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Floor Plan page 28



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## Editorial:

Another year, another World of Wheels, and yet none of us are any older. How does that work? The past year has seen some wild swings in fuel prices, drastic losses in retirement savings, and slashed values in collector car prices. That last statement could be good news or bad news. It depends on your position - buying or selling. I asked a shop owner friend recently if the economy was hurting his hot rod business. He took me into the shop where at least eight cars were in various stages of progress. He responded, "Is there a problem with the economy?"

I hope this year's Show demonstrates that the Pittsburgh market is, in fact, doing better than other parts of the country. We have more cars registered than ever. Take some time to look through the Program. You'll find amazing machines, as well as a wealth of resources for all your automotive needs. Let me know if you

like the Program. We added a few new things this year. The biggest feature is the floor plan. Just keep in mind that like all plans, it is subject to changes, especially during the last few days of preparation. Let's hope not too much is moved. It is definitely not my intention to confuse you.

If you get a chance, give me some feedback. I'm interested in what you like and don't like. I'm also anxious to hear about your local car scene. Who knows, I might get enough material for additional publications. I think the region could support a good local car scene magazine. Tell me what you would like read about. Maybe I can cover it.

I'm writing to you on the Steelers by-week. I hope we are celebrating a sixth Super Bowl victory by the time you read this. I think I'll make a point of trying to

get some of the Steelers' cars here next year. I know that several of those guys have some big toys hiding somewhere.

I hope you enjoy the Show and this Program. I look forward to hearing from you. You'll find me at the Flashlight Drags® Booth on the floor of the Show

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MOISES ARIAS (Rico) from "Hannah Montana" Sunday 12:00-5:00 pm



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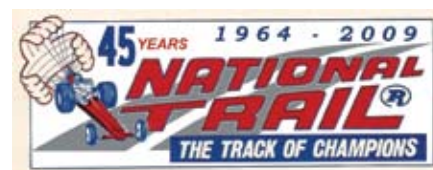


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# But Who's Counting?

I can tell you it isn't Mark Gissendaner, owner of GIS AUTOMOTIVE in Glenshaw, PA. I met Mark in 2002 and knew right away that he had his act together. He's a car guy. You only need to see one of his creations, and you get the picture. His work is astounding. His favorite, which he displays, is a Willys he built a few years ago. From the giant blower sticking out of the hood to the slicks tucked squarely under the rear end, the car is solid and the work executed flawlessly. I remember thinking that his enthusiasm for his work must be unmatched, that was until I met his family. Together, Mark and his wife and three children have found a way to meld that enthusiasm into their lives. Mark builds the cars; his kids race the cars; and oh yeah, his wife has a hot rod, too. OK, I've made my point. The Gissendaners love cars. By the way, Mark manages to fit in a bit of golf, too, with the kids of course.



But what is 'Who's Counting' all about? I took my car to Mark recently for an estimate. I was involved in a hit and run accident. I hit my wife's car in our own driveway, and I ran like crazy. So while I was waiting for my estimate at GIS, Mark and I talked shop. I asked him to estimate the number of cars he has built since he started in the business. He was quick to point out that he doesn't really keep count. "I do know that I couldn't have built any of them without my crew. I don't build

these cars alone," Mark explained. He went on to spell out how lucky he has been: first, to have employees who share his passion; second, to work with people who really do pay attention to detail; and finally, to have the opportunity to offer a service where work ethic still matters. All this and he gets to build hot rods!

Remember, Mark was working on my quote while we were talking. "It looks like a thousand," he said. "Cars?" I exclaimed.

"No, that's your estimate. Next time look before you back up." That's not exactly what my wife said when I hit her car.

As the summer rolls around, keep your eyes and ears open. You just might see or hear Mark and his family out on the town joyriding, enjoying each other and their automobiles.

*alg*

# History of the Tri River Car Club Council

Back in 1993, some local car club members were discussing the car hobby and the fact that there were many clubs in Southwestern Pennsylvania. The idea of the various car clubs getting together for events and camaraderie was the seed that was planted on that pleasant fall evening. With a defined purpose, the TRCCC was born at the old VIP in Bridgeville. Since getting together for events was the main purpose of the club, the TRCCC coordinated affairs among the member clubs. This was done by keeping clubs informed of dates for shows and cruises via a regularly published newsletter. This initial purpose still lives today, but time has necessitated some changes to the core function of the TRCCC.

The Council very quickly found itself in the heat of a battle to keep Centralized Emissions Testing out of the Commonwealth. How Centralized Emissions Testing would affect our hobby became of the utmost concern for the Pennsylvania car enthusiast. With the help of some serious hobbyists, a group of truly dedicated stakeholders and volunteers coordinated petition signings, letter writing campaigns, and trips to Harrisburg, as well as numerous local meetings to educate hobbyists about important issues and topics of interest, such as Reformulated Gasoline. Through all these efforts, Centralized Emissions Testing was defeated. This victory brought about an added goal of the TRCC – to inform en-

thusiasts of new laws and coordinate the efforts of clubs and individuals to promote the preservation of the hobby.

As a direct result of this success, Council turned its attention to issues with vehicle registrations. The Council was responsible for the creation of a new, one-time-fee license plate for Collectible Cars, which exempts them from emissions testing. This plate covers vehicles with extensive engine and exhaust modifications – a very important consideration for vehicles not able to fit under the Antique, Classic, or Street Rod registrations.

In addition to working with the local car clubs, the TRCCC works for the car enthusiast by providing judging at car shows. As part of this process, the TRCCC has designed a ratings sheet that fairly judges cars to determine trophy winners. Each year the TRCCC provides unbiased judging for the following car shows:

- Bud Baer
- Oakmont
- Mt. Lebanon
- Shriners
- Bridgeville Community Days
- South Hills Chamber of Commerce

While the formation of the TRCCC was based on a love of cars, the TRCCC is about more than cars. We believe in being a good neighbor in the community. In order to accomplish this goal, the TRCCC works with the Pennsylvania DUI Association bringing educational pro-

grams to the general public. The TRCCC also works with the Pennsylvania State Police Camp Cadet Program. Along with these programs, the individual TRCCC member clubs help communities by giving present to local charities for the holidays. The clubs also donate money to charities, as well as directly to families in need. From something as small as a wrapped gift for a child, to as large as a \$5,000 donation to a charity, the TRCCC member clubs do their best to make a difference in the community.

In 2008, NHRA Top Fuel Driver, Doug Herbert, lost his sons, Jon and James, in a fatal traffic accident, and as a result started the BRAKES Program (Be Responsible And Keep Everyone Safe) <<http://www.putonthebrakes.com>>. The TRCCC supports the BRAKES Program and is actively working toward bringing the BRAKES Safe Driving Education Program to Southwestern Pennsylvania.

