

Drag Racing's Quarter-Mile Warriors

THEN & NOW



DOUG BOYCE



Drag Racings Quarter Mile Warriors Then And Now Cartech

Doug Boyce



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Drag Racing's Quarter-Mile Warriors Doug Boyce, 2014 Legendary Drag Cars Then and Now takes a unique look at the most memorable interesting and successful cars from this golden age of drag racing **Drag Racing's Quarter-Mile Warriors II** Doug Boyce, 2025-12-15 Drag racing fans have a fondness for the drag cars that competed during the sport's golden era from the late 1950s through the 1970s The cars were simpler to understand and in many classes were similar to cars that people saw on the street A Pro Stock car in the early 1970s resembled a street car with big slicks and a massive engine Today's Pro Stock cars look more like fighter jets than street cars The newer cars just aren't as relatable as those from the past With the evolution of technology and the sanctioning bodies constantly changing class rules drag cars often don't last very long before they are no longer competitive or a sanctioning body has outlawed the tech that the car features So what happens to all of these old race cars Some sit in a shed some are dismantled and parted out and some still race in small events or vintage events across the country In Drag Racing's Quarter Mile Warriors Volume II prolific veteran drag racing author Doug Boyce chronicles even more of the most popular cars from the sport's golden era Rail cars Funny Cars Altered Juniors Stocks and Super Stocks are all covered here more than 80 of them in a then and now format A blend of vintage and modern photos tell the story of the racing lives of these cars Quarter-Mile Chaos Steve Reyes, 2020-06-15 Relive drag racing's dangerous past in this softcover edition of a previous best seller Quarter Mile Chaos looks at the treacherous side of drag racing's golden age Almost 200 rare and stunning photographs from the late 1960s and early to mid 1970s capture terrifying fires explosions and crashes all by products on the quest to go faster Quarter Mile Chaos is full of up close and personal documentation of the perilous task to reach the 1 320 foot mark first Armed with just a few cameras and some film veteran drag racing photographer Steve Reyes shot some of the most dramatic and eye catching pictures of these quarter mile warriors Reyes roamed the nation's hazardous strips in search of the perfect action photo The result is some of the most breathtaking drag racing imagery ever recorded depicting out of control demolition and devastation during drag racing's most entertaining era **Chevy Drag Racing 1955-1980: A Celebration of Bowtie's Success at the Drag Strip** Doug Boyce, 2020-03-15 Relive the glorious first 25 years of Chevy drag racing in this comprehensive and nostalgic history With the introduction of Chevy's OHV V 8 in 1955 the brand's domination on the drag strip immediately snowballed Drag racers loved the compact V 8 It was lightweight revved high and responded like no other engine previously produced to modification Chevy saw a record year in sales in 1955 thanks to a combination of a restyled body and the new mill It was the age of ingenuity and those who could get their hands on the new engine were swapping it into engine bays that once housed other weaker mills Ford's flathead one that had dominated for so long was rendered obsolete almost overnight Chevy had a winner and dominated the sales charts for years to come Aftermarket manufacturers got on board and offered up all the go fast goodies needed to make Chevy a winner no matter what category they ran From Dragsters to Stock Chevy's success was

immediate And it was a long term success thanks to a combination of years of great styling and a vast array of driveline combinations Accomplished racing author Doug Boyce takes a celebratory look at those years of success with a focus on the first 25 years 1955 through 1980 Chevrolets gave rise to such stars as Bill Grumpy Jenkins Jungle Jim Liberman Sneaky Pete Robinson Dyno Don Nicholson Sox Martin Dick Harrell Dave Strickler and many more World champs and fan favorites all drove Chevys The success showed in the record books No brand has won more races and events or has set more national records than Chevrolet And unlike the other manufacturers Ford and Chrysler it was done with little to no factory support Whether you are a hardcore Chevy fan or just love catching up on the history of drag racing during the golden age this nostalgic look at Chevy racing history is sure to entertain for hours on end Match Race Mayhem Doug Boyce,2017-06-15

