

Having trouble viewing this message? View it here>> <http://www.karbelt.com/newsletter/2006/issue10.htm>



Issue 10



Mallory Ignitions Continue Perfect Track Record into 2006 ARCA Season

Mallory's CT Pro Ignition systems started the 2006 ARCA season the same way they consistently performed throughout the entire 2005 season: flawlessly.

As in every race in 2005, there were no ignition failures during the ARCA 200 debut race in Daytona Beach, FL. This is no surprise, coming on the heels of Mallory's perfect 2005 record of 118,160 laps and 124,245 miles with zero in-race failures.

Based on the highly dependable, consistent quality and performance the Mallory Ignitions have provided over the last year, Ron Drager, President of ARCA, has a very positive outlook for 2006. "We had a really good 2005 season with the Mallory Ignitions," commented Drager. "At the onset of the 2005 season, there were a lot of question marks in a lot of people's minds about the mandated use of this new product, but the quality of the Mallory ignition box product has now gotten everyone very comfortable."

The Daytona race was the first restrictor plate race in which the Mallory CT Pro Ignitions were mandated by ARCA, and the ignitions stepped up to the plate with consistent, peak performance on the long track. Drager made the call to mandate the Mallory boxes after the systems proved themselves without fail for the previous 12 months.

"We've decided to go ahead and use the Mallory boxes at the restrictor plate races at Talladega and Daytona," said Drager, "so this race here at Daytona is the first track where we're issuing the boxes for use in 2006. We had a great day, everything went flawlessly, there were absolutely no problems whatsoever and that's what we found in the 2005 season. So things are going well, and we're looking forward to 100% every race, every team using the Mallory ignition boxes - a good quality, dependable product that proved itself last year."

During the live Speed Channel coverage of the race, NASCAR and ARCA RE/MAX Series veteran Ken Schrader showed his support for the Mallory systems, commenting, "In the ARCA races we ran last year, we found it to be a good, fair way of limiting the RPMs... a simple way and very inexpensive for the competitors... we really enjoyed running them." "There were some people that had some problems that they pointed towards the ignitions," stated Schrader, "but after further examination they found it was not... they found it was a problem inside their car, not the ignitions."

Speed Channel commentator Rick Allen brought up another positive point about the Mallory systems. "As a competitor, traction control is a big issue," said Allen. "This eliminates the fear of traction control, which is a very expensive tool to have. By having this ignition system in there, it eliminates the competitors from doing that."

Drivers and crews alike also expressed their support of the Mallory CT Pro System and the Mallory tech support at every race. Brett Rowe, driver of #90 Imperial Bedding-31W Insulation Chevrolet and last year's champion of the Lincoln Welder Truck Series commented, "The at-track service has been great. We had a small problem, some wires crossed, and the Mallory guys came right over and helped us figure it out. I think it's a great system - no misses, no stutters, great performance. One less thing to worry about."

Andy Hillenberg, owner of #11 Fast Track High Performance Driving School Chevy driven by Chad McCumbee took his endorsement of the Mallory system one step further. "This system worked out so well and I was so pleased with it that we're converting all 20 of our cars at the Fast Track Driving School to the Mallory system this year", said Hillenberg.

Hurst, another Mr. Gasket Performance Group brand, has also stepped up its support of the racers by awarding a personalized Hurst Racing jacket to the driver with the Fastest Lap of the Race at each event. The first lucky winner of this program is Walt Brannen in the #65 SPS Dodge.

All in all, it's the same story, different track, which speaks volumes about the Mallory CT Pro Ignitions. With another perfect performance under its belt, Mallory is looking forward to another successful season on the tracks with ARCA.

