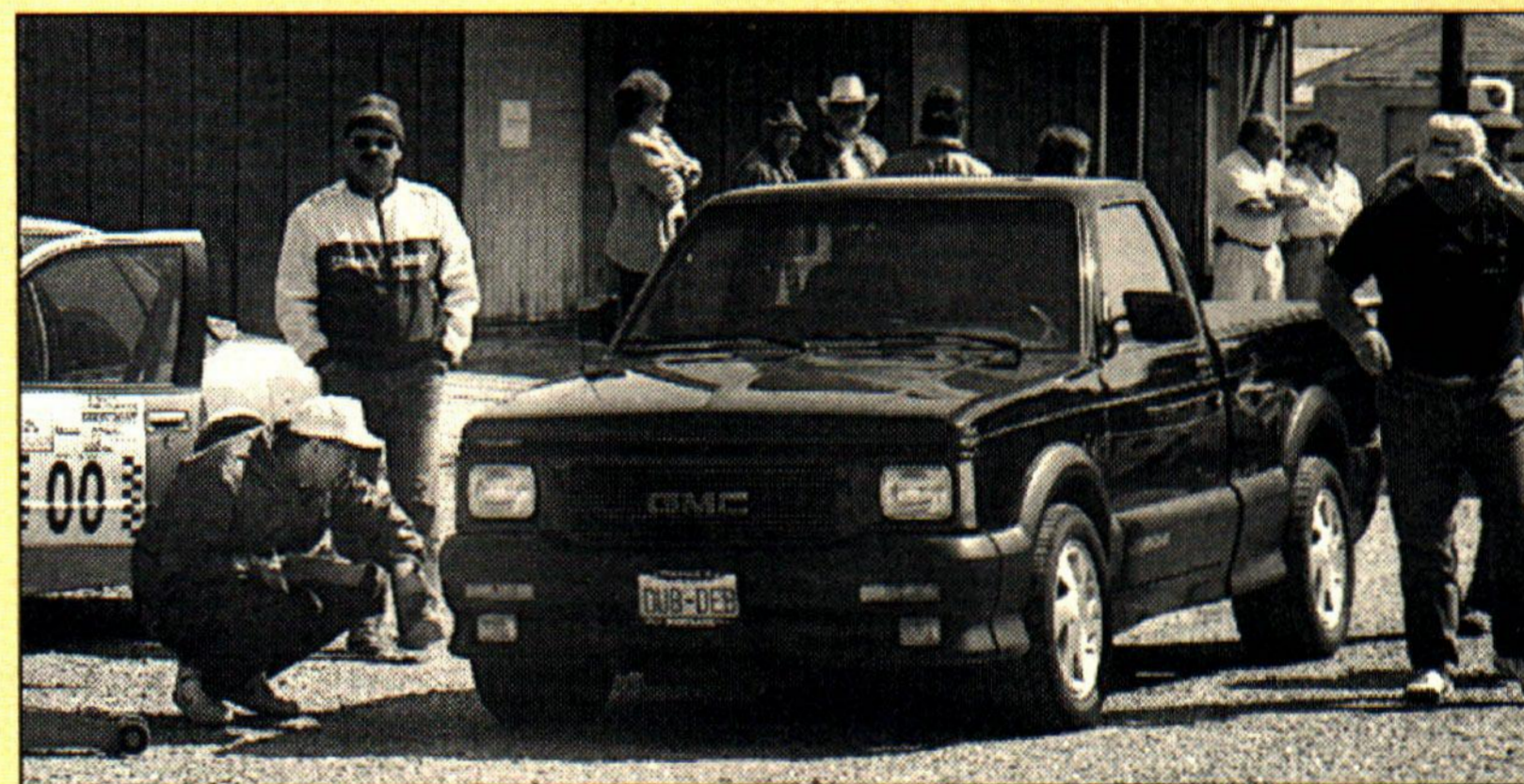
While the sanctioning organization has stringent safety equipment regulations for each speed bracket, the danger of running at speed is always present. This year's Nevada Open Road Challenge on May 10th was marred by the death of veteran racer Terry Herman running in the Unlimited Class. The 47-year-old Las Vegas driver was killed after the experimental Porsche he was driving left the road 12 miles into the course at well over 200 mph. Herman is the second participant to be killed in seven races over the event's five-year history. Due to the crash and subsequent delays, the race was canceled after it was determined the remaining 141 entries could not complete the 90-mile course within the allotted time the public highway was to be closed.

Event organizers, however, are going ahead with the fall race, the Silver State Classic Open Road Race scheduled on September 17-20. The starting grid will be shifted around to start the Unlimited Class (for cars capable of 180 mph and above) last instead of first. Officials also indicated the allotted time for the event will be extended another two hours to compensate for the increased number of entries. Tech inspection will be held Saturday, September 19, in Ely as well as a car show and participant barbecue. The race itself will be held Sunday, September 20, with an early morning caravan of racers to



Participants have to pass a rigid tech inspection that checks both the vehicle's condition and driver safety equipment. This Paxton-blown 4.0-liter Ranger, entered in the 130-mph class, may look familiar since it was featured in our August '92 issue.

The events attract everything from daily-driven sedans to such exotics as Ferraris and, more recently, a handful of trucks. Participants in the five classes are divided into speed brackets and drivers attempt to negotiate the winding 90-mile course between Lund and Hiko, Nevada, as close to their target speed as possible without breaking out of the speed bracket.



Also on hand for the May event was a stock GMC Syclone.

the starting line at Lund.

Seven trucks were on the starting grid for the spring event including two Chevy 454s entered by Arizona Speed and Marine in Phoenix, Arizona. The blown Ranger of Dennis Hilliard, featured in the August '92 issue of *Sport Truck*, was entered in the 130-mph class. There was even a '35 Ford pickup fitted with a big-block, whose owner drove from Redman, Oregon, and at least one GMC Syclone. Promoters are hoping for another strong turnout for the fall event. For more information, contact CARS, Dept. ST09, 6171 Archibald Ave., Alta Loma, CA 91737, 714/980-5406 or 805/274-4068.

OOPS DEPT.

Hey, we're only human, so we make a few minor, it'sy bitsy mistakes every

now and then. In the June '92 issue, on page 111 (Catalog Section order form), we listed Razzi as being associated with Dee Zee, which is a union that was broken two

years ago. Then, in our July '92 Buyer's Guide, we ran a photo of one of Mickey Thompson's Sportsman tires and referred to it as a radial. The folks at M/T

called us and said that they don't currently make a radial steamroller, but the amount of calls they've gotten requesting radials may make them reconsider.