Drag racing is a very regulated sport In the history of the NHRA IHRA and other sanctioning bodies many classes existed in an effort to make sure the cars racing against each other are as equal as possible It is a noble if not futile pursuit You have two cars facing off that have very similar statistics in terms of weight transmission type fuel type estimated horsepower and all other sorts of measurables The byproduct is that often the races that were fair were not the races that the fans wanted to see During the golden age of drag racing fans didn't care as much about class racing as much as they wanted to see scores settled rivalries battled and interesting match ups There were the manufacturer rivalries Ford versus Chevy Chevy versus Mopar Mopar versus Ford as well as numerous driver rivalries Match races were also a great way to feature wildly popular cars that no longer had a class in which to compete yet the fans still wanted to see them So popular and intense were these races that many track promoters didn't bother to promote class racing at all Instead they used the match races as headliners similar to the marquee at your local arena or a billboard in Las Vegas all resulting in putting more fans in the stands And the drivers loved it too Although the prize money for national events was fairly average for the day the extra appearance fees and prize money to lure the most popular match racers to events increased the driver's take exponentially Many of the most popular pro drivers quit class racing altogether just to go match racing Veteran drag race author Doug Boyce tells the tale of the history of match racing through the cars the drivers the events the classes the rivalries and everything else that was fun about match racing during the golden era It's all here complemented by wonderful vintage photography provided by fans and professionals in attendance If you are a fan of any class of drag racing from any era Match Race Mayhem is a fun addition to your racing library p p1 margin 0 0px 0 0px 0 0px 0 0px font 12 0px Arial **Dyno Don** Doug Boyce,2018-07-16 Many fans of drag racing consider the most interesting era to be from the 1950s through the 1970s the years when the sport really took off During that period so much changed from a speed and technology standpoint that people often refer to this time as the golden age of drag racing Drivers often became associated with a particular manufacturer such as Chevy Ford or Chrysler through sponsorship factory team rides or sometimes simply their own preference The more successful drivers became household names in the drag racing community Chevy had Grumpy Jenkins Pontiac had Arnie the Farmer Beswick Mopar had

Sox Martin and Dandy Dick Landy and Ford's most successful driver of the era was the legendary Dyno Don Nicholson. Nicholson's first wins on a national level were actually in the early 1960s in Chevrolet products. He became extremely successful on the match race circuit. Then in 1964 he switched over to Mercury with the new Comet after General Motors enacted a factory ban on racing activities. He won 90 percent of his match races that year. He stuck with Ford and Mercury products and won throughout the 1960s and 1970s even after Ford also pulled the plug on factory team sponsorship. He made it to the final rounds in nearly 50 national events during that period in addition to winning championships awards and match races along the way. If you are a fan of a certain era of racing a Ford fan or certainly a Dyno Don fan this book will be a welcome addition to your library.

[Drag Racing in the 1960s](#) Doug Boyce, 2021-03-15 The 1960s were a fascinating decade on the race scene. Relive the memories today through this wonderful new book. Drag racing has a long and storied history. Many have said that the first drag race happened shortly after the second car was made. While that may or may not be true, racing prior to World War II was mostly centered around dry lake activities and top speed runs. After the war, drag racing became organized with the formation of the NHRA and during the 1950s many tracks were built across America to accommodate the racers. Technology in the 1950s centered on the manufacturers updating old flathead designs into newer overhead valve designs and the horsepower race really started to heat up. In many forms of racing the 1960s brought technological evolution. The decade began with big engines in even bigger stock chassis and ended with purpose built race only chassis, fiberglass bodies, fuel injection, nitro methane and blowers. Quarter mile times that were in the 13 second range in the beginning of the decade were in the 7 second range by the end. New classes were formed, dedicated cars were built for them and many racers themselves became recognized names in the sports landscape. In *Drag Racing in the 60s: The Evolution in Race Car Technology*, veteran author Doug Boyce takes you on a ride through the entire decade from a technological point of view rather than a results based one. Covered are all the classes including Super Stocks, Altered Wheelbase cars which led to Funny Cars, Top Fuelers, Gassers and more.

