

FIELD WAY DOWN LS Fest 2012



Ithough we all enjoy walking around shows and checking out the coolest-looking trucks, there's something undeniably awesome about seeing those same trucks start their engines and go headto-head on the track. This desire for a performance truck challenge led us to create THROWDOWN presented by Airaid, a comprehensive test of acceleration, speed, handling, braking, and style. We have hosted the event in California for several years, but we wanted to expand

east, so last year we partnered with Holley performance products to include it in their yearly LS Fest event. Located at Beech Bend Raceway, nestled among the rolling hills of Bowling Green, Kentucky, LS Fest brings together all things powered by LS V-8 engines. In truck terms, this means '99-and-newer GM fullsizes, as well as S-10s and classic Chevys that have had heart transplants. Twelve trucks took part in this year's THROWDOWN at LS Fest, but after two days of intense competition, only one came out on top. Trucking

Truckin's White-Knuckle Competition Returns to Bowling Green, Kentucky





LHROWDOWN

n typical THROWDOWN form, the victor was determined by a combination of five events: autocross, drag, slalom, speed stop, and show-and-shine. The gauntlet began the morning of Friday, September 7th with the autocross course. Set up inside Beech Bend's central circle track, this technical cone course served as an excellent overall test of handling, power delivery, and driving skill. Several of our participants had no road racing experience, so maintaining traction through the tight hairpin corners was difficult. That night, the trucks swapped out tires and took turns blasting down the famed quarter-mile dragstrip, a more familiar territory for many of our drivers.

The following morning, the trucks returned to the strip once more, this time to test their brakes at the speed stop challenge. Drivers accelerated from the starting line, then braked as late as possible to come to a complete stop inside a box of cones, and the driver with the quickest overall time (and no cones knocked down) won the event. The slalom event came Saturday afternoon, as each truck snaked carefully between six cones spread in 100-foot intervals. This test was held at the end of the dragstrip, resulting in a few tense moments as trucks spun out mere feet from the concrete barriers. Finally, each driver submitted a vote for the best-looking show-and-shine truck of the 12, with an additional vote given to our host, Holley's Marketing Director Bill Tichenor.

After determining the top five trucks for each event, we awarded five points to the winners, four points to those in Second Place, and so on down to one point for Fifth Place. After tallying up the points, we had our ranking. Note that in the case of a tie, we used the number of events the truck took a top five podium finish in as the tiebreaker. And, in the case of trucks that tied in both points and number of podium finishes, we prioritized performance events over showand-shine.

With more competitors than ever and a wide variety of build styles and platforms, it's clear that the performance truck scene is alive and well. That's certainly a good thing, since we've grown fond of the head-to-head tire-decimating action of THROWDOWN.

Talk to any of our drivers and they'll agree—a weekend behind the wheel doesn't get much better than this. To see more pictures of the event and individual trucks that we couldn't fit here, head over to truckin com.

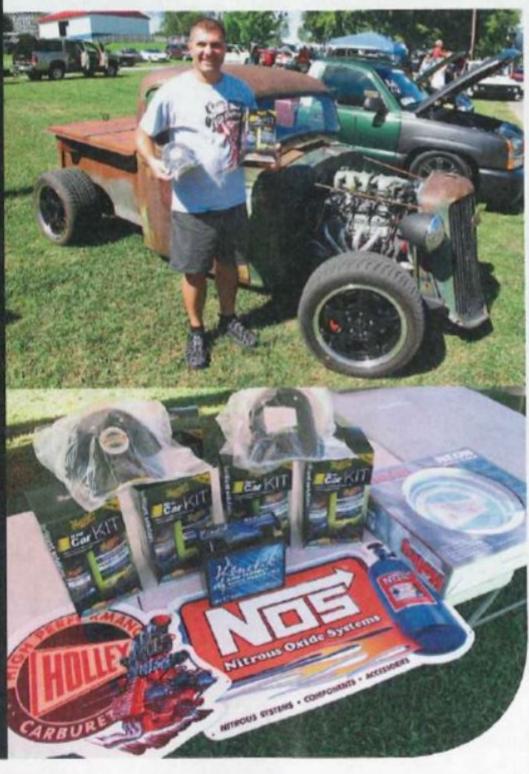
Spectators
gathered
throughout
the weekend
to watch
our highperformance
trucks and
other LSpowered
vehicles
blasting
down the
track.

