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BY PATRICK MCCARTHY

PHOTOGRAPHY: TRUCKIN STAFF, HENRY Z. DEKUYPER, AND TOMMY LEE BYRD

# THROWDOWN

Presented by Airaid at Holley LS Fest 2012



**A**lthough 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 head-to-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. **Truckin'**

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





## The Events

**I**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 7<sup>th</sup> 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 show-and-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-declimating 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](http://truckin.com).

Spectators gathered throughout the weekend to watch our high-performance trucks and other LS-powered 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 Alraid, Holley, Kinetik, and Megular's, truck owners were competing for much more than just bragging rights.





**AUTOCROSS TIME:** 53.44 sec  
**QUARTER-MILE TIME:** 13.50 @ 99.56 mph  
**SPEED STOP TIME:** 11.37 sec  
**SLALOM TIME:** 8.62 sec  
**SHOW & SHINE:** No points earned



## ➤ 12th PLACE - BLACKOUT

**O**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' '01 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

**Rear end:** 14-bolt with locker and 4.56 gears

### CHASSIS

**Front suspension:** Crown Suspension 2-inch drop spindles, Belltech 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.



**AUTOCROSS TIME:** 50.43 sec  
**QUARTER-MILE TIME:** 15.49 @ 90.91 mph  
**SPEED STOP TIME:** 11.35 sec  
**SLALOM TIME:** 7.77 sec  
**SHOW & SHINE:** No points earned



## ➤ 11th PLACE - NEWCOMER

**W**e all love to ogle high-dollar purpose-built race machines, but there's something equally appealing about a no-frills "run what you bring" 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 '01 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



### ENGINE

**Type:** 4.8L Vortec (LR4)

**Heads:** Stock

**Cam:** Stock

**Induction:** Custom cold-air intake with Airaid filter

**Exhaust:** CalSpeed 1 1/2-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.



**AUTOCROSS TIME:** 48.89 sec  
**QUARTER-MILE TIME:** 15.88 @ 86.87 mph  
**SPEED STOP TIME:** 11.00 sec  
**SLALOM TIME:** 7.78 sec  
**SHOW & SHINE:** 3rd Place



## ➤ 10th PLACE - CLASSICALLY TRAINED

**A**s much as we love new-body-style Chevy performance trucks, there's something about racing classic C10s that harkens back to the golden age of muscle cars. This particular '65 C10 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

**Cam:** Stock

**Induction:** Spectre cold-air intake

**Exhaust:** Stock headers, 2½-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.





**AUTOCROSS TIME:** 52.32 sec  
**QUARTER-MILE TIME:** 13.04 @ 104.41 mph  
**SPEED STOP TIME:** 9.58 sec  
**SLALOM TIME:** 8.41 sec  
**SHOW & SHINE:** No Points Earned



## ➤ 9th PLACE - BREAKNECK

**A**nother 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

**Rear end:** 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



**AUTOCROSS TIME:** 50.47 sec  
**QUARTER-MILE TIME:** 11.58 @ 123.63 mph  
 (Fastest ET, reaction, and trap speed)  
**SPEED STOP TIME:** 9.68 sec  
**SLALOM TIME:** 9.29 sec  
**SHOW & SHINE:** No points earned



## ➤ 8th PLACE - JUNKYARD DOG

**W**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 11-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/MAKE/MODEL:

2000 GMC Sierra

### OWNER AND CITY/STATE:

Chris Volponi • Pittsburgh, Pennsylvania



### ENGINE

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

**Heads:** 6.0L LQ9 heads

**Cam:** LS6 from a Z06

**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

**Fuel System:** 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

**Rear end:** 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, Belltech Street Performance shocks

**Rear suspension:** 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



# THROWDOWN

**AUTOCROSS TIME:** 48.21 sec  
**QUARTER-MILE TIME:** 15.24 @ 92.03 mph  
**SPEED STOP TIME:** 10.46 sec  
**SLALOM TIME:** 7.14 sec  
**SHOW & SHINE:** No points earned



## ➤ 7th PLACE - BLUE BOMBER

**T**hose of you that follow Truckin will no doubt recognize 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 Stilen custom tune

**Output:** 415 whp

**Built by:** Stilen

### DRIVETRAIN

**Transmission:** 4L60E

**Rear end:** Stock 3.23

### CHASSIS

**Front suspension:** Belltech 2-inch drop spindles, Belltech Pro Coil Springs, Belltech Street Performance struts, Belltech 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, Stilen