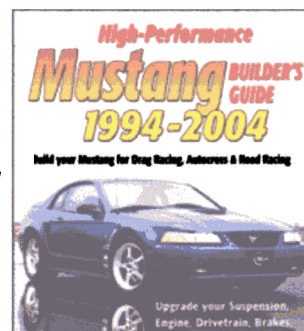
For more information on Mallory products, please visit www.mallory-racing.com

CarTech Auto Books & Manuals High-Performance Mustang Builder's Guide 1994-2004

by Sean Hyland

High-performance '94-'04 Mustangs represent the high-water mark for late-model Mustang enthusiasts. From the '94-'95s with the 5.0L, through the '96-'04 models with the 2- and 4-valve 4.6Ls, to the Bullitt, Mach 1, and factory supercharged '03-'04 Cobras - never before has such a range of highly modifiable performance cars been available. These Mustangs were amazing performers straight from the factory, but they can be even better with the right combination of performance parts.

Regardless of which '94-'04 Mustang you start with, the availability of high-performance parts is unparalleled. You can build your Mustang for drag racing, road racing, or improved street performance - and High-Performance



Mustang Builder's Guide 1994-2004 will show you how! Author Sean Hyland uses over 300 photos to explain how to upgrade your Mustang's engine, suspension, chassis, transmission, rear end, brakes, and body. There's even a special chapter on getting active in various forms of organized racing.



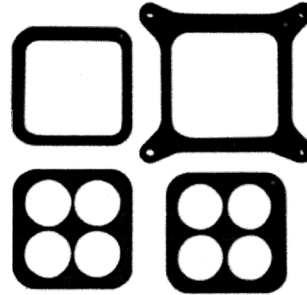
Sean Hyland is the proprietor of Sean Hyland Motorsport, which builds and supports internationally competitive Mustangs for road racing, drag racing, and everything in between. Sean recently did a complete Mustang build-up for Speed Channel's Sports Car Revolution and is also the author of the bestselling CarTech title How to Build Max-Performance 4.6-Liter Ford Engines.

AVAILABLE APRIL 2006!

8-1/2 x 11"
Sftbd.
144 pgs.
300+ color photos
Item # SA106
ISBN #1932494103



PROFORM Introduces Affordable Trackside Carb Spacer Kit



PROFORM gives racers an economical way to quickly optimize their air/fuel flow rates. Its new Trackside Carb Spacer Kit (PN 67160C) combines a 1"-thick frame with a choice of three inserts: open, standard four-hole and tapered four-hole. All components are made of lightweight, heat-resistant phenolic material to minimize thermal transfer between the carb and manifold, fighting vapor lock in the process.

The three inserts offer an easy way to tune the powerband. Four-hole models accelerate airflow to improve low-end torque. The open insert creates a high-rise manifold effect, increasing plenum volume and moving the throttle blades away from the roof of the manifold runners. This improves air/fuel distribution and flow, adding mid-range and top-end power. The PROFORM Trackside Carb Spacer Kit fits Holley 4150-style carburetors as well as PROFORM Race Series models.



Holley is proud to introduce their 80mm and 90mm high flow billet throttle bodies that are designed to fit the LS2 and FAST(tm) intake manifolds on vehicles that require the use of a throttle cable.

The Holley LS2 throttle bodies are ready to bolt on; they include hardware and complete instructions making the installation a simple process for the novice to experienced enthusiast. The Holley LS2 throttle bodies were designed with a contoured throttle bore design to provide smooth and predictable performance from idle to WOT. Holley LS2 billet throttle bodies feature a clear anodized finish for long lasting good looks. Full roller bearing supported throttle shaft prevents sticking and improves longevity. Holley LS2 Billet throttle bodies also feature a factory style stamped steel throttle linkage for a precise, consistent fit and with the included throttle cable bracket it provides a low cost manifold alternative by allowing the use of the LS2 manifold on applications that require a throttle cable.

Key Features & Benefits

- * Contoured throttle bore design
- * Sealed throttle shaft roller bearings
- * Stamped throttle linkage arm
- * Clear anodized finish
- * Available in 80 and 90mm
- * Fits LS2 and FAST(tm) manifolds
- * Throttle cable bracket included
- * Will not work on drive by wire applications



Part # 112-574 80mm Throttle Body
Part # 112-576 90mm Throttle Body



Owners of the 1986-93 5.0L Mustang that have been craving the popular BBK SSI-Series performance intake manifold, but are looking for something for a higher end street or race application...