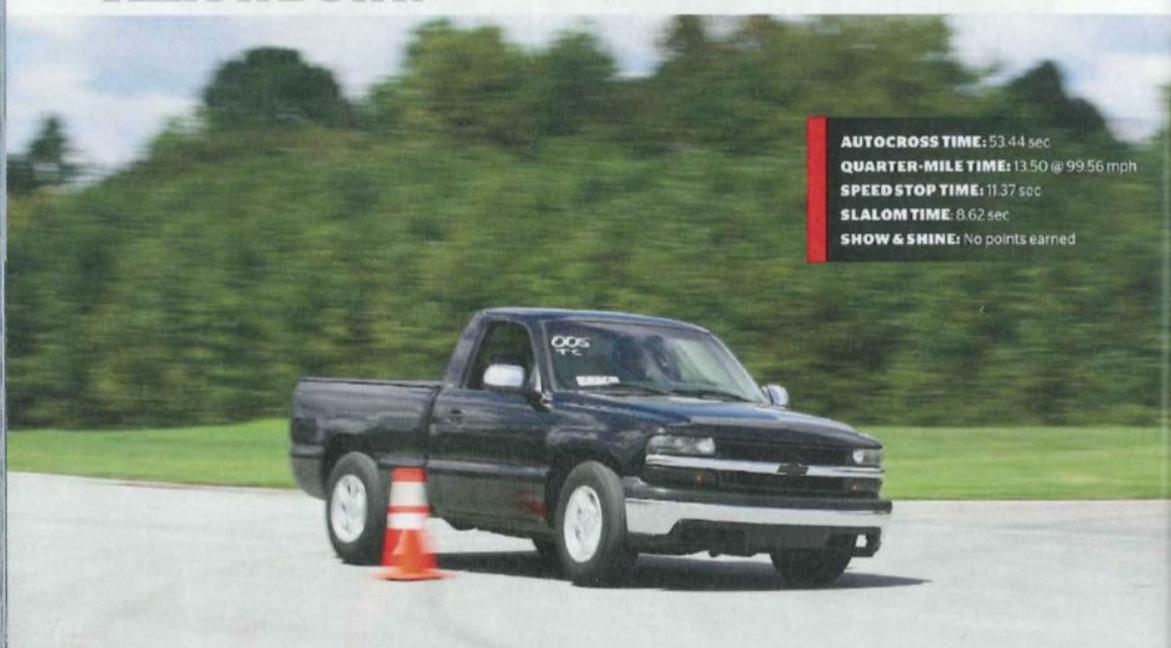


Dark clouds turned into heavy showers Saturday morning, delaying the events for a few hours while the tarmac dried out. Fortunately, the skies soon "cleared and racing could resume.



With a variety
of great prizes
from Airaid,
Holley, Kinetik,
and Meguiar's,
truck owners
were competing
for much
more than just
bragging rights.





≥ 12th PLACE - BLACKOUT

ne of three friends from northern Kentucky that competed in the THROWDOWN, Chris Applegate showed that you don't need a high-dollar custom truck or special training to hit the track and have fun. Chris' 'Ol Silverado was relatively stock, with bolt-on power mods, a simple 2/4 drop, and factory 17-inch wheels and tires. He may not have taken any podiums, but by pushing his truck to the limit he earned respect from the competitors and the crowd. Stepping out of his truck after a run, you couldn't wipe the smile off Chris' face. Once he experienced this adrenaline rush, the racing bug had bitten, and he was eager to do it again. We can't blame him—once you've been to the track, driving on the street is never the same.

Locking the brakes as he reached the finish line, 23-year-old Chris wasn't afraid to push his truck to its limits. Look closely and you can spot him grinning ear to ear—we know the feeling.



YEAR/MAKE/MODEL:

2001 Chevy Silverado

OWNER AND CITY/STATE:

Chris Applegate • Foster, Kentucky

ENGINE

Type: 5.3L Vortec (LM7)

Heads: Stock

Cam: Comp .222/.224

Induction: K&N cold-air intake

Exhaust: Hooker headers, custom 3-inch exhaust

Cooling: Stock Fuel System: Stock Ignition: Stock

Engine Management: Factory ECM tuned by BLUECAT

Output: 290 whp (est.)
Built by: Chris Applegate

DRIVETRAIN

Transmission: Built T-56, Hurst short-throw shifter Rearend: 14-bolt with locker and 4.56 gears

CHASSIS

Front suspension: Crown Suspension 2-inch drop spindles, Belitech Street Performance shocks

Rear suspension: 4-inch drop with shackles and hangers

Brakes: Slotted rotors

WHEELS & TIRES

Wheels: Stock 17x8

Tires: Goodyear Wrangler 260/70R17

SPECIAL THANKS:

My family and friends for encouraging me to follow my passion.



> 11th PLACE - NEWCOMER

e all love to ogle high-dollar purpose-built race machines, but there's something equally appealing about a no-frills 'run what you brung' approach. Twenty-year-old professional window tinter Jody Russell is the embodiment of this mentality, since he wasn't planning to participate in our THROWDOWN when he showed up to LS Fest. However, after we met him at the show with his friends Chris Applegate and Kyle Feebeck, he agreed to give it a shot. His daily driven 'OI Sierra performed well, and we were pleasantly surprised to see Jody taking on the veterans despite his limited track experience. In fact, the black and yellow truck took Fifth Place in the slalom, beating out several experienced competitors. Most importantly, Jody had a blast and has officially initiated by the thrill of speed. We hope to see him again next year.

Jody piloted his two-tone Stepside like a pro, balancing throttle and steering to weave nimbly through our slalom course for a Fifth Place finish. We also commend him for choosing to swap in a manual transmission, which compounds the degree of difficulty.



YEAR/MAKE/MODEL:

2001 GMC Sierra

OWNER AND CITY/STATE:

Jody Russell • Boaz, Kentucky

Dan O

ENGINE

Type: 4.8L Vortec (LR4)

Heads: Stock Cam: Stock

Induction: Custom cold-air intake with Airaid filter

Exhaust: CalSpeed 1%-inch headers, DynoMAX 3-inch exhaust

Cooling: Stock
Fuel System: Stock
Ignition: MSD plug wires

Engine Management: Factory ECM tuned by Blackbear

Output: 230 whp (est)
Built by: Jody Russell

DRIVETRAIN

Transmission: 2006 GTO T-56 manual

Rearend: Stock 10-bolt with TrueTrac locker and 4.56 gears

CHASSIS

Front suspension: McGaughys 4/6 kit with 2-inch drop spindles and 2-inch lowering springs

Rear suspension: McGaughys flip kit, bridge notch

Brakes: Stock disc

WHEELS & TIRES

Wheels: Factory Replica 22x9

Tires: Venezia 265/35R22

SPECIAL THANKS:

My friends for encouraging me to build a badass daily driver.



≥ 10th PLACE - CLASSICALLY TRAINED

s much as we love new-body-style Chevy performance trucks, there's something about rocing classic ClOs that harkens back to the golden age of muscle cars. This particular '65 ClO is owned by Louisiana resident Duke Roddy, and with its root beer metallic and white two-tone paint it certainly looks the part. A modern 5.3L LS engine resides underhood, and it's clad with Wilwood big brakes and a full Ride Tech suspension, making for a classic that was as engaging on the track as it is to look at Nevertheless, near-stock power output meant that it lagged behind the more powerful competitors, and it just missed the podium with Sixth-Place finishes in the autocross and slalom events. Placing Third in show-and-shine, it earned some points back, and Duke is already in the process of swapping in a new LS3 for added power. We look forward to seeing him back with a vengeance next year.

