

HOT ROD SPEED PARTS HALL OF FAME

Last year, as we began the celebration of HOT ROD's 60th anniversary, we recognized the importance of the performance aftermarket as our partner in the world of hot rodding. Through our bench racing discussions, it became apparent that there was no formal performance hall of fame to recognize the impact that specific parts and the forward-thinking individuals who conceived them have had on our speed parts industry culture. To remedy that, HOT ROD chose to take on the responsibility.

Ten charter members of the HOT ROD Speed Parts Hall of Fame were announced in the pages of the Dec. '07 issue of HOT ROD and also at the '07 SEMA new products breakfast held in conjunction with the annual trade event. Recognizing Iskenderian cams, American Racing Equipment Torq-Thrust wheels, Bell Helmets, M&H Race-master tires, Hurst shifters, Hilborn fuel injection, Cragar S/S wheels, Holley carburetors, Flowmaster mufflers, and Auto Meter tachometers was the voice of our industry, Dave McClelland. Big Mac identified each of the contributions these companies made and told the story of men who recognized what hot rodders needed and invested their lives to fulfill that need with components that today are as revered as hot rodding itself.

For 2008, we revisited 72 products that had been originally selected by the HOT ROD staff or suggested by SEMA members. That list of products was then voted on by SEMA members. Here are the five inductees for 2008 in HOT ROD's classic Parts With Appeal format with ESPN2's own Genevieve Chappell. Read on and join us in acknowledging these deserved HOT ROD Speed Parts Hall of Fame inductees.

The Performance Aftermarket
Has Voted. Five Parts That
Changed Hot Rodding Forever.

By Jerry Pitt

Photography: Rick Amado

Model: Genevieve Chappell

(www.genevievechappell.com)

Location: Pure Vision

Stylist: Nancy Nester

(www.moviegirlmakeup.com)



HALL OF FAME MEMBERS '07 CHARTER INDUCTEES

ISKENDERIAN CAMS
AMERICAN RACING TORQ-THRUST WHEELS
BELL HELMETS
M&H RACEMASTERS
HURST FOUR-SPEED SHIFTERS
HILBORN FUEL INJECTION
CRAGAR S/S WHEELS
HOLLEY 331D CARBURETORS
FLOWMASTER MUFFLERS
AUTO METER MONSTER TACHS

'08 INDUCTEES

DETROIT LOCKER
K&N AIR FILTERS
GARRETT TURBOCHARGERS
MSD 6A IGNITION
NITROUS OXIDE SYSTEMS



► Thank goodness this Caprice seat was available so Genevieve could rest patiently near the Detroit Locker. Her Mango Go-Go tank top is from shopgirliegear.com.

DETROIT LOCKER

The bloodline of Eaton's Detroit Locker began in the late '40s when a company originally known as Detroit Automotive produced the Thornton tandem drive axle conversion kit for WWII military vehicles. This axle kit housed a unique and powerful 100 percent automatic-locking differential called the NoSPIN. In 1969, Detroit Automotive introduced the performance aftermarket version of the NoSPIN called the Detroit Locker. The company name was changed to Tractech in 1979 and was purchased by Eaton in 2005. Today, Eaton is the largest manufacturer of differentials and traction-aiding devices in the world.

The Detroit Locker was an instant success with racers at Daytona, Bonneville, Watkins Glen, and dragstrips across the country. By 1975, Detroit Locker was an accepted and important part of all forms of auto racing. Winning at the highest levels of NASCAR led to one of the highest compliments Detroit Locker has received—being written into the NASCAR rule book. Detroit Locker has transformed monster trucks, conquered Pikes Peak, Baja, power hauling titles, and rock crawling championships, and for the true spirit of hot rodding, laid hundreds of thousands of parallel tire marks the world over.

While the Detroit Locker of today remains remarkably similar to the original design of the Thornton NoSPIN, improvements in manufacturing, materials, and engineering tolerances have led to several notable steps forward in design. In the late '80s, Detroit Locker introduced a SoftLocker version engineered to limit backlash and improve the manners of the differential for the weekend warrior. In 2005, a Detroit Locker CTR [Circle Track Racing] differential was introduced for lefthand-turn oval tracks. In 2008, based on input and testing from a variety of NASCAR teams, Eaton redesigned the race version of the Ford 9-inch Locker to be stronger and lighter.

A group of eight long-serving Eaton employees who also trace their heritage to the beginning days of the Detroit Locker assisted in this fact-finding. With between 25 and 42 years of service, Detroit Locker has been served well by Chuck Hart, Jim Bawks, Stan Edwards, Tim Edwards, Gery Pace, Walt Dissett, Tom Nelson, and Ed Vannetter. The long and dedicated service of the above and many others has contributed greatly to the continued success of Eaton's Detroit Locker.

SOURCE

EATON PERFORMANCE PRODUCTS, Cleveland, OH, 800/326-3650, www.eaton.com

GARRETT TURBOCHARGER

Cliff Garrett did not invent the turbocharger—that honor goes to Dr. Alfred J. Buchi, who developed the first exhaust-driven supercharger between 1909 and 1912. However, the heritage of high-performance turbochargers did begin in 1936 when young J. C. "Cliff" Garrett formed his company in a tiny, one-room office in Los Angeles.

Among his earliest successes was supplying the charge air cooler (aftercooler) for the B-17 that used a General Electric turbocharger on a Pratt and Whitney engine. After WWII, the Garrett Corp. designed small gas turbine engines, but in 1954, Cliff separated the gas turbine department, seeing a demand for commercial diesel turbochargers. Thus began AiResearch Industrial Division—the first corporation solely dedicated to the design and manufacturing of turbochargers. By the end of the '60s, AiResearch became the undisputed leader in turbochargers due to the vast range and well-respected products it produced for commercial applications.