The TRCCC recently celebrated our 15th Anniversary, and the TRCCC is still growing. This year we are scheduled to hold a two-day event called Auto Fest on June 13 and 14 on the track at the BeaveRun Motorsports Complex. Full details of the 2009 Auto Fest and more can be found in the TRCCC bi-monthly newsletter that contains club news, legislative updates, a calendar of events, and other timely articles of interest to the hobbyist.

Membership is open to anyone interested in the preservation of the hobby.



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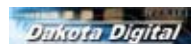


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| Plate Honing     |                               |                         |
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**1974 Dodge Challenger**

Jim Cruse, Mt Pleasant, PA  
Original numbers matching car, restored



**1941 Willys Cp.**

John D. Wright, Greensburg, PA  
Wood dash and trim made by owner



**1962 Dodge Polaris**

Jim Boyd, Glenshaw, PA



**1956 Dodge Pick up**

Jim Boyd, Glenshaw, PA



**1964 Corvette**

Jim Boyd, Glenshaw, PA  
502 ci Chevy



**2007 Hydro Spider Amphib**

Jim Boyd, Glenshaw, PA  
Corvette engine 2007



**2007 Harley Davidson Road King**

Jim Boyd, Glenshaw, PA



**1967 Harley Davidson FLH**

Jim Boyd, Glenshaw, PA



**1987 Monte Carlo SS**

Edward L. Wiser, McKee's Rocks, PA  
PPG base and clear coat



**1965 Chevy Impala SS Cp**

James F. Yobst, Pittsburgh, PA  
All Original



**1985 Chevy Camaro Z-28**

Don Witovicz, Cleveland, OH



**1948 Ford F-1 Panel Truck**

Bill Penn, Whitaker, PA  
Ford Flat Head



**1967 Chevy Chevelle SS**  
Keith Lowery, Eighty Four, PA  
*Frame off restoration 396 ci*



**1971 Dodge Demon 340**  
Kim Gallager, Rillton, PA  
*stock eliminator drag car*



**1965 Draula Coffin**  
Anthony Greco, Pittsburgh, PA



**1992 Chevy Camaro RS**  
Jerry D. Franz, Mt. Vernon, PA  
*Stock Restored*



**1961 Ford Starliner**  
Gary Ennis, Salisbury, OH  
*Custom built by ProRides*



**1965 Chevy Corvette**  
Ron Champe, Beaver, PA  
*Sting Ray Cp*



**2008 Custom "Super Pooper" go-cart**  
James Baird, Leechburg, PA  
*47cc 2 stroke*



**1994 Mini Ford Custom Go-cart**  
James Baird, Leechburg, PA



**2004 Chevy Monte Carlo**  
Joe Bassin, Millersville, MD



**1968 Hemi-Dart**  
Jerry Dixon, Pittsburgh, PA  
*426ci*



**1963 Chevy Corvette**  
Richard & Barbara Lagassee, Enfield, CT  
*original design elements*



**1979 tube chassis Charger**  
Joseph Miller, Mt. Pleasant, PA  
*full fiberglass lift-off front end*



**1961 Buick Skylark**  
Kevin Knuth, Pittsburgh, PA  
*Non stock color combo*



**1947 Indian Chief**  
Mark Giles, Aliquippa, PA  
*Painstakingly Restored 1200ci*



**1947 Harley Davidson FL**  
Mark Giles, Aliquippa, PA  
*Knucklehead with side car*



**1954 Harley Davidson Anniversary Hummer**  
Mark Giles, Aliquippa, PA



**2001 Harley Davidson Fat Boy**  
Dan Patrone, Youngstown, OH  
*Polished Supercharger*



**2008 Custom Harley**  
George Hobough, Karns City, PA  
*Custom built 100 ci Rev Tech engine*



**2009 Radius Backbone**  
Chick Wiles, Chicora, PA  
*Custom Engine 127 Ultima*



**Steele Kustoms**  
Bill Steele, Oakdale, PA  
*113 ci Patrick Racing engine*



**1974 Norton**  
Bill Steele, Oakdale, PA  
*Stock Restored*



**1971 Triumph Bonneville**  
Mark Swartzlander, Karns City, PA  
*hardtail chopper "old school"*



**1958 Chevy Impala**  
Don Gobin, Seekonk, MA



**1933 Willys High-Boy**  
Denny Terzich, North Huntingdon, PA  
*All panels have been custom made*



**1955 GMC half ton Pick up**  
Blair Taylor, Ashburn, OH  
*Shaved tail lights, antenna, mirrors*



**2002 Nissan Sentra Spec V**  
Matt Lenart, South Fayette, PA



**1965 Chevy Cp**  
Wayne F. Long, Hopewood, PA  
*Stock*



**1957 Chevt Bel Air**  
Wayne F. Long, Hopewood, PA  
*Two door hardtop*



**1935 Chrysler Airflow**  
John W. Marks, Greensburg, PA  
*Moderate body change*



**1964 Ford wagon**  
Tony Saiia, Williamsville, NY  
*Air bagged, smooth bumpers*



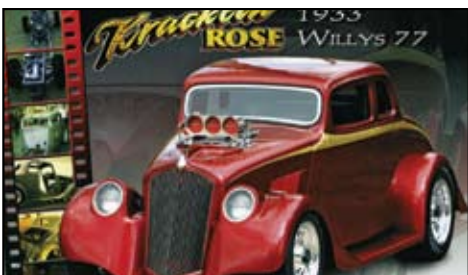
**1972 American Motors Co Gremlin**  
Scott Margie, West Newton, PA  
*Original 6 cyc motor 258 ci*



**1956 Ford Fiarlane-Victoria**  
Thomsa A. Budd Sr., Belle Vernon, PA  
*2 door hardtop*



**1967 Chevy Caamaro SS  
Conv. 396**  
Christopher J. Tucker, North Tonawanda, NY



**1933 Willys 77 Cp**  
Al Nosse, Euclid, OH  
*Over 30 modifications to body*



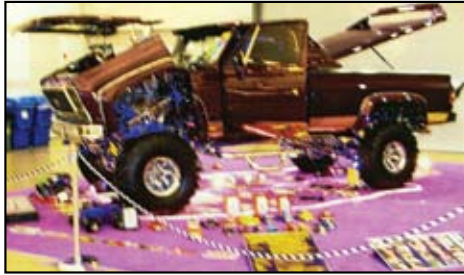
**1974 Datsun 4X4**  
Bob Russ, Olean, NY  
*355 Blown Chevy*