[Drag Racing in the 1970s](#) Doug Boyce, 2025-01-15 Relive the 1970s with this book that covers a sensational and unique decade of drag racing history. In the 1950s drag racing was in its infancy. The sport made incredible technological advancements in the 1960s and that technology was streamlined and refined with a sense of professionalism in the 1970s. It became more difficult for a local homebuilt shoestring budget team to compete at the national level. These teams were priced out of the top classes by larger teams that had more sponsorship money. So the low budget teams dropped to less expensive classes or simply sold their gear and stopped competing. However, drag racing in the 1970s was fascinating in its own right. There was still a significant amount of development as well as new classes to celebrate. Funny Cars morphed from altered wheelbase doorslammers in the early 1960s to full blown tube chassis flip top fiberglass bodied beasts by 1970. This led to the creation of the Pro Stock class which was a popular child of the 1970s with its rivalries and connections to the Detroit manufacturers. In the interest of safety, Top Fuel cars became mid engine beasts and they

turned out to be faster as well By the end of the decade Funny Cars nearly became full bodied versions of the Top Fuel cars Many of these developments are still evident in NHRA racing today In Drag Racing in the 1970s veteran racing author Doug Boyce takes you chronologically through the entire exciting decade covering the cars the classes and the future hall of fame drivers who raced them The transition to professionalism the big money sponsors the many sanctioning bodies the rivalries and even the lower classes such as Modified Eliminator and Super Stock are chronicled in this illustrated tribute Add a copy to your drag racing library today

Quarter-Mile Mustangs Doug Boyce, 2022-05-15 Blast down the quarter mile in the first two generations of Ford's legendary pony car across all drag racing classes in Quarter Mile Mustangs Since first becoming a mass market success in mid 1964 the Ford Mustang has made millions of passes down the quarter mile on sanctioned drag strips With styling flared toward the youth aftermarket parts manufacturers saw an enormous opportunity to produce go fast components to aid in propelling Ford's pony car down the 1320 The success of these cars was immediate In the hands of successful and seasoned pros such as Gas Ronda Bill Lawton and Dick Brannan Ford unleashed the devastatingly potent 1965 AFX Mustang fastback which was built by Blue Oval stalwarts Holman Moody with the 427 SOHC Cammer engine that unleashed havoc on mother Mopar From those very first factory drag cars through the fabled 1968 1 2 Cobra Jets drag racing historian Doug Boyce highlights the many successes of pioneers such as Dyno Don Nicholson Les Ritchey Phil Bonner Hubert Platt and Al Joniec However it's not just all doorslammers As AFX transitioned into Funny Car a whole new chapter in Mustang drag racing was written with Mickey Thompson taking the reins and steering Mustangs to success throughout the late 1960s and early 1970s The muscle car era Mustangs joined the Mustang II and soldiered on the best they could as ever changing rules hampered Ford's new pony body with drivers Bob Glidden and Nicholson trying to squeeze every bit of performance out of the diminutive pony Quarter Mile Mustangs The History of Ford's Pony Car at the Drag Strip 1964 1 2 1978 brings forth the most in depth coverage of these cars at the drag strip Don't get caught sleeping at the light

