

# REVIVAL OF THE FITTEST

## Number Three In The 1993 NMCA Flowmaster Muscle Challenge

By John Kiewicz

**A**LL THINGS SEEM TO GO IN CYCLES. As the muscle car craze was rabid in the Sixties, so again it is in the Nineties. Whether young or old, power and speed still captivate the carefree spirit of modern-day gearheads.

The crowd at Maple Grove Raceway, sight of the third round of the NMCA Flowmaster Muscle Challenge '93, was treated to a reflection of muscle car history. For many, the event was a way to look back on how things were, and for others it was a chance to learn how the craze began. Goats and Cougars, Rats and Elephants; they all came out to play. The collection of muscle was diverse, but familiar. In the past, these cars may have been enemies on the street, but this weekend they were comrades celebrating the golden era of horsepower.

The event was packed with excitement. With 10 racing classes, manufacturer displays, and a car show, there was something for everyone.

While many of the cars were full-race, heavy hitters, the EFI classes more resembled a grudge race. With a CAR CRAFT billet trophy and pride up for grabs, quick reaction times and consistency were key. Small-block Chevys were present; however, Turbo Regals and 5.0L Mustangs dominated the field. Although most EFI cars aren't blindingly quick off the showroom floor, it doesn't mean that they couldn't be impressive on the track. Many of the competitors charmed the crowd with starting line wheelstands, tire-screaming shifts, and 9-second elapsed times. The quickest EFI run, a 9.89 at 140.23 mph,



1 If you enjoy Pro Stock-style burnouts, then the Pro Street class is for you. With impressive bumper scraping launches and low-8-second elapsed times, the stands were packed to witness the craziness. 2 The array of legendary muscle was impressive. Whether a crossram 426 Hemi or a Tri-Power 389 Goat, tuning for the extreme track conditions was necessary to extract every possible horse lurking in the powerplant. 3 If racing wasn't your game there was still plenty to see at the NMCA event. The collection of perfectly restored musclecars was impressive and diverse. This owner is a fanatic for details. He looked for months to find the correct pair of fan belts complete with proper code and logos. 4 While many cars raced with stock powerplants and radial tires, such was not the case for Bruce Kimmen's '69 Camaro. With massive meats, mega-displacement big-block, and tons of nitrous oxide, wheelstands and 8-second times were no problem. 5 The EFI class drew plenty of heavy hitters. Modern musclecars, complete with their fuel injectors, computers, and roller valvetrains produce amazing results. With suspension upgrades and proper tweaking, many of these street-legal cars tear down the quarter mile in the 11-second range. 6 Nostalgia Super Stock is quickly becoming the rage. Most of the cars are actual contenders from the Sixties shootouts and still deliver amazing results. Due to improved technology (such as tires and shocks) these huge cars turn much better times than in their heyday. Once again, the Mopar Wedge and Hemi cars continue to dominate.



PHOTOS BY JOHN KIEWICZ



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### Overall Eliminator Winners

| Class               | Driver        | Car/Engine             | E.T.  | MPH    |
|---------------------|---------------|------------------------|-------|--------|
| Stock               | Jim Mino      | '68 400 Firebird       | 12.79 | 111.95 |
| Top Stock           | Greg Gessle   | '72 455 Buick GS       | 12.32 | 104.11 |
| Modified Production | Kevin Chapman | '69 445 Super Bee      | 10.55 | 128.20 |
| Super Street        | Greg Csernai  | '86 508 Mustang        | 9.77  | 142.87 |
| Pro Street          | Danny Scott   | '67 582 Camaro         | 8.30  | 166.94 |
| EFI Stock           | Karl Owens    | '88 302 Mustang        | 14.21 | 97.33  |
| EFI Stock Appearing | Richard Suski | '89 350 Corvette       | 12.23 | 111.41 |
| EFI Modified        | Tom Lorek     | '84 234 Regal          | 10.33 | 131.04 |
| EFI Super Modified  | Brian Golick  | '86 302 Mustang        | 9.89  | 140.23 |
| Nostalgia SS        | Derek Smith   | '67 432 Hemi Belvedere | 10.39 | 129.62 |



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brought cheers from the crowd.

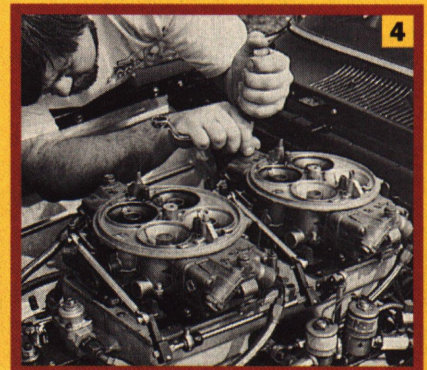
Other classes, including Stock, Top Stock, and Modified Production, were a trip down memory lane. Cars such as 427cid Biscaynes, 440cid Super Bees, and 428cid CJ Mustangs paired off to determine who was king of the muscledars. Hordes of cars sported multicarb setups and four-speed trannies, yet many small displacement (302 cid and less) cars stepped up to defend their honor.

The two most exciting classes were Nostalgia Super Stock and Pro Street. Extra-smoky burnouts and lightning-quick shifts helped the cars scream down the 1320 at impressive speeds. For the Super Stock cars, which ran mid-11's in the Sixties, 10-second e.t.s are now the norm, thanks to improved tire compounds and better suspensions.

In the Pro Street class, mammoth-displacement, nitrous-breathing, Lenco-shifted cars rocketed down the track with low- to mid-8-second times. The drivers, besides protecting their pride, were battling for a \$3100 bounty awarded to the first street-legal, "rule conforming" car to break into the 7-second zone. Danny Scott and his C.A.R.S.-sponsored '67 Camaro clicked off a "loose" 8.23-second, 167.84mph, coming the closest to taking home the money.

If you are interested in attending one of the NMCA events or wish to participate; contact NMCA, Dept. CC, 3404 Democrat Road, Memphis, TN 38118; 901/365-3779. 

❶ One EFI participant, a heavily modified GMC Syclone, had enough power to sky the front end only to have it come down screeching as the all-wheel-drive vehicle's churning front tires made contact with the pavement. Note the rear-mounted slicks—very sly. ❷ Attentive readers will recognize this guy as Richard Mukalian, who was one of our 1993 Real Street Eliminator competitors. While not as fast as his 12-second Olds convertible, his '87 Turbo Regal was quick enough to win B/EFI Stock with a 13.72 e.t. ❸ Besides being a real crowd pleaser, burnouts are a vital part of getting a good launch. Sometimes, to the crowd's enjoyment, competitors engage in a "Battle of the Burnouts" that likely make tire manufacturers happy. ❹ Adjusting for altitude, heat, and track conditions was a vital element at this year's event. To avoid scattering the engine, correct jetting and timing are mandatory for nitrous-fed monsters like this.



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