With gorgeous root beer metallic paint, classic American Racing wheels, and a full air suspension, Duke Roddy's '65 C10 is the perfect fusion of classic cruiser and weekend track toy. Although it was underpowered compared to the competition, Duke already has a solution in the works via a new LS3 mill.



YEAR/MAKE/MODEL:

1965 Chevy C10

OWNER AND CITY/STATE:

Duke Roddy • Gonzales, Louisiana

ENGINE

Type: 5.3L Vortec (LM7)

Heads: Stock aluminum

Cann: Stock

Induction: Spectre cold-air intake

Exhaust: Stock headers, 21/2-inch exhaust

Output: 250 whp (est)

DRIVETRAIN

Transmission: 4L60E

Rearend: 12-bolt with Positraction and 3.73 gears

CHASSIS

Front suspension: CPP spindles, Ride Tech 'bags,

Ride Tech shocks, 3/8-inch line

Rear suspension: Ride Tech 'bags, Ride Tech shocks, 3/8-inch line

Brakes: 13-inch Wilwood discs, six-piston front and four-piston rear

WHEELS & TIRES

Wheels: American Racing Torq Thrust 18x8 front and 18x11 rear Tires: BFG G-Force T/A KDW 245/40R18 front and 295/35R18 rear

SPECIAL THANKS:

Vincent Designs, Got It Covered, Evolution Auto, my good friends Terry Neuville and Jon Bagala, and my wife Sonia for all the help and support.

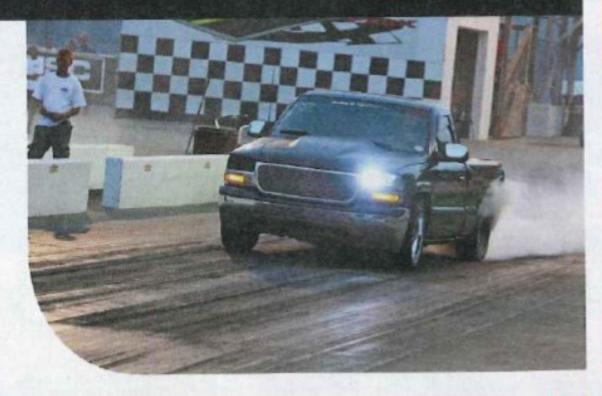




> 9th PLACE - BREAKNECK

rother one of the three amigos from northern Kentucky, Matt Feltner joined his friends Chris Applegate and Kyle Feebeck in pushing their '99-'02 GM trucks to the limit. Matt's blue '99 Sierra was the second most heavily modified of the three, with full bolt-ons, nitrous, and a built transmission. Its minimal suspension work and less-than-ideal tires limited its performance in the corners, but it performed admirably on the strip, taking Third Place in the speed stop and just missing the podium in the quarter-mile Unlike his friend Kyle. Matt didn't have the benefit of building on last year's experiences, so that also contributed to the truck's ranking. Regardless, Matt says he had a good time smoking his tires, and we'll expect him back in the future.

With a 100-shot of nitrous and full bolt-ons, Matt Feltner had no trouble smoking the tires on his Sierra. However, he also proved it can do more than accelerate, taking third place in the speed stop competition.



YEAR/MAKE/MODEL:

1999 GMC Sierra

OWNER AND CITY/STATE:

Matt Feltner • Falmouth, Kentucky

ENGINE

Type: 5.3L Vortec (LM7)

Heads: Stock

Cam: COMP Cams .534 lift

Induction: Airaid cool-air intake, 100-shot of nitrous

Exhaust: Pacesetter headers, DynoMAX Race Magnum exhaust

Cooling: Camaro electric fan Fuel System: 32lb injectors Ignition: Stock coil-on-plug

Engine Management: Factory ECM tuned by BLUECAT

Output: 372 whp (on nitrous)
Built by: Matt Feltner

DRIVETRAIN

Transmission: Stage 3 built 4L60E with Corvette servos, shift kit, and Edge 3400 stall converter

Rearend: 10-bolt with 4.10 gears and Posi

CHASSIS

Front suspension: McGaughy's 2-inch lowering springs
Rear suspension: McGaughy's 4-inch drop shackles and hangers

Brakes: Stock

WHEELS & TIRES

Wheels: Mazzi 20x9

Tires: Nexen Roadian HP 275/40R20.

Mickey Thompson ET Street for dragstrip

SPECIAL THANKS:

Lucas Performance and G.L.R. Performance



3 8th PLACE - JUNKYARD DOG

hen it comes to building custom trucks, most owners try for a consistent and unified style with two or three colors. Chris Volponi went in the opposite direction, and purposely built his truck with panels in nearly every factory GM color, earning it the nickname "the clown truck". However, once it hit the track, this 650hp turbocharged monster's performance was no joke. With a gargantuan 88mm turbo setup and built LSI, it sports a surprising amount of custom fabrication under its multicolored panels. The Sierra placed midpack in autocross, slalom, and speed stop, but Chris dominated the dragstrip with consistent II-second runs and the fastest trap and reaction times. This was enough to earn an Eighth Place slot, a position that Chris intends to improve upon at next year's THROWDOWN.

Chris Volponi's Sierra sports a Silverado SS front clip, along with scavenged body panels in nearly every factory '99-'02 GM truck color. It may not be the prettiest truck of the group, but with an insane custom turbo setup and built motor, it was by far the most powerful.