In the world of professional racing, Garrett AiResearch turbos were on many Formula 1 and Indy racers, but reaching out to the general automotive enthusiast was something it left to companies such as TurboSonic, which initially used Garrett AiResearch turbochargers. The fact that Garrett turbochargers are the preferred choice of leading original equipment manufacturers and many top race teams in World Rally, American Le Mans, 24 Hours of Le Mans, Pikes Peak, and drag racing is a telling example.

Today, Garrett continues to redefine the art and science of boosting technology with advanced air management systems for the full spectrum of modern engines and produces an amazing 30,000 turbos every day.

SOURCE

GARRETT TURBOCHARGERS/HONEYWELL TURBO TECHNOLOGIES, Torrance, CA; 310/257-2488;
www.turbobygarrett.com

> Here pictured with Genevieve is one of the two ball-bearing GT47 18R turbochargers found on Ron Lummus' NMRA Pro Outlaw 10.5 Mustang. With a 6-inch inlet and 3.5-inch outlet, this single turbo is capable of providing airflow to produce 1,400 hp. The red polka dot Anna Dress by Pinup Couture is available from pinupgirlclothing.com.

HOT ROD SPEED PARTS HALL OF FAME

K&N AIR FILTER

In 1964, Ken Johnson and Norm McDonald started a business in which they rented and sold motorcycles and accessories to die-hard performance lovers. They soon determined the need for an air filter that could keep the fine dirt in off-road racing from damaging the engines. This filter had to be washable and reusable and allow enough air to keep the motorcycles running at peak performance. The original K&N High Flow air filter was born, and it wasn't long before the filter technology was applied to automotive applications.

Forty years later, Ken and Norm have moved on, but K&N's commitment continues to the reusable cotton gauze filter technology for automotive applications. K&N Engineering boasts in excess of 55,000 applications, covering the majority of the vehicles on the road today. More than 600 employees research, develop, and manufacture K&N products. Headquartered where they started, in Riverside, California, K&N Engineering manufactures the majority of its products from raw materials on machines designed in-house. In addition to manufacturing, K&N's R&D facilities include air filtration testing capabilities, engine and chassis dynos, airflow testing stations, mass airflow (MAF) meter testing, and a wide array of tool design and manufacturing processes that meet the demands of the performance aftermarket. How vast is that demand? More than 30 million filters have been manufactured and sold by K&N since 1969.

K&N also helped define customer satisfaction with its Million Mile Limited Warranty. K&N has garnered numerous awards from SEMA, including Manufacturer of the Year in 1994, 1996, 1997, and 2000, making it the first company to receive this prestigious award four times.

SOURCE

K&N ENGINEERING, Riverside, CA, tech line: 800/958-3333, www.knfilters.com

> Genevieve will have no problem selecting a K&N filter for this GT0 with K&N's 55,000 applications.

MSD 6A IGNITION

Autotronic Controls Corp. was founded by Jack Priegel in El Paso, Texas, in 1970. The principle plan was to develop an electronic fuel-induction system to improve fuel mileage and economy. The engineering team, including Lee Chapin and Walt Merrick, was able to get the fuel mixture so lean with its electrosonic system that the conventional breaker-points ignitions of the time failed to ignite the mix. Merrick utilized capacitive discharge (CD) technology and developed a way to produce a series of sparks, or multiple spark discharge, and MSD Ignition was born.

The first system was the MSD 2 Ignition followed by the MSD 404B. In 1976, the first MSD 6 Ignition Control was used. Professional racers learned of the new MSD quickly and word spread. Since then, MSD Ignition controls provide the spark for top professionals in NHRA, IHRA, NASCAR, World of Outlaws, DIRT, SCORE, IOBA, and pretty much every other sanctioning body you can think of (plus many you can't). MSD sells nearly 10,000 6A Ignition Controls a year, and that's not counting the thousands of 5ALs, 6BTMs, and other models.

SOURCE

MSD IGNITION, El Paso, TX; tech line: 915/855-7123; www.msdisignition.com

> While Pure Vision's Peter Harksell III was hidden from sight making sparks, Genevieve stepped in with an original MSD 6 Ignition.



NITROUS OXIDE SYSTEMS

The use of nitrous oxide as a performance enhancement has been traced back to WWII, where it was employed to give aircraft a boost in airspeed and high-altitude capabilities. By the end of the war, the government's interest in piston-powered aircraft waned with the advent of jet propulsion, and nitrous research and development was shelved. There were, however, sporadic attempts at using nitrous in race cars over the next few decades.

In the '70s, there was a renewed interest in nitrous as a few entrepreneurs brought systems to the market. These early systems were erratic at best. In 1978, Mike Thermos and Dale Vaznaian founded Nitrous Oxide Systems (NOS), perfected the use of nitrous, and made it an efficient, safe, and reliable performance enhancement. In 1999, Holley Performance Products purchased NOS.

Holley claims that nearly every single performance milestone with nitrous has been set by racers using NOS systems, and we're not ones to argue. They are dominant on drag cars the world over, and culturally, NOS has also had a significant impact. In addition to being featured in many Hollywood box office hits (*The Fast and the Furious* series, *Gone in 60 Seconds*, *Death Race*), an entire new generation of gearheads has embraced the brand to the extent that it has its own energy drink. In 2004, the NOS name was licensed, and to capitalize on the worldwide fame of the brand, it became the first consumable product to bear the name of an aftermarket performance product.

SOURCE

NOS, Bowling Green, KY; www.holley.com

> Genevieve is not one to prank, but letting off a little shot of the sulphur-odored gas and blaming it on our photographer, Rick Amado, was too tempting to pass on. Her dress, a blue cherry print by Pinup Couture, is available from pinupgirlclothing.com. HRM