Drag Racing's Rebels Doug Boyce, 2023-11-06 Learn the entire fascinating story of the American Hot Rod Association AHRA in this wonderfully illustrated color history When the National Hot Rod Association NHRA was formed in 1951 by Wally Parks the reasoning for the formation was to create order from chaos by instituting safety rules and performance standards that helped legitimize the sport of drag racing Some organization was certainly necessary A postwar boom in automotive enthusiasm was reaching new heights and Hot Rod magazine and the NHRA were right in the thick of it The NHRA hosted its first drag racing event in 1953 and in 1955 the organization staged its first national event which was simply called The Nationals The AHRA formed in 1956 as an alternative to the NHRA where the drivers voted on the rules rather than sanctioning bodies and tracks and their influence on the sport was felt almost immediately When the NHRA denied the use of nitromethane in 1957 the AHRA approved it When the NHRA banned aircraft powered dragsters in 1961 the AHRA welcomed them When the NHRA said no to the emerging Funny Car in 1965 the AHRA said yes When fans and

racers screamed for a heads up Super Stock category in 1968 the AHRA delivered The AHRA was called a rebel association Some say that it was more of an association that got things done to the delight of fans and racers The AHRA was on equal ground with the NHRA by the 1970s drawing enormous crowds and racer entries In this fascinating history veteran author Doug Boyce tells the story of the AHRA the rise the competition the events and the eventual downfall of the organization After AHRA President Jim Tice passed away in 1982 internal fighting for control of the association resulted in its doom Get the whole story here and add this wonderful volume to your drag racing library **Match Race Mayhem** Doug Boyce, 2017-06-14 Relive or discover the exciting history of match racing through the cars drivers rivalries events and everything that was fun about match racing in drag racing s golden era This volume by veteran drag race author Doug Boyce is enhanced with wonderful vintage photography provided by fans and professionals in attendance Drag racing is a very regulated sport In the history of the NHRA IHRA and other sanctioning bodies many classes exist in an effort to make sure the cars racing against each other are as equal as possible It is a noble if not futile pursuit Two cars face off that have very similar statistics in terms of weight transmission type fuel type estimated horsepower and all other sorts of measurables The byproduct is that often the races that were fair were not the races that the fans wanted to see During the golden age of drag racing fans didn t care as much about class racing as much as they wanted to see scores settled rivalries battled and interesting matchups There were the manufacturer rivalries Ford versus Chevy Chevy versus Mopar Mopar versus Ford as well as numerous driver rivalries Match races were also a great way to feature wildly popular cars that no longer had a class in which to compete yet the fans still wanted to see them So popular and intense were these races that many track promoters didn t bother to promote class racing at all Instead they used the match races as headliners similar to the marquee at your local arena or a billboard in Las Vegas all resulting in putting more fans in the stands And the drivers loved it too Although the prize money for national events was fairly average for the day the extra appearance fees and prize money to lure the most popular match racers to events increased the driver s take exponentially Many of the most popular pro drivers quit class racing altogether just to go match racing If you are a fan of any class of drag racing from any era **Match Race Mayhem** Drag Racing s Grudges Rivalries and Big Money Showdowns is a fun addition to your racing library **1001 Drag Racing Facts** Doug Boyce, 2015 Spanning the 1950s through the 1980s 1001 Drag Racing Facts is packed with well researched drag racing facts that even some of the most hard core drag racing fans might be surprised to learn Covered are all the popular classes of racing of the era including Top Fuelers Funny Cars Pro Stocks Eliminator such as Gassers and Altered Stocks Super Stocks and more Fans of these legendary cars will appreciate the technical and entertaining information shared on every page about all of the great cars teams drivers and classes Author Doug Boyce is well known for his encyclopedia like knowledge of drag racing facts The detail in his previous books such as Grumpy s Toys Junior Stock and Drag Racing s Quarter Mile Warriors Then and Now proves he is up to the task of sharing everything you never knew about drag racing in