YEAR/WAKE/WODEL:

2000 GMC Sierra

OWNER AND CITY/STATE:

Chris Volponi - Pittsburgh, Pennsylvania



ENGINE

Type: 5.7L LS1, forged pistons and rods, ARP main and head studs

Heads: 6.0L LQ9 heads

Carn: LS6 from a ZO6

Induction: Precision PT88 88mm turbo at 12psi, 1st-Try Engineering custom turbo piping, high-flow air filter

Exhaust: 1st-Try Engineering custom 4-inch exhaust

with 4-inch diesel muffler

Cooling: 1st-Try Engineering custom air-to-air intercooler setup

FuelSystem: Dual Walbro fuel pumps, 65 lph injectors

Ignition: Stock coil-on-plug

Engine Management: Factory ECM tuned by FJ Performance

Output: 650 whp (est)

Built by: Chris Volponi/The Auto House

DRIVETRAIN

Transmission: Built 4L80E with Jake's Performance shift kit

Rearend: 10-bolt with 3.73 gears, Detroit TruTrac.

Yukon axles, welded axle tubes

CHASSIS

Front suspension: McGaughys 2-inch drop spindles, McGaughys 2-inch lowering springs, Belitech Street Performance shocks

Rearsuspension: McGaughys flip kit, weld-in C-notch, Tahoe rear sway bar

with custom-fabricated mounts, Caltrac traction bars

Brakes: Stock with power Hydroboost conversion

WHEELS & TIRES

Wheels: Cadillac Escalade 18x8

Tires: Nitto 555R 295/45R18, slicks for dragstrip

SPECIAL THANKS:

The Auto House, Jeff Oppenheim at 1st-Try Engineering, Hollywood Graphixxx

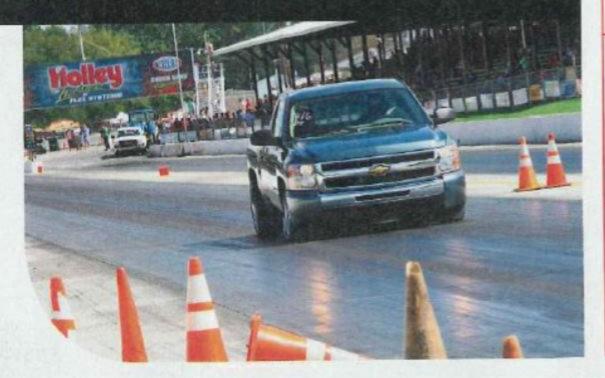


> 7th PLACE - BLUE BOMBER

Project Blue Bomber. We're transforming this base-model 2011 Silverado into a daily-drivable performance truck, so what better place to test its limits than THROWDOWN?

With an Edelbrock-supercharged 4.8L, sticky Nitto tires, and a full Belltech suspension, Blue Bomber was quick in the corners, earning points in both autocross and slalom. However, it didn't have quite enough straight-line oomph in the quarter-mile, and its stock front discs and rear drum brakes let it down in the speed stop, resulting in a Seventh-Place finish. Nevertheless, we've learned from the experience, and more power, better gearing, and big brakes are in this truck's near future.

The LS Fest THROWDOWN marked Project Blue Bomber's official competition debut, and proved that this base-model Silverado has what it takes to hit the track hard. The event gave us the perfect opportunity to push its limits and learn what needed improvement.



YEAR/MAKE/MODEL:

2011 Chevy Silverado

OWNER AND CITY/STATE:

Tim Coltey • Long Beach, California (Driver: Harley Camilleri)

ENGINE

Type: 4.8L Vortec (LY2)

Heads: Stock

Cam: Stock

Induction: Edelbrock E-Force supercharger

Exhaust: Dynatech SuperMAXX long-tube headers, MagnaFlow

Performance exhaust

Cooling: Edelbrock air-to-water intercooler

Fuel System: Edelbrock fuel rail, Edelbrock injectors

Engine Management: Factory ECM with Stillen custom tune

Output: 415 whp Built by: Stillen

DRIVETRAIN

Transmission: 4L60E

Rearend: Stock 3.23



CHASSIS

Front suspension: Belitech 2-inch drop spindles, Belitech Pro Coil Springs, Belitech Street Performance struts, Belitech sway bar

Rear suspension: Belltech adjustable flip kit, Belltech Street Performance shocks

Brakes: Stock front discs and rear drums (for now)

WHEELS & TIRES

Wheels: Raceline Illusion Six, 20x8.5 front and 20x10 rear
Tires: Nitto NT05 275/40R20 front and 315/35R20 rear

SPECIAL THANKS:

Nitto Tire, Belltech, Dynatech, Edelbrock, MagnaFlow, Raceline, Stillen

THROWDOWN



3 6th PLACE - UP IN SMOKE

ver feel like sometimes the universe is just out to get you? Returning THROWDOWN competitor Bill Alvis knows the feeling, after shredding his LS-powered S-10's axle at last year's event. This year, the bad luck returned as he blew his transmission's Third gear, but this time it was immediately after our competition instead of during it. This allowed him to claim Third Place in both autocross and drag events, and finish mid-pack in slalom and speed stop. It just goes to show the versatility of a light, V-8-powered S-10 with an experienced driver. Even after ending the weekend with a crippled truck, Bill was upbeat and determined to iron out his drivetrain issues once and for all by next year.

One of two V-8 S-10s to compete in the THROWDOWN, Bill Alvis's black '96 returned this year better than ever. After being unable to complete last year's slalom due to a spun rear axle, Bill hit the track this year with a new built Ford 9-inch and more nitrous.



YEAR/MAKE/MODEL:

'96 Chevy S-10

OWNER AND CITY/STATE:

Bill Alvis • Eddyville, Kentucky

ENGINE

Type: 5.3L Vortec (LM7)

Heads: 6.0L

Cam: LS6

Induction: NOS 250-shot nitrous kit, Edelbrock intake, Holley 750 carburetor

Exhaust: BRP MuscleRod headers, 3-inch stainless exhaust with Flowmaster

40-series mufflers and QTP cutouts

Cooling: Aluminum radiator

Fuel System: Holley HP fuel pump

Ignition: MSD

Engine Management: Heavy right foot

Output: 525 whp (on nitrous)

Built by: Bill Alvis

DRIVETRAIN

Transmission: Tremec TKO-600

Rearend: Ford 9-inch built by Quick Performance, 33-spline axles, Yukon locker

CHASSIS

Frontsuspension: Belltech 2-inch drop spindles, QA1 double-adjustable coilovers

Rearsuspension: Competition engineering ladder bars, QA1 coilovers

Brakes: Rear disc brake conversion on Ford axle

WHEELS & TIRES

Wheels: Centerline Dagger 17x8 front and 17x9½ rear

Tires: Nitto NT-555 235/45R17, Mickey Thompson slicks for dragstrip

SPECIAL THANKS:

I would like to thank my good friend Steve Constantine from Cape Coral, Florida, for his help during the original build of this truck. Also, my wife for supporting me in everything I do.