**1933 Willys Rumble Seat Coupe  
327 Chevy**  
Randy Davis, Littlestown, PA



**1969 Chevy Camaro Conv.**  
Paul Carlevale, Annville, PA  
707 ci., Donovaan block, Brodix heads



**1978 Chevy Scottsdale 4X4 Pick Up**  
Buddy Hilton, Houston, PA  
Tilt Front Endd, Red Purple Pearl Metallic



**1941 Willys Cp**  
Wally Melvin, Edinboro, PA  
suicide doors



**1939 Lincoln Zephyr**  
Richard Stetar, South Park, PA  
Body from Deco Rides



**1970 Oldsmobile Cutlas W-31**  
James Kryta, Bruce Twp., MI  
Restored Stock



**1968 Chevy, Camaro SS/RS**  
Bill Kunkel, Jefferson Hills, PA  
Lowered 2 inches, Brilliant Black-PPG



**1979 Jeep CJ7**  
Ryan Herstine, Beaver, PA  
Cherry Sunset Orange / Metallic Flecks



**1930 Model A Ford**  
Bruce Harvey, Elizabeth, PA  
5 Window CP



**1967 Chevy Nova**  
Clayton Hollingsworth, Baldwin, PA  
Custom Black/Silver with Graphics



**2008 Chevy HD 2500**  
Scotty Ewusiak, Mingo Junction, OH  
Tube Chassis Monster Truck



**1969 Chevy Yenko Chevelle**  
Michael Castorina, Lower Burrell, PA  
GM 427 LeMans Poly Blue



**2003 Mike Boss Jr Dragster**  
"Pistol" Pete Watson, South Park, PA  
Engine Fred Craw, 3 inch bore Billet Block



**2006 Pontiac Solstice**

Wade Linger, Fairmont WV  
*Shelby Cobra-style body modifications*



**1937 Ford (Downs) Hard Top Coupe**

Tom Buckner, Butler, PA  
*custom forward tilting hood*



**1932 Ford Dearborn Roadster**

Tom Buckner, Butler, PA  
*hand formed rollpan, shaved door handles*



**1968 Plymouth Barracuda**

Mark Cuda, Pittsburgh, PA  
*383 Formula S*



**1952 Chevy Pick-up**

Dave Harrington, Garrettsville, OH  
*Engine 540 Blown Arias Chevy*



**1967 Ford Mustang**

Albert Senic, North Barddock, PA  
*Color Playboy Pink, 6 cys original interior*



**1967 Ford Econoline Van**

Gary Larkin, Pittsburgh, PA  
*Engine 347 Stroker, Club Hollywood Knights*



**1978 Chevy Pick Up**

Joseph Decarlo, Monongahela, PA  
*Engine 350 Chevy, Paint Cardinal Red*



**1969 Chevy Camaro Z28**

Kevin Macek, Pittsburgh, PA  
*Original Interior, Original Ralley Green Metallic*



**1982 Chevy Camaro**

Phil Plotz, Bethel Park, PA  
*1992 Ground effects kit, back half pro-street kit*



**1996 Chevy S-10**

John Schneider, Bridgeville, PA  
*Motor electric powered 25 HP DC Motor*



**1978 Chevy C-10 Silverado Pick Up**

John A. Jessup, East Pittsburgh, PA

**L**ots of us are fascinated by hot rods, but one father and son team turned that fascination into a major enterprise. I sat down with Bob Ulanowi and his son, Brian, of Blades Rod Shop to ask a few questions about their business. It's interesting to see how one thing leads to another in the car business. The following questions and responses are a small part of a two hour conversation I had with the Hot Rod boys from Beaver Falls:

• *Q. Tell me how you got started in the Hot Rod business?*

• **A. Brian:** "I was expanding my real estate title insurance company which had offices around the country. I was looking for new office space and settled on a building in Beaver Falls that happened to be an old State Farm claim center. People used to drive into the building, an adjuster would look over the car, provide the driver with an estimate, and off they would go. I was only interested in the office space. Dad came down to see the building. He had just retired from the O'Hara Township Police Department and

# Razor Sharp Hot Rods



was hoping to find some way to spend his time. When he saw the back part of the drive-in claim center, he was sold. The area was big enough for about a dozen cars and he had hot rods on his mind."

• *Q. So your dad had time on his hands, and you had room for him to build hot rods. How did it evolve into a business?*

• **A. Brian:** "Well, I sold part of my business and wanted to do something fun. Golf was out of the question; it takes too much time. I should have stuck with the golf idea. I thought it would be fun to build one or two cars a year while dad was building his. Word started to get out that we were building hotrods, and more and more people stopped by to see our work and ultimately asked if we would build a car for them. Truthfully, it sort of got carried away. We started to build a

lot of cars. We quickly outgrew the State Farm building. Subsequently, I found a building on Rt 18, just down from Geneva College. I started constructing a simple pole structure to house parts next to the new location. Before that was completed, we found that we already needed additional space to build the cars. With quick modifications to the plans, we were building a second structure and on our way to an enterprise.

• *Q. Where did the name come from?*

• **A. Bob:** "When Brian was a kid, he handled everything with military precision, including his appearance. I use to say that he looked as sharp as a razor blade. Several of his buddies picked up on this and started calling him Blade, especially his late friend, Tom Acker. When it came time to name the shop, Brian's brother, Sean, came up with the







name Blades as a tribute to Brian's buddy, Tom. Then Sean went on to add the tag line, Cutting Edge Hot Rods."

• **Q.** *You surprised a lot of people when you opened the SoCal Speed Shop. How did that come about?*

• **A. Brian:** "Well, as I said we were building so many cars and we were spending a ton of time chasing, ordering, and waiting for parts. We knew something needed to be done to make the business more efficient. Dad and I went to Indy to the big Hot Rod Restoration Show in February, 2006. While we were there, we ran into Alex Xydias, founder of the original SoCal Speed Shop and Pete Chapouris, owner of the current version of SoCal. Like everything else in this journey, things were rolling really fast, and by July of 2006, we purchased the SoCal East franchise and had our first

Open House in September. Alex, Pete and Jimmy Shine came in for the party. That was quite a year. I can't believe it's been three years since it all happened."

• **Q.** *What's next for Blades and SoCal East?*

• **A. Brian:** "Project X, a '36 Ford 3 window coupe. It's going to be a salt flats car. The thing that makes this project so cool is that we are partnered with Wyotech on this project." (Note: Brian is on the Advisory Board at Wyotech.)

• **Q.** *Where do your customers come from?*

• **A. Brian:** "Naturally, we have lots of local customers. Word of mouth is a primary source of advertising. But believe it or not, Beaver Falls still attracts international business travelers, and Rt 18 is still well-traveled by these business types. Several times each week, an international visitor stops in just to have a look around. The American hotrod mystique isn't something that can be reproduced. Sometimes these travelers are so excited by what they see, and further enticed by the value of the US dollar relative to other markets, that they ask us on the spot to build a car. Recently, a gentleman from France ordered a '36 Ford Panel Truck for

his winery in France. Once he returned to his country, we continued the project, sending photos of our progress. A Spaniard working at the winery saw the photos, liked what he saw, and ordered a '40 Ford Panel Truck to be built. So, you never know. There is no doubt that the Internet has expanded our network worldwide. We have a frequent customer from Aruba who apparently builds very fast cars. He just ordered a blower from us. It's all really very exciting."