**AUTOCROSS TIME:** 47.73 sec  
**QUARTER-MILE TIME:** 11.92 @ 120.97 mph  
**SPEED STOP TIME:** 9.92 sec  
**SLALOM TIME:** 7.85 sec  
**SHOW & SHINE:** No points earned



## ➤ 6th PLACE - UP IN SMOKE

**E**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

**Rear end:** Ford 9-inch built by Quick Performance, 33-spline axles, Yukon locker

### CHASSIS

**Front suspension:** Belltech 2-inch drop spindles, QA1 double-adjustable coilovers

**Rear suspension:** 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.



**AUTOCROSS TIME:** 47.19 sec  
**QUARTER-MILE TIME:** 14.47 @ 93.17 mph  
**SPEED STOP TIME:** 10.15 sec  
**SLALOM TIME:** 7.96 sec  
**SHOW & SHINE:** 1st Place



## 5th PLACE - INCOGNITO

Upon 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 1½-inch headers, Schwartz Performance custom 2½-inch exhaust

**Engine Management:** Factory ECM tuned by Schwartz Performance

**Output:** 270 whp (est)

**Built by:** Schwartz Performance

### DRIVETRAIN

**Transmission:** 4L60E

**Rear end:** Moser 9-inch full floater with TrueTrac and 3.50 gears

### CHASSIS

**Front suspension:** Schwartz Performance G-Machine chassis, Viking coilovers

**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





**AUTOCROSS TIME:** 49.33 sec  
**QUARTER-MILE TIME:** 11.79 @ 115.98 mph  
**SPEED STOP TIME:** 9.40 sec  
**SLALOM TIME:** 8.07 sec  
**SHOW & SHINE:** 5th Place



## ➤ 4th PLACE - HOTSHOT

**A**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 quarter-mile 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 LS1 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:** LS1 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 coilover shocks

**Rear suspension:** Caltrac traction bars, AFCO double-adjustable coilover 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.



**AUTOCROSS TIME:** 48.18 sec  
**QUARTER-MILE TIME:** 13.43 @ 101.13 mph  
**SPEED STOP TIME:** 9.62 sec  
**SLALOM TIME:** 7.71 sec  
**SHOW & SHINE:** 2nd Place



## ➤ 3rd PLACE - RAT ROCKET

**E**arning points in every event except the quarter-mile 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 1½-inch shorty headers, Custom 3½-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 S-10 4x4 driveshaft

**Rear end:** 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 coilovers

**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!



**AUTOCROSS TIME:** 51.07 sec  
**QUARTER-MILE TIME:** 12.12 @ 110.57 mph  
**SPEED STOP TIME:** 8.97 sec  
**SLALOM TIME:** 7.62 sec  
**SHOW & SHINE:** No points earned



## ➤ 2nd PLACE - COMEBACK KID

**A**t last year's THROWDOWN event, Kyle Feebeck 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 converter

**Rearend:** Lucas Performance 4.10 gears with Tru-Trac

### CHASSIS

**Front suspension:** Belltech 5-inch drop with springs, spindles, and shocks

**Rear suspension:** Belltech 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:

Jarrold Lucas with Lucas Performance





# THROWDOWN

**AUTOCROSS TIME:** 43.09 sec  
**QUARTER-MILE TIME:** 13.01 @ 108.96 mph  
**SPEED STOP TIME:** 9.59 sec  
**SLALOM TIME:** 6.44 sec  
**SHOW & SHINE:** 4th Place



## ➤ 1st PLACE - UNSTOPPABLE

**A**lthough all of our competitors this year 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 show-and-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 collovers, 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 1/4-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	¼-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	4 <sup>th</sup> 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 <sup>nd</sup> Place	9 (4 Podiums)	
 JARED OCHS '99 CHEVY S-10	49.33 seconds	11.79 @ 115.98 mph	9.40 seconds	8.07 seconds	5 <sup>th</sup> Place	9 (3 Podiums)	
 JEFF SCHWARTZ '49 CHEVY 3100	47.19 seconds	14.47 @ 93.17 mph	10.15 seconds	7.96 seconds	1 <sup>st</sup> 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	





# COMPETITION

TRUCK	AUTOCROSS	1/4-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)
 DUKE RODDY '65 CHEVY C10	48.89 seconds	15.88 @ 86.87 mph	11.00 seconds	7.78 seconds	3 <sup>rd</sup> 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 APPLGATE '01 CHEVY SILVERADO	53.44 seconds	13.50 @ 99.56 mph	11.37 seconds	8.62 seconds		0