≥ 5th PLACE - INCOGNITO

pon seeing Jeff Schwartz's teal '49 Chevy for the first time, you'd probably think it's nothing more than a beautiful restored classic truck. Nevertheless, you'd be dead wrong, since this wolf-in-sheep's-clothing is packed with Schwartz Performance's cutting-edge G-Machine chassis and a modern LS engine. Jeff's many years of building and racing pro-touring muscle cars was obvious, as he immediately rose to the top of the leaderboard after taking Second Place in the autocross. However, after blowing a power steering hose during his second run, the truck was unable to regain the podium in the following events. Nevertheless, the gorgeous '49 won our show-and-shine contest by a landslide, leaving it with a solid Fifth Place finish.

The speed and precision hidden beneath this classic Chevy's bodywork stunned all of us. Watching it fly through the autocross was like watching your grandpa drop his cane and start doing cartwheels.



YEAR/MAKE/MODEL:

1949 Chevy 3100

OWNER AND CITY/STATE:

Jeff Schwartz • Bull Valley, Illinois

ENGINE

Type: 4.8L Vortec (LY2)

Heads: Stock aluminum

Cam: Stock

Induction: Schwartz Performance custom cold-air intake and shroud

Exhaust: Hooker 1%-inch headers, Schwartz Performance custom 21/2-inch exhaust

Engine Management: Factory ECM tuned by Schwartz Performance

Output: 270 whp (est)

Built by: Schwartz Performance

DRIVETRAIN

Transmission: 4L60E

Rearend: Moser 9-inch full floater with TrueTrac and 3.50 gears

CHASSIS

Front suspension: Schwartz Performance G-Machine chassis, Viking collovers

Rear suspension: Schwartz Performance G-Machine chassis, Viking coilovers,

triangulated four-link with Teflon-lined Heim joints

Brakes: 13-inch Wilwood discs, six-piston front and four-piston rear

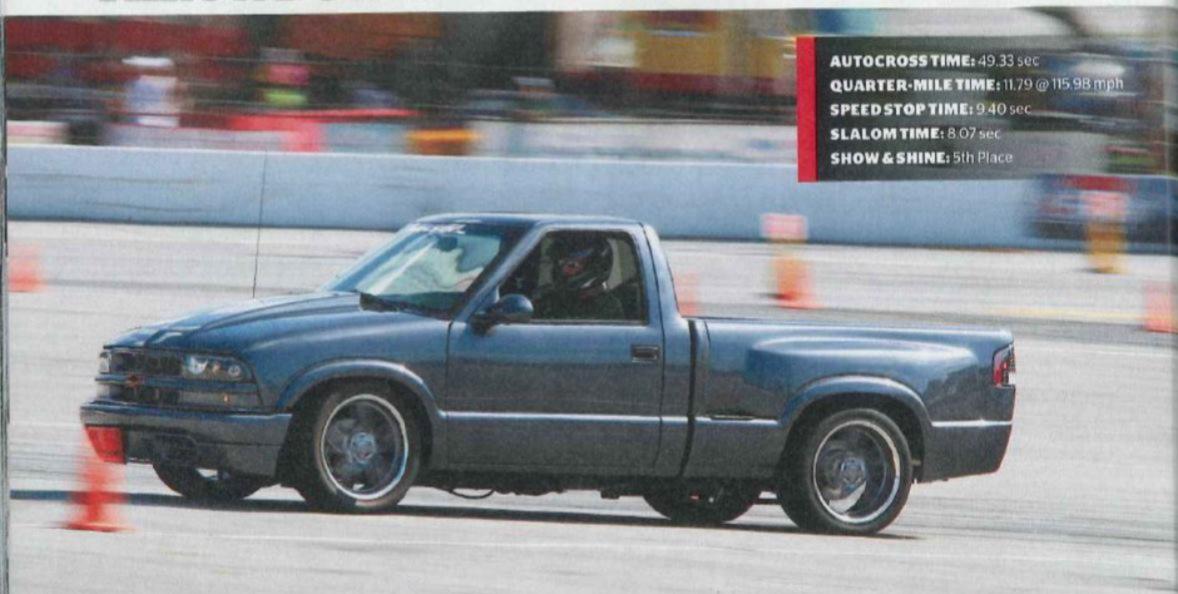
WHEELS & TIRES

Wheels: 18x9.5 XXR 962

Tires: 275/40R18 BFG Sport Comp II

SPECIAL THANKS:

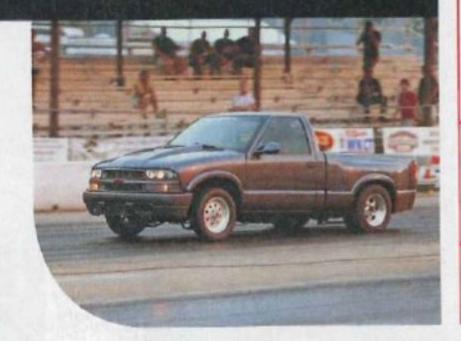
Schwartz G-Machine Chassis, BFG Tires, Wilwood



4th PLACE - HOTSHOT

nother returning competitor from last year's THROWDOWN. Jared Ochs proved yet again that he means business. His charcoal grey S-10 took
Third Place overall last year, and Jared upped the ante even further this year with the addition of a 100-shot of nitrous. This upgrade enabled him to improve or maintain his previous times in every event, and shaved nearly four tenths off his quartermile time. Nevertheless, two fast new competitors and a vastly improved performance from Kyle Feebeck in the orange Silverado bumped him out of the top three. Regardless, Jared has shown that he's not one to give up or back down, so we can't wait to see what he has in store for the future.