• **Q.** *Winter car shows are a tradition around the country. As you know, this is the 48th year for the Pittsburgh show. What makes the WORLD OF WHEELS so special?*

• **A. Brian:** "Call it cabin fever. This show is actually the kick off for the summer season. People in this part of the country tuck their cars away for the winter, waiting to reemerge with the good weather. For many people, their car is the connection to their social network. Shows like the WORLD OF WHEELS are as much about seeing people as about the cars. This show also provides a peek into the new trends in the hobby. Often you'll see new vehicles here before they're seen at a *Good Guys* show."





**1987 Mazda B 2000**

Jeremy Adams, TurtleCreek, PA  
*everything is shaved and molded*



**2003 Dodge Neon**

Tony Pfeil, Pittsburgh, PA  
*MSD Ignition coil, MSD Plug Wires*



**2001 Mercury Cougar**

Malcolm Snyder, Pittsburgh, PA  
*8 piece body kit molded into body*



**2003 Nissan 350 Z**

Nick Baughman, Pittsburgh, PA  
*Carbon Fiber airducts installed*



**1991 Mitsubishi Eclipse GSX**

Mariano Rivera, Washington, PA  
*Carbon Fiber hood, Roll cage, Wheels*



**1970 Chevy Monte Carlo**

Mariano Rivera, Washington, PA  
*Custom paint and wheels*



**1998 Lamborghini Countach**

Joseph Bellisario



**1970 Chevy Corvette Wagon**

Joseph Bellisario



**1999 Lamborghini Diablo**

Joseph Bellisario



**1964 Chevy C-10 Truck**

Dave Wojcik, Pittsburgh, PA  
*custom touches, Air Ride, small block Chevy*



**1964 Chevy Biscayne**

Mike Bagley  
*Original 230 ci, 6 cyl, 3 speed on the tree*



**1988 Mercedes Benz 300E**

Barry Molino  
*Body Kit, custom mirrors, lights*



**1965 Ford Mustang Conv't**  
Jeff Bilka



**1957 Chevy Bel Aire**  
Jeff Bilka  
*50 year old paint Air Ride*



**1967 Chevy Camaro**  
Mel Bagley



**1987 GMC Sonoma Pick-up Truck**  
Jerry Gerner  
*Suicide doors, real roll pan*



**1951 Mercury Sedan**  
John Tortorete, Pittsburgh, PA  
*Shaved Decks, louvers, frenched headlights*



**1952 Chevy Pick-up truck**  
Mark Giambalvo, Womelsdorf, PA  
*2" chopped top, frenched headlights*



**1972 Dodge Charger**  
Joseph Manhart, Manor, PA  
*Roll Bar and Frame connectors*



**1957 Chevy Pick up 3100**  
Scott Warburton, Butler, PA  
*nosed hood, fenders emblems removed*



**2007 Ford Mustang**  
David Hazinski, Finletville, PA  
*Vertical door hinges, Saleen Front bumper*



**1977 Chevy Monte Carlo**  
John R. Gerulis, Pittsburgh, PA  
*Paint Opel Satin Glow PPG*



**1985 Pontiac Grand Prix**  
James Carr, South Park, PA  
*Paint Dark Bule base/clear coat*



**1934 Ford**  
Dan Tomes, Pittsburgh, PA  
*Fiberglass Street Beast body*



**1987 Buick Grand National**  
Lisa Fischer, Greentree, PA  
*Original*



**2000 Pontiac Trans Am WS6**  
Laura Kaupini, Pittsburgh, PA  
*Original Interior*



**1997 Eagle Talon TSI AWD**  
David Wray, Claysville, PA  
*Paint Pearl White*



**2006 Pontiac GTO**  
Matt Hudak, Shippenburg, PA



**1946 Chevy 1/2 ton Panel Truck**  
Frank Schnender, McKees Rocks, PA  
*216 ci 6 cyl stock*



**1994 Chevy S-10**  
Frank Schnender, McKeesRocks, PA  
*Engine 350 small block 700 HP*



**1999 Mitsubishi Eclipse**  
John D. Hrabik, Munhall, PA  
*Engine Hahn Racecraft 2.0L Turbo*



**1992 Chevy Suburban**  
John D. Hrabik, Munhall, PA  
*Engin 350ci, Lowered, Dually fenders*



**2005 BMW M-3**  
John D. Hrabik, Munhall, PA  
*Body Kit, Lowered, Rear Wing*



**2009 J&J 410 Sprint**  
Danny Holtgraver, Pittsburgh, PA  
*Car Engine 410 Don Ott Racing engine*



**1968 Ford Mustang GT/CS**  
Ken Schmidt, Bethel Park, PA  
*Engine 289ci, 5 year old restoration*



**2006 Ford Mustang Custom Coupe**  
Debi Schmidt, Bethel Park, PA  
*Cervini Body Kit and 20" Wheels*



**1951 Chevy Pick Up Truck**  
Gerry Kerna, Cranberry Twp., PA  
*Engine 350 ci, Paint Black and Rust Original*



**1971 Pontiac GTO**  
Gerry Kerna, Cranberry Twp., PA  
*Engine Original 400ci, Factory Restoration*



**1941 Willys Coupe**  
Gerry Kerna, Cranberry Twp., PA  
*Engine GM 502 Ram Jet*



**2005 Ford Mustang GT**  
Charles Francis, Claysville, PA  
*Engine 4.6L 3 valve tuned to 340 HP*



**1967 Dodge Dart**  
Jack Presken, Pittsburgh, PA  
*Engine 360 HP, Minor changes*



**1965 Chevy Impala 2 Door Cp**  
James Lamon, Pittsburgh, PA  
*Engine 572/620 HP*



**Chevy Corvette**  
John Paul, Pittsburgh, PA  
*Engine Stock, Paint Silver*



**1962 Pontiac Catalina Safari Wagon**  
John J. Ganter, Carnegie, PA  
*Engine 389 ci*



**2006 Honda Civic SI**  
Steve Bete, South Park, PA  
*Engine four cyl Turbo*



**1948 Plymouth Club Cp**  
Carl Ventresa, Pittsburgh, PA  
*Engine Hi Compression Flat Head*



**1950 Mercury**  
Don Cornelius, Pittsburgh, PA  
*Full custom, chopped top*



**1960 Plymouth Savoy 2 door Sdn**  
Ron and Alyce Betz, McMurray, PA  
*Engine 440ci 450 HP*



**1989 Honda CRX**  
Nina Paul, Pittsburgh, PA



**1986 Chevy S10 Blazer**  
Cory Lane, Pittsburgh, PA



**1998 Ford Expedition**  
Ed Nuttall, Pittsburgh, PA



**1967 Pontiac GTO**  
John Paul, Pittsburgh, PA



**1991 Chevy S10 blazer**  
Tim Fritz, Pittsburgh, PA



**Ford Mustang Mach 1**  
Rob Felkey, Pittsburgh, PA



**Chevy S10 Pickup**  
Ryan Grant, Pittsburgh, PA



**Pontiac Grand Am**  
Brandy Edwards, Pittsburgh, PA



**Toyota Celica**  
Courtney Abel



**Mitsubishi Eclipse**  
Mark Thorhaur, Baldwin, PA



**Chevy Cavalier**  
Darlene Heitchew, Somerset, PA



**Triumph**  
Ryan Grant

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# It takes two...to race!