the golden era Whether you re an avid fan of nostalgia drags a trivia buff who wants to stump friends or simply a fan of the big and powerful drag cars of the 1950s through the 1980s this book is an informative and entertaining collection of facts from one of the industry s most respected sources *Quarter-mile Muscle!* Larry Davis,2005 8 1 2 x 11 100 color photos 200 b w photos In many ways drag racing spawned the muscle car era of the 60s Super Stock drag racing was huge in the early 60s and the factories encouraged their teams success by building high power lightweight cars that d be sure hits at the drags Then in 64 Pontiac introduced the GTO with the classic small car big engine formula that hot rodders had been using for years Other manufacturers responded with their own pony cars and muscle cars and for nearly 10 years muscle cars ruled the drags Quarter Mile Muscle covers the development and success of the muscle cars at the drags in all classes from Super Stock to the early muscle car based funny cars Special attention is paid to low production factory cars that were intended specifically for the drags cars like the COPO Camaros Ford Thunderbolts and the dealer built specials from Yenko Motion and others **Top Fuel Dragsters: Drag Racing's Rear-Engine Revolution** Steve Reyes,2016 In general terms drag racing is the fastest form of motor racing within drag racing Top Fuel is the fastest of the classes Top Fuel has always been the leading class in terms of technology cost excitement and speed Over the years technology has changed greatly What started out as a flathead engine four wheels frame rails and a steering wheel has morphed into technological wonders producing horsepower figures in the thousands and running supercharged nitromethane cars over the quarter mile in the 4 second range Industry legend and veteran journalist Steve Reyes was there through all the technological changes he has the photos anecdotes quotes and tales of the era He discusses it all including the experimentation that led to incredibly exciting racing and wild mishaps Join him in the pages of this book where he shares all the stories of this incredible racing era **Lost Drag Strips** Tommy Lee Byrd,2013-02-15 This book takes a look at many of the lost quarter mile tracks across the country Some of them are gone completely paved over to make room for housing developments or strip malls For fans of drag racing s past it s a sobering and interesting study **The Dawn of Pro Stock** Steve Reyes,2013-01-18 Pro Stock is a unique class of racing and one that has changed considerably over the years In its early years Pro Stock was similar to the Super Stock era from a decade before in that it featured cars that seemed to be a lot like a hot rod version of what people were driving on the street While the engines were a little bigger and nastier than most street versions they were not that far removed and fans could really relate to cars like Cudas Mustangs Camaros Mavericks and Vegas going at it on Sunday afternoon These mostly stock bodied cars were after all what most fans wanted their own street version to be Over the years as always seems to happen in racing the original vision morphs into something completely different and in the case of Pro Stock that meant tube frames and flip up fiberglass bodies that resemble nothing seen on the street And in that there becomes a little bit of a disconnect with the fans whose interest in Pro Stock originated in the relative stock appearance of the cars For this reason *The Dawn of Pro Stock* by Steve Reyes is a celebration of the early years when fans could really connect with the cars and

brand rivalries were intense Legendary drag racing photographer Reyes was trackside at the biggest and best NHRA events from the mid 1960s throughout the 1990s He had a unique perspective on the development of Pro Stock as he was able to document the evolution of both the cars and drivers as he observed them throughout the season For a genuine insider's view Steve has gotten together his very best shots and supplemented them with some great images from his contemporaries to offer this new collection Steve's own observations punctuate the outstanding images to give the reader a trackside view of Pro Stock's early days unlike any offered before

Lost Drag Strips II Scotty Gosson, 2016-04-15 Fresh on the heels of the best selling book *Lost Drag Strips* comes a new look at other long lost and forgotten drag racing facilities from the 1950s 1960s and 1970s In the first volume the author examined the birth of drag racing and its subsequent popularity that invaded every city and community across America Unfortunately after the initial explosion of popularity it waned and various drag strips closed for a myriad of reasons Financial pressure for the real estate they occupied suburban sprawl and waning participation were all reasons for the change in fortunes for the small and even not so small racetracks The first volume was great but readers demanded more *Lost Drag Strips II* picks up where the first volume left off covering even more tracks with archival photos of racing in the tracks heyday the cars that ran there and coverage of the tracks as they exist today This volume also includes some of the tracks that survived those that fought off the economic demons and the urban sprawl and continue to run today Tracks in this volume include Fort Wainwright Racing Lions Motorsports Park Avenue G Drag Strip Fremont Baylands Drag Strip San Fernando Drag Strip Fontana Drag City Inyokern Drag Strip Kahuku Air Strip Las Vegas Speedrome Continental Divide Raceways SRCA Drag Strip Southwest Raceway Willow Run Raceway Minnesota Dragways KCTA Drag Strip Detroit Dragway Niagara Airport Dragstrip New York National Speedway York US 30 Drag O Way South Mountain Raceway La Place Dragway Yellow River Drag Strip Thunderbolt Dragway and more