With an LSI shoehorned into a small S-10 platform, Jared Ochs' gray Stepside proved once again that good things come in small packages. Taking silver medals in the quarter-mile and speed stop, this lightweight had power to spare.



YEAR/MAKE/MODEL:

'99 Chevy S-10

OWNER AND CITY/STATE:

Jared Ochs • New Port Ritchey, Florida

ENGINE

Type: 5.7L LS1 from an '04 GTO

Heads: Stock LS1

Cam: Comp .617/.624

Induction: NOS 100-shot nitrous fogger kit, FAST LSXR with 92mm throttle body

Exhaust: Current Performance custom long-tube headers, dual 2½-inch exhaust with

high-flow cats, MagnaFlow mufflers, and cutouts

Cooling: Current Performance S-10 LS conversion radiator with dual SPAL electric fans

Fuel System: LS2 injectors, 20-gallon fuel cell with Aeromotive Tsunami pump

Ignition: Stock LS1

Engine Management: LSI ECM tuned by The Tuning School

Output: 460 whp (on nitrous)

Built by: Current Performance

DRIVETRAIN

Transmission: 4L60E

Rearend: '01 Blazer 8.5-inch with Yukon limited-slip, hardened axles, and Moser diff cover

CHASSIS

Front suspension: Spohn upper and lower A-arms,

AFCO double-adjustable collover shocks

Rear suspension: Caltrac traction bars, AFCO double-adjustable collover shocks

Brakes: Stock S-10 Blazer

WHEELS & TIRES

Wheels: C6 Z06 Sport 18x8 front and 18x10 rear

Tires: Nitto 255/40R18 front and 295/35R18 rear.

Mickey Thompson ET Street 26x11.50R15 for dragstrip

SPECIAL THANKS:

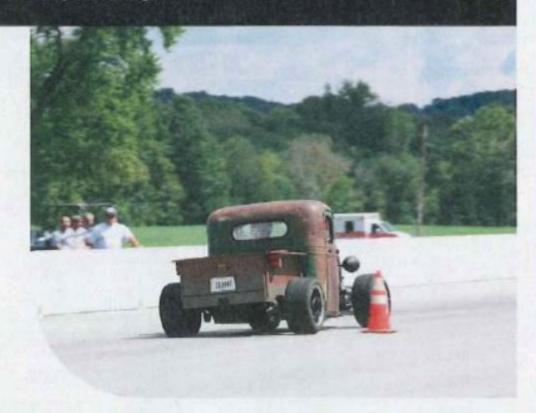
Gillis Performance Restorations, The Tuning School, Bayonet Performance, and all the employees at Current Performance.



3rd PLACE - RAT ROCKET

arning points in every event except the quartermile drag, Rocky Rowland's '36 GMC surprised
all of us. It may look unassuming in its original
green and brown patina, but with a heavily
customized frame, trick coilover suspension, and feather-light
1,850-pound weight it screamed through the corners. Even
with Sumitomo street tires and a relatively stock 5.3L V-8,
Rocky was able to propel the GMC to a Fourth Place finish in
autocross and slalom events, and a Fifth Place finish in the
speed stop. As if this wasn't enough, the rat rod's distinctive
style also became a crowd favorite, taking Second Place in
our show-and-shine competition and winning Holley's trophy
for Best Pre-1946 Hot Rod at LS Fest. Best of all, Rocky built
the truck almost entirely in his garage, proving that you don't
need big bucks or a fancy shop to go fast.

In addition to having the coolest name of the group, Rocky Rowland proved to be a serious contender on the track in his '39 GMC. The rusty rat rod earned podiums in every event except the quarter-mile, showing that reduced weight can be a huge advantage.



YEAR/MAKE/MODEL:

1936 GMC Low Cab

OWNER AND CITY/STATE:

Rocky Rowland · Amelia, Ohio

ENGINE

Type: 5.3L Vortec (LM7)

Heads: Stock aluminum

Cam: Stock

Induction: Smoothed and shaved stock intake pipe

Exhaust: Speedway Motors 1%-inch shorty headers,

Custom 31/2-inch exhaust with Magnaflow muffler

Cooling: Stock

Fuel System: MSD fuel pump, braided stainless lines, JEGS 20-gallon fuel cell

Ignition: Stock

Engine Management: Factory ECM tuned by Lucas Performance

Output: 250 whp (est)
Built by: Rocky Rowland

DRIVETRAIN

Transmission: 2002 4L60E, rebuilt with upgraded clutch pack, shift points tuned by Lucas Performance, shortened 5-10 4x4 driveshaft

Rearend: 2002 Camaro Z28, stock Auburn diff with 3.23 gears

CHASSIS

Front suspension: Custom 2x3-inch steel tube frame with Z in front, custom-mounted C4 Corvette control arms, C4 Corvette forged aluminum spindles, QA1 adjustable collovers

Rear suspension: Custom-mounted Competition Engineering ladder bar, Custom-mounted Competition Engineering coilovers