**I**t takes two people to do many things. In this case the two people are Tim and Shari, and one of the many things they do is drag race. Tim and Shari are regulars at the Flashlight Drags®. Both aggressive drivers, they've become an attraction themselves at the Drags. I had an opportunity to sit down with them recently and reflect on their years of racing. Tim told me he always had an interest in cars, but commitments to family and career left very little time to develop that interest. As many stories go,



Tim and Shari worked hard, raised their kids, and eventually started their own businesses. Their hard work paid off. After years of building their businesses, Tim was able to buy the shiny black Corvette he always wanted and was happy just to drive it around town. Then one sunny Saturday afternoon that changed. Tim stopped at his local Hovis Parts Store where he picked up a discount ticket for something called the Flashlight Drags. The races were right down the street and after all, he had a discount ticket and his wife was working, so what's a guy going to do. He drove to the airport not knowing exactly what to expect. He got in line at the racer gate, turned in his ticket, and raced for the afternoon. In Tim's own words, "I had no idea what to

expect, but I was hooked instantly. I never thought of racing, not even after buying the Corvette."

At the end of the day, Tim went home still exhilarated. Shari came home from a typical day at work, just glad to be home. "How was your day, Tim?" she asked. "What did you do while I was working?" He responded sheepishly, "I took the Corvette drag racing at the Zelig Airport. I had a blast!" Not really knowing what drag racing was all about, Shari replied, "Are you out of your mind?"

A month later the races were back. This time Tim had two discount tickets. As Shari was going to work, Tim told her he would leave one of the tickets for her if she wanted to join him when she finished work. Tim headed off to the races. We raced until 8:00PM that day. Tim was racing anyone he could, never stopping. Looking into the return lane after a run for his next opponent, he spotted Shari's car. He still can't believe it and neither can she. She recalls that she returned home from work, didn't see Tim, but did see the discount ticket, and as she puts it, "The next thing I knew, I was racing." They were hooked. Shari didn't win a single race on her first day, but can remember each race vividly to this day.

The following summer, Tim and Shari celebrated their twenty-fifth wedding anniversary. Tim surprised Shari with a shiny black TransAm Convertible, complete with balloons. He opened the garage door to surprise his wife. His adrenaline was rushing. Shari looked at the car then looked at Tim and asked, "Why did you put balloons all over your Corvette?" Stunned, Tim told her to look again. Still confused, she suddenly realized that it was not Tim's car, but a shiny new black TransAm convertible, her new race car, the first of many to grace their driveway. Shari raced the wheels off that car. She and Tim raced each other most of the time, but Shari also lined up in the Fun Run Lane and took her chances against the pack. "A lot of guys don't like to race me. I guess they don't like to lose to a woman," Shari explains. "I just like to line up in the Fun Run Lane and take my chances." Honestly, Shari doesn't keep track of her win-lose record, but she does keep track of the number of races she logs at each event. If she doesn't get 12 or more,



then she didn't get her money's worth. I asked her to tell me one of her favorite things about the races. She reminded me of the day we did a ladies-only Big Dog race. She won! She also loved the day that we worked with the Pittsburgh Vintage Grand Prix team. Tim and Shari volunteered to give rides in exchange for a donation to the Autism Society. What doesn't she like? Waiting in food lines and the Street Contender Class. "They're not always true street cars, you know!"

As the years click by, Tim and Shari are still racing each other, but now both are in Corvettes. Tim will race his '67 Camaro from time to time. I asked them to tell me what keeps them coming back to the drags. They looked at each other, "We have made so many new friends at the Drags, and we can't believe the number of great people we have met." The races have become a social event for this racing couple from Zeligople. They often travel to Clarion for the Flashlight Drags to meet two of those new racing friends, Donna and Tom. "We visit them, or they come down here, even if there isn't a race going on." Tim, Shari, Tom, and Donna will be at the WORLD OF WHEELS this weekend just to see some of their racing buddies, and to pick up a new Flashlight Drag schedule.

Tim and Shari claim they aren't hardcore racers. They come to every airport on our schedule, love the excitement of pedal-to-the-metal racing, get a thrill from the drama and horsepower that come with the Flashlight Drags, and of course, value the friendships they've made along the way. You decide if they're hardcore racers. But if you meet them, you better be ready to race. See you at the races.



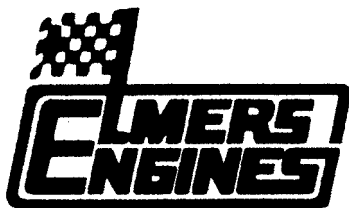
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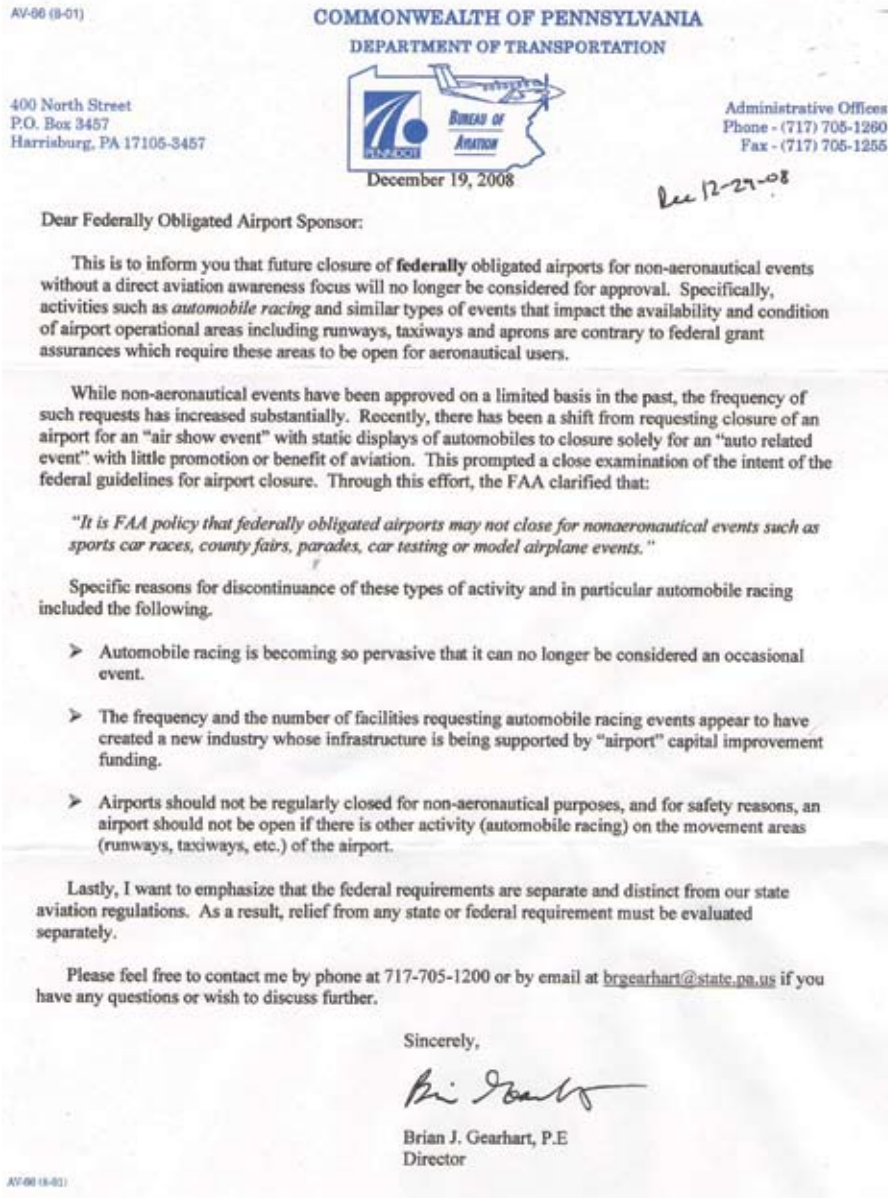
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# What's up with the Flashlight