Diggers, Funnies, Gassers and Altered Bob McClurg, 2013 Contains four hundred illustrated full color as well as black and white photographs depicting the sport of drag racing through the 1960s and 1970s and includes information on the history and nostalgia of the sport

Mopar Factory Drag Cars 61-72 Steve Holmes, 2022-11 Blast down the quarter mile in your favorite 413 Long Ram 426 Max Wedge and 426 Hemi in Mopar Factory Drag Cars Dodge Plymouth's Quarter Mile Domination 1962 1972 Stock based drag racing throughout the 1960s demanded that the cars competing on the track be genuine production models and that they could be purchased by anyone The strict regulations dictated total commitment from the manufacturers if they were to be successful No one was more committed than Chrysler Chrysler attacked Stock Super Stock drag racing in the 1960s with the same fervor as it did the NASCAR Grand National which itself spawned the reintroduction of the Hemi engine Its engineers designed and produced a new factory Super Stock turnkey race car most years throughout the decade and enjoyed absolute success on the track forever cementing its legendary performance status The introduction of Pro Stock in 1970 brought with it exciting heads up racing with the expectation of producing multiple winners from a variety of brands

Instead it resulted in total Mopar supremacy as Hemi powered Chrysler cars won 12 of the 15 national races throughout the first two years prompting the NHRA to introduce weight breaks to scupper the Chrysler domination The new 1972 regulations favored small block powered compact cars and were the first major step toward Pro Stock spiraling away from its roots and into the tube frame silhouette formula seen today Racing historian Steve Holmes delves into this fascinating period capturing the careers of the Ramchargers Melrose Missile Bud Faubel Dick Landy Sox Martin Herb McCandless Don Grotheer Motown Missile and countless others providing a blow by blow account of Chrysler s factory drag car programs and the incredible cars it produced to trounce its rivals during the most epic era in Stock drag racing history Lions Drag Strip: 1955-1972 Lou Hart, 2025-07-15 Discover how Lions Drag Strip became the face of quarter mile competition Hot rodders and the drag cars that they raced in unsanctioned exhibitions had become a nuisance with law enforcement in Los Angeles California So in an effort to make racing safer C J Pappy Hart founder of the Santa Ana Drag Strip Norris Poulson mayor of Los Angeles John Chadwick member of the Wilmington Lions Club and others collaborated to create the world famous Lions Associated Drag Strip With an approved proposal shovels sunk into the sand in August 1955 in Wilmington California christening the birth of the world s greatest drag strip Mickey Thompson was hired to operate Lions Drag Strip also known as the Beach quickly turning it into Southern California s wildest venue to watch drag racing Innovations including staging lights track lighting for night racing and concession stands made Lions Drag Strip the place to be The world s greatest drag racers such as Jack Chrisman Tom McEwen Art Chrisman Don Prudhomme Chris Karamesines Connie Kalitta and Don Garlits as well as a cast of thousands of others descended upon Lions Drag Strip for exhibition and match racing Fabled East West showdowns Fuel Altered s Funny Cars and Jet cars broke attendance records and set national records throughout the 1960s In addition thrill seeker Evel Knievel leaped over 13 cars at Lions Drag Strip to the excitement of 14 000 fans in December 1970 Sadly Lions Drag Strip closed on December 3 1972 due to the location being valued as industrial real estate and the approaching urban sprawl Lions Automobilia Foundation Museum volunteer Lou Hart brings forth this year by year illustrated history of Lions Drag Strip s most memorable events with never before seen images in Lions Drag Strip 1955 1972

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