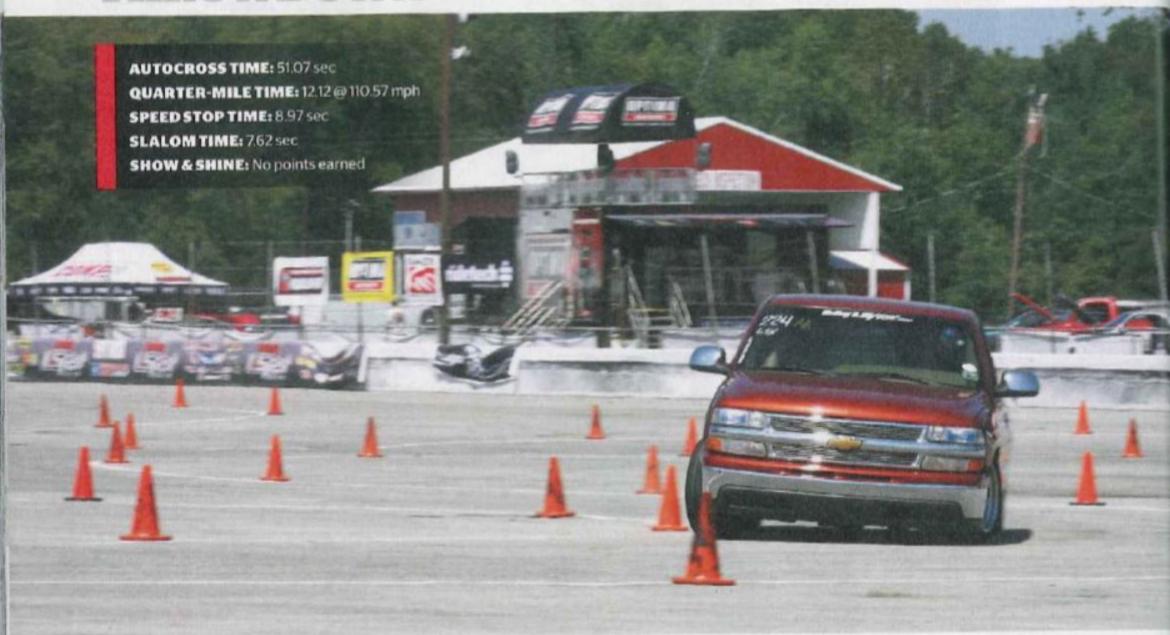
Brakes: 12-inch C4 Corvette front discs, 11-inch F-body rear discs, braided stainless lines

WHEELS & TIRES

Wheels: C4 Corvette Grand Sport 17x9.5 front and 17x11 rear Tires: Sumitomo 275/40R17 front and 315/35R17 rear

SPECIAL THANKS:

My wife for putting up with my hobby. She loves doing burnouts in my truck!



2nd PLACE - COMEBACK KID

became known as the quiet guy with a heavy right foot, and he returned this year to reinforce that reputation. His orange Silverado was even faster this year, thanks to a new nitrous kit, transmission swap, and improved suspension. With 440 hp on tap, Kyle did well in both speed stop and drag events, placing First and Fourth, respectively. His truck's sudden power delivery made the autocross more difficult, but his nimble driving earned him Third Place in the slalom. For a regular guy in a low-budget truck, Kyle continued to amaze us this year by climbing the ranks to Second Place overall. Only an all-out race truck could defeat him, and that speaks volumes about both truck and driver.

After taking Fifth Place at last year's event, Kyle Feebeck returned this year with improved skills and an improved truck. The unassuming-looking orange Silverado quickly got noticed as it rocketed into Second Place thanks to a new nitrous system and talented driving.



YEAR/MAKE/MODEL:

'00 Chevy Silverado

OWNER AND CITY/STATE:

Kyle Feebeck • Falmouth, Kentucky

ENGINE

Type: 5.7L LS1 from a Corvette

Heads: Stock 853s Cam: .585/585 roller

Induction: Nitrous Express nitrous kit, Modified stock airbox with K&N Filter

Exhaust: Pace Setter ceramic-coated long-tube headers, 3-inch off-road

Y-pipe, stainless 3-inch exhaust

Cooling: Camaro electric fans

Fuel System: 31lb Delphi injectors

Ignition: Accel plug wires

Engine Management: Factory ECM tuned by BLUECAT

Output: 440 whp (on nitrous)

Built by: Lucas Performance

DRIVETRAIN

Transmission: 4L80E with TransGo shift kit and Revmax 3800-stall

Rearend: Lucas Performance 4.10 gears with Tru-Trac

CHASSIS

Front suspension: Belitech 5-inch drop with springs, spindles, and shocks
Rear suspension: Belitech 7-inch drop with shackles, flip kit, and shocks
Brakes: Stock

WHEELS & TIRES

Wheels: 17x9 Eagle Alloy
Tires: Falken Ziex S/TZ-01 255/50R17

SPECIAL THANKS:

Jarrod Lucas with Lucas Performance





■ 1st PLACE - UNSTOPPABLE

performed admirably, only one truck could take the gold, and it was no surprise to any of us when that truck ended up being Brad Coomer's C10. This low-slung black and white beast looked fast sitting still, and backed it up with precise handling and tire-melting power. The C10 took the podium in all five events, especially excelling in the autocross and slalom, where it earned ten points for two First-Place finishes. Despite not being the most powerful truck, its enormous sticky tires and Wilwood Ultralite brakes helped it take Fourth in the speed stop and Fifth in the quarter-mile. On top of all of this, its aggressive styling finished the job by adding more points in the showand-shine. Brad's C10 pushes the limits of what a truck can do, and for that reason, it's easy to see why it took home the gold.

One look at this C10's bed tells you its true purpose: speed. With a heavily reinforced frame, Winters Quick Change rearend, and triple-adjustable Ridetech coilovers, there's no question that this truck means business.