This has been the question for months. Here's the scoop! The following unedited letter was sent to the airports where we have been conducting the Flashlight Drags®:



Kathy aka Ms FLashlight and "Sparky" a well known political figure

The above-signed, Mr. Gearhart, of the Pennsylvania Department of Transportation, met with representatives from each of the four airports where we have been racing: Zelenople since 2002, Clarion and Ebensburg since 2006, and Waynesburg Greene County since 2007. The purpose of each of his meetings was to deliver the message that "non-aeronau-

tical events without a direct aviation awareness focus" will not be approved. That pretty much describes the Flashlight Drags!

It is gratifying to us that each of the four airports has pronounced their support and intends to take steps to attempt to reestablish the races on their premises.

In response, we have officially filed a petition with each airport for requested dates for the 2009 racing season. That may seem pointless given the resolution of this letter, but without a formal request, the airports don't have anything to appeal. The battle will continue within the local, state and federal political arenas. If the ruling is over-turned, we will gladly return to those airports.

In the meantime, Plan A is to return to our true roots, small local drag strips. For those of you who may not know, or not remember, we actually did run the first Flashlight Drags in May of 2002 at Quaker City Raceway in Salem, Ohio. We raced there for two years and in October of 2003, we did our first Flashlight Drags® at Zelenople Airport, right after *Popular Hot Rodding Magazine* did a story on the races. That article started us on this strange trip, and we have been racing every summer since. We've had a lot of fun and plan to continue having fun in 2009.

Returning to a drag strip isn't a bad idea. Wait, before you say, "I'm not going

# Drags® for 2009?



For now, I can make three announcements with certainty:

First, WE WILL RACE THIS SUMMER!

Second, we will be conducting three Flashlight Drags® at NATIONAL TRAIL RACEWAY in Columbus, Ohio in 2009. The first Columbus event will be the Friday night kickoff of National Trail's 45th Anniversary season on May 29. A second race is scheduled on Aug 28, and a third race will be part of the National Trail's "Hell on Wheels" event on Friday night, September 18. We will run the traditional Flashlight Drags, but toward the end of the night we plan to run an Extreme version of the Flashlight Drags®. The unlimited cars will run heads up. There will be a payout for this class. More info on that later. As always, check the website.

Third, we are confirmed at Steel Valley Dragway in Steubenville, Ohio. We have

six races set to go on the 1/8 mile track. Some of you may know this track as the old Friendship Dragway. It started out as an airport and has been a dragstrip for the past 35 years.

I hope you will have a chance to visit with us on the floor of WORLD OF WHEELS Show. We love seeing and talking with all of our friends anytime, especially at the Convention Center. And of course, we hope to see you this summer.

Remember the Flashlight Drags provide "Street Racing Without the Jail Time".

Be safe and have fun... yes, you can do both!

info@alteredgas.com  
www.flashlightdrags.com

• *vehicles that run under 10.5 seconds, providing proper safety equipment is in place in the car. NHRA and IHRA rules apply.*

## TENTATIVE SCHEDULE

CHECK WEBSITE FOR UPDATES [www.flashlightdrags.com](http://www.flashlightdrags.com)

| Date         | Location                                   | Time               |
|--------------|--|--------------------|
| May 9        | Steel Valley Dragway<br>Steubenville, Ohio | Till Dark          |
| May 16       | TBD  |                    |
| May 29       | National Trail Raceway<br>Columbus, OH     | 6 PM till Midnight |
| June 13      | Steel Valley Dragway<br>Steubenville, Ohio | Till Dark          |
| June 13-14   | CarFest<br>Beaverun, Wampum, PA            | TBD                |
| June 20      | TBD  |                    |
| July 11      | Steel Valley Dragway<br>Steubenville, Ohio | Till Dark          |
| July 25      | TBD  |                    |
| Aug 8        | Steel Valley Dragway<br>Steubenville, Ohio | Till Dark          |
| August 15    | TBD  |                    |
| August 28    | National Trail Raceway<br>Columbus, Ohio   | 6 PM till Midnight |
| September 12 | Steel Valley Dragway<br>Steubenville, Ohio | Till Dark          |
| September 18 | National Trail Raceway<br>Columbus, Ohio   | 6 PM till Midnight |
| October 3    | TBD  |                    |
| October 10   | Steel Valley Dragway<br>Steubenville, Ohio | Till Dark          |

to a drag strip," think about it for a minute.

- Sure, the airports feel and look a lot less serious than a real drag strip, but we plan to keep the same relaxed rules that you've been telling us you like.

- We've noticed that everyone is getting faster, and since safety is our number one concern, a drag strip is a logical safe step.

- Racing at drag strips will give us more time to run a better program. After all, the places are already race tracks. It takes a total of six hours to set up and teardown (with a ton of help) an airport for four hours of racing. Drag strips are ready when we get there.

- Fans will be right on top of the racing action.

- We will have a lot of fun with Hersch. We can do driver interviews right at the starting line.

- AND . . . We might even be able to let passengers ride in cars.\*

I'd like to be more definitive. That will come with time.