YEAR/MAKE/MODEL:

1970 Chevy C10

OWNER AND CITY/STATE:

Brad Coomer • Huntingburg, Indiana

ENGINE

Type: 6.0L LS2 with Corvette Z06 internals Heads: Aluminum LS2, ported and polished

Cam: LS7

Induction: Quick Fuel 750-cfm carburetor, Holley intake

Exhaust: Cale Kern custom Jet Hot-coated headers, custom exhaust with DynoMAX mufflers

Cooling: C&R Racing radiator mounted behind cab

Fuel System: NASCAR 22-gallon fuel cell in bed

Ignition: MSD 6LS distributor

Engine Management: Tuned by Hilton Motorsports/Cale Kern Automotive

Output: 400 whp (est)

Built by: Hilton Motorsports/Cale Kern Automotive

DRIVETRAIN

Transmission: Bowler built 4L60E,

custom air shifter mounted on steering column

Rearend: Winters Performance Quick Change with 3.73 to 4.11 gears (depending on the track)

CHASSIS

Front suspension: Factory frame stripped and boxed with ¼-inch plate steel, Z behind cab, custom spindles with wide five hubs, Ride Tech triple-adjustable collovers, No Limit front crossmember

Rear suspension: No Limit trailing arms, Ride Tech triple-adjustable collovers Brakes: Custom-mounted Wilwood Ultralite four-piston disc

WHEELS & TIRES

Wheels: Custom-made Wide Five 18x12 front and rear Tires: Falken Azenis 315/30R18

SPECIAL THANKS:

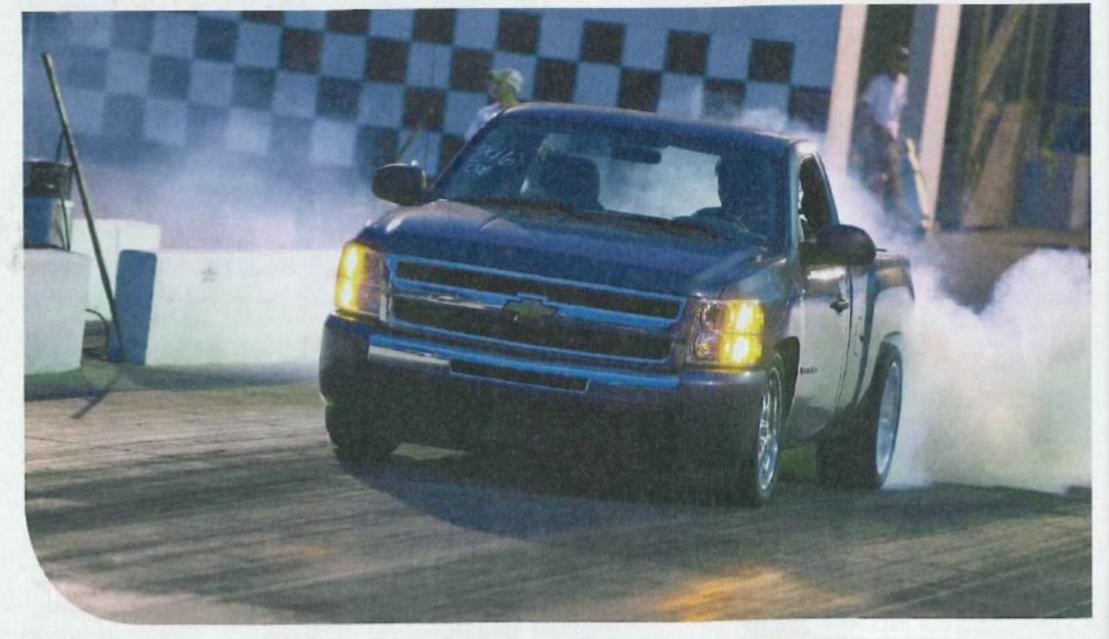
Ride Tech, Bowler Transmissions, Cale Kern Automotive, Jet Hot, Hilton Motorsports, Gearhead Performance, Goodguys, No Limit Engineering, and Falken Tire.

THROWDOWN

**								
	TRUCK	AUTOCROSS	1/4-MILE	SPEED STOP	SLALOM	SHOW & SHINE	TOTAL POINTS EARNED	
	BRAD COOMER '70 CHEVY C10	43.09 seconds	13.01 @ 108.96 mph	9.59 seconds	6.44 seconds	4º Place	15	
	KYLE FEEBECK '00 CHEVY SILVERADO	51.07 seconds	12.12 @ 110.57 mph	8.97 seconds	7.62 seconds		10	
	ROCKY ROWLAND '39 GMC LOW CAB	48.18 seconds	13.43 @ 101.13 mph	9.62 seconds	7.71 seconds	2 ^{nt} Place	9 (4 Podiums)	
5	JARED OCHS '99 CHEVY S-10	49.33 seconds	11.79 @ 115.98 mph	9.40 seconds	8.07 seconds	5 th Place	9 (3 Podiums)	10
	JEFF SCHWARTZ '49 CHEVY 3100	47,19 seconds	14.47 @ 93.17 mph	10.15 seconds	7.96 seconds	1# Place	9 (2 Podiums)	
	BILL ALVIS '96 CHEVY S-10	47.73 seconds	11.92 @ 120.97 mph	9.92 seconds	7.85 seconds		6	







COMPETION

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	TRUCK	AUTOCROSS	%-MILE	SPEED STOP	SLALOM	SHOW & SHINE	TOTAL POINTS EARNED	
	HARLEY CAMILLERI '11 CHEVY SILVERADO	48.21 seconds	15.24 @ 92.03 mph	10.46 seconds	7.14 seconds		5 (2 Podiums)	
	CHRIS VOLPONI '00 GMC SIERRA	50.47 seconds	11.58 @ 123.63 mph	9.68 seconds	9.29 seconds		5 (1 Podium)	
-	MATT FELTNER '99 GMC SIERRA	52.32 seconds	13.04 @ 104.41 mph	9.58 seconds	8.41 seconds		3 (1 Performance Podium)	A S
	DUKE RODDY '65 CHEVY C10	48.89 seconds	15.88 @ 86.87 mph	11.00 seconds	7.78 seconds	3 rd Place	3 (No Performance Podiums)	
	JODY RUSSELL '01 GMC SIERRA	50.43 seconds	15.49 @ 90.91 mph	11.35 seconds	7.77 seconds		1	
**	CHRIS APPLEGATE '01 CHEVY SILVERADO	53.44 seconds	13.50 @ 99.56 mph	11.37 seconds	8.62 seconds		0	