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## Here Today. . . Gone Tomorrow

**S**ound familiar? In this case, the story took over fifteen years of tomorrows.

Every car has a story. This one is about Dan's 1972 Plymouth Satellite hardtop. A long time ago, in a land called Texas, Dan's wife bought him a Dodge Magnum. A very generous gesture, I'd say. When the proud couple went to pick up the new car, good old Dan spied a Green Plymouth Satellite sitting alone in the back of the dealership. And then . . . Dan asked his wife if she would mind buying him the Plymouth instead of the Dodge. Where do these MOPAR guys come up with this kind of nerve anyway? Miraculously, she agreed. Dan and his wife enjoyed driving the car for the next several years. Eventually, they moved to

Pittsburgh, bringing the Plymouth along. One day Dan's brother asked to borrow the car for a while, like a few weeks. It turned out that Dan never saw the car again. Dan didn't go into any details, and I didn't ask.

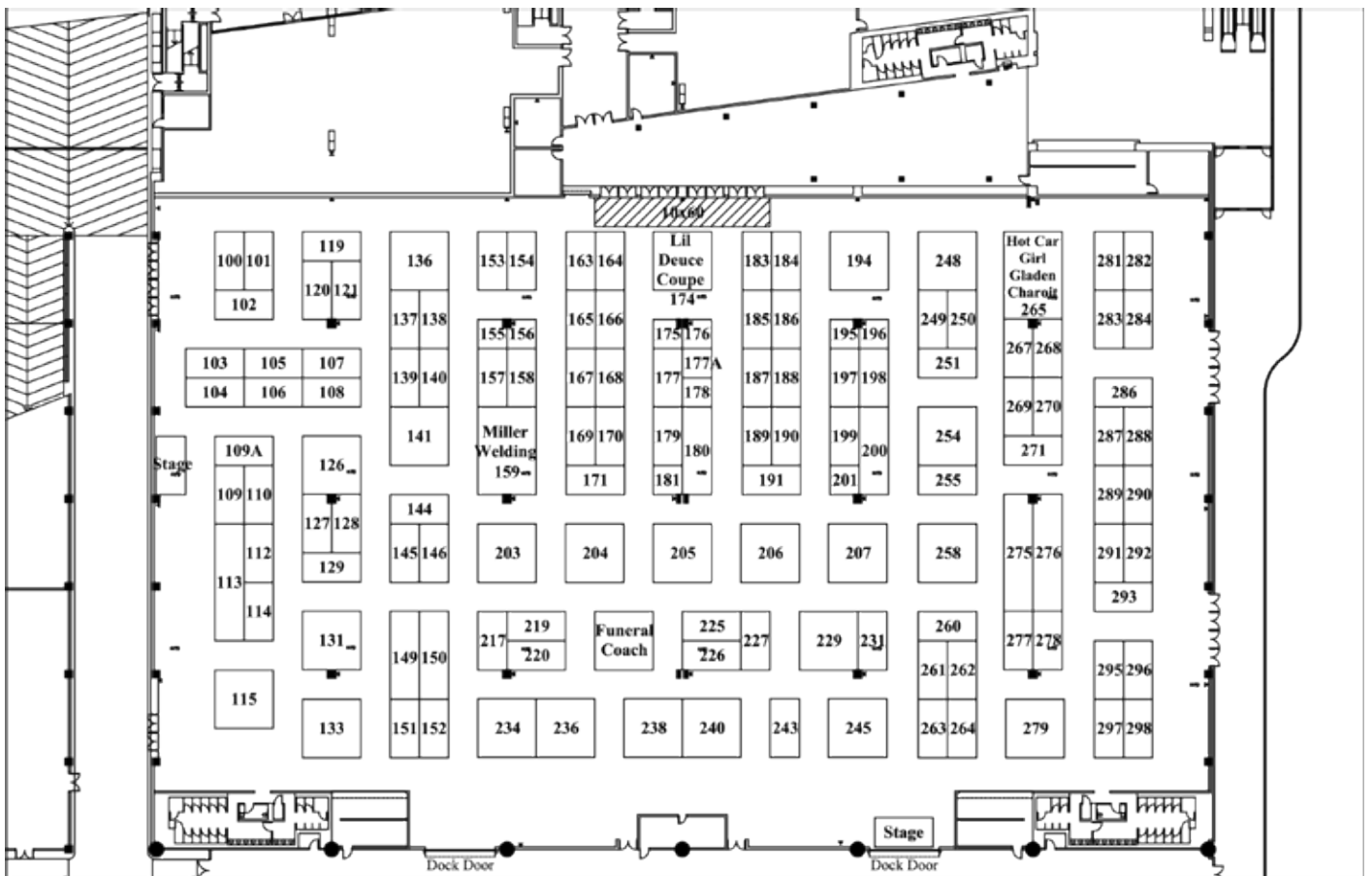
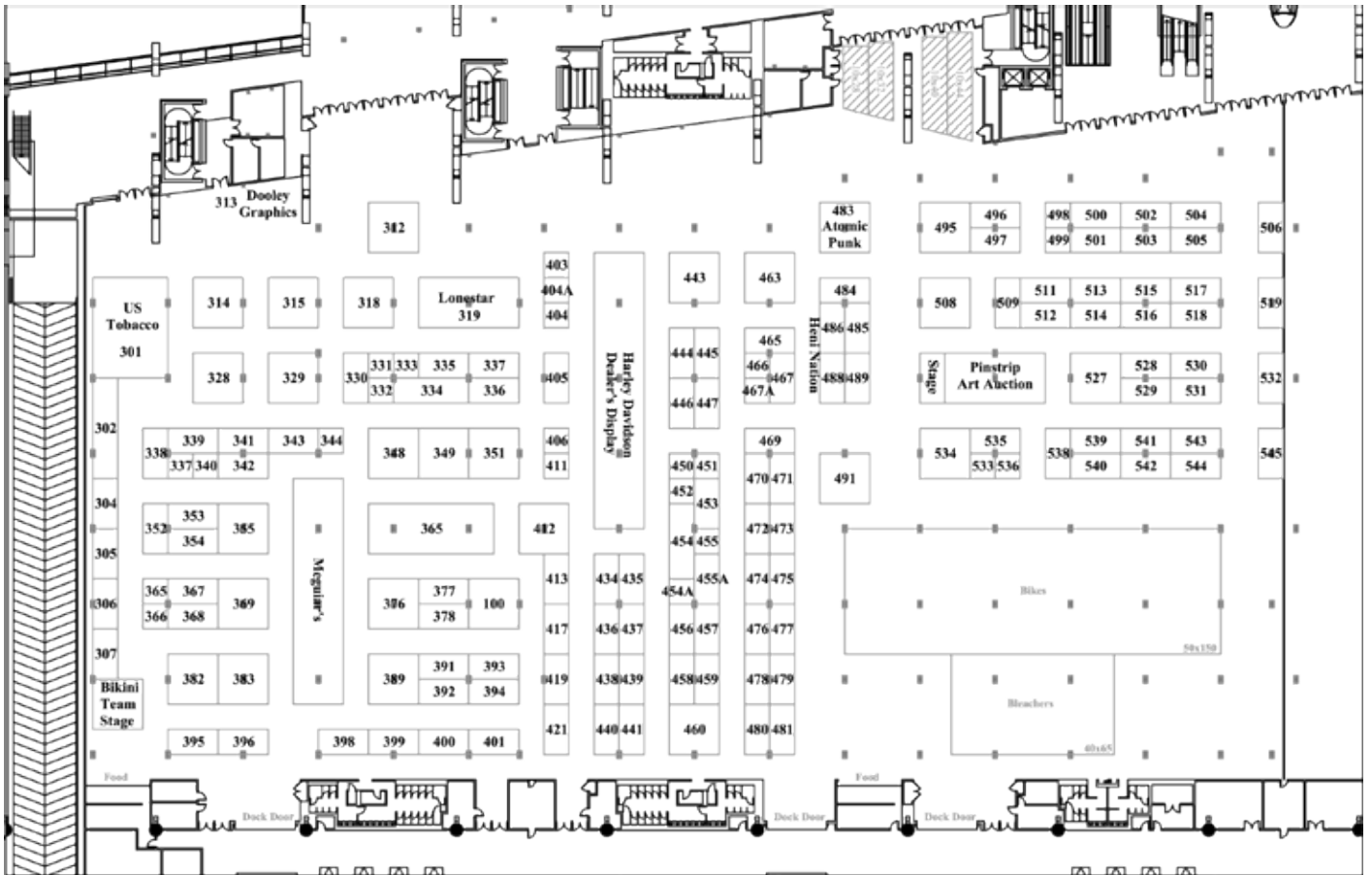
Dan thought of that car often. It had earned a special place in his book of memories. You can imagine his surprise one day as he was looking through the *Auto Trader Magazine* and spied the twin to his Satellite. The car was in New Stanton, PA, and Dan went off in hot pursuit. He brought it home. It was in nice shape, but not perfect. Dan pulled the engine and replaced it with a DLK built 440ci, bored 90 over, aluminum heads, Hooker Super Comp headers, and an Edelbrock intake. He installed the

engine and tranny, this time a 5 speed. Next came the headers. If you've ever lived through a project car, you know the frustration. "One day, I had just had enough," sighed Dad. "I threw in the towel and called Mark."

Mark and his team of guys at GIS Automotive took over the project, and what you see in these few pictures is the tip of the iceberg. I hope you have a chance to take a close look at this gem during the Show. When I asked Dan what his plans are for the car, he simply said, "We're going to drive it, because as the saying goes, Here Today . . . Gone Tomorrow."



# Floor Plan





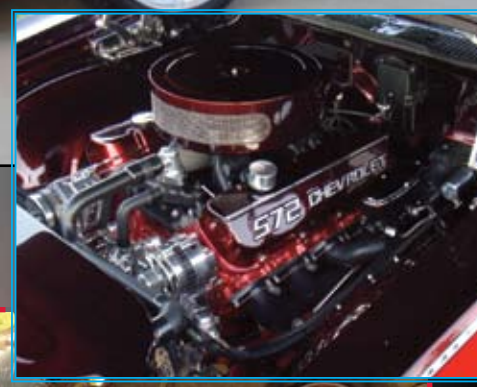
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Street Rods



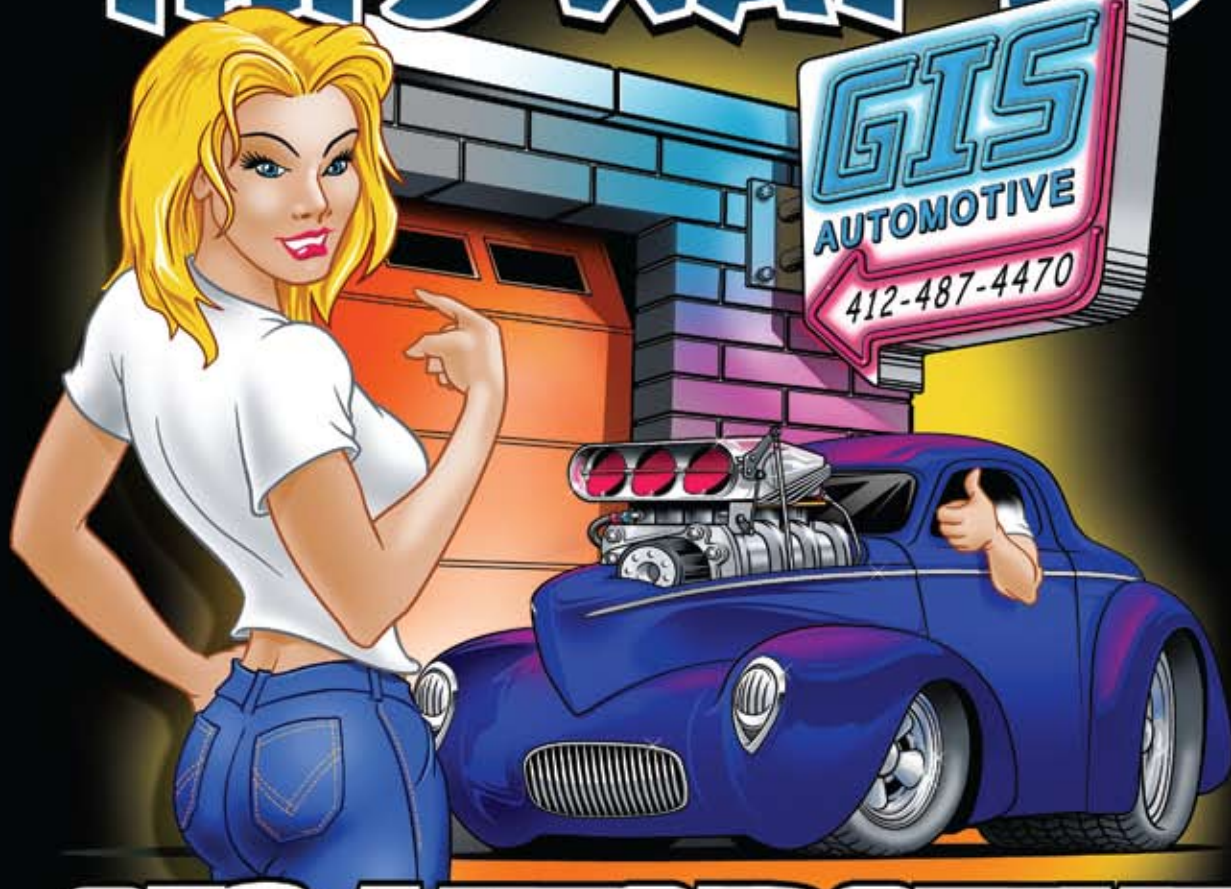
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