

NEW MEXICO

MOTORSPORTS

NOVEMBER-DECEMBER VOL #1 ISSUE #6



Report \$5

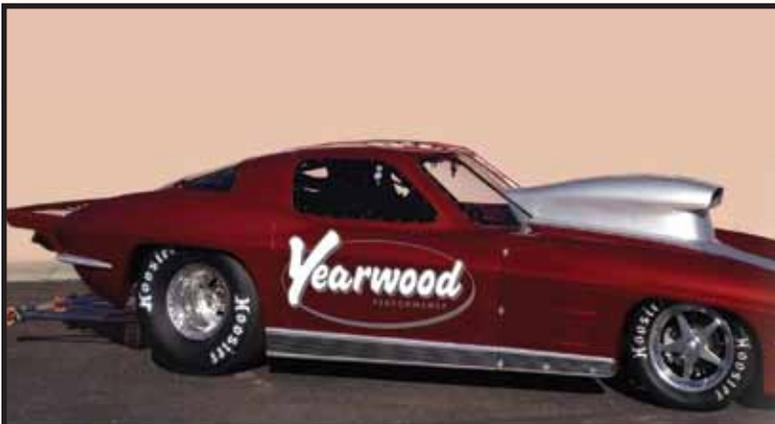


**MEET
JAMES MOSHER**

**CURT JINGLE AND HIS
1969 RS/SS
CAMARO**

**ABQ DRIVESHAFT
GARY CASTRO &
FRIENDS**





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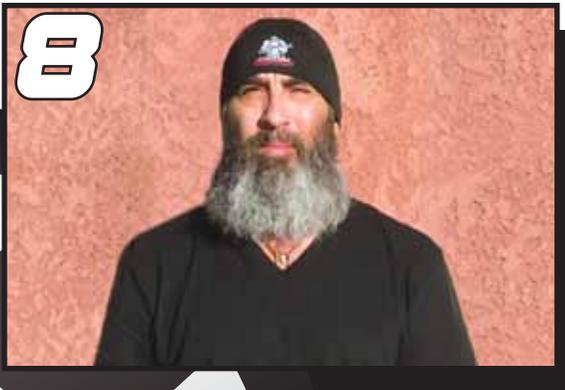




1969 Camaro

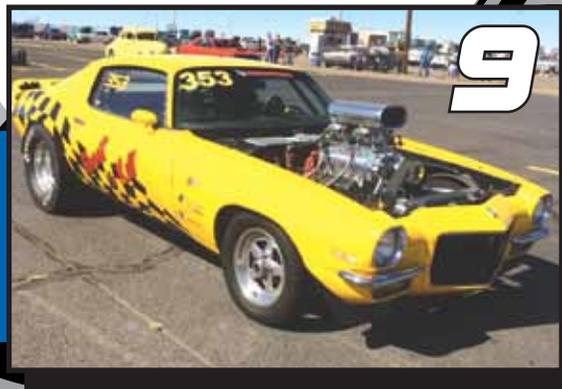
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 Story by Dominic Aragon



Albuquerque Driveshaft
Gary Castro

Story by David Swope



Hot Rod Rumble
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1969 CAMARO RS/SS

By: Scott Welch, Motor Sports Photojournalist ©2016 scottwelchphoto.com

The 1969 Camaro is one of the most sought after muscle cars in the world. The '69 carried over the previous two year's drive train and major mechanical components plus some big improvements in power and performance. All-new sheet metal, with the exception the hood and trunk lid, gave the car a substantially sportier look. In my personal opinion it is the best of the first generation design Camaro. The RS "option" was a HUGE winner and was available alone or in addition to the Z28 and SS packages. This car is, to many red blooded Americans, what exemplifies the very essence of the Muscle Car. The '69 RS/SS Camaro you are about to read about is all of the afore mentioned on steroids.





In 1989, Curt Jingle found what would eventually become his dream car. He also discovered that the \$1200 he originally paid for it wasn't quite as good of a deal it seemed. After purchasing the Camaro and getting it back home, he began the tear down that would reveal that the car was in worse shape than he had originally anticipated. There was substantially more rust than was originally anticipated. Curt tried to return the car, but to no avail. This was turning out to be more of a nightmare than a dream. Curt put his best foot forward and began his search for some talent to help him fix the sheetmetal the right way. He found a welder through a friend of his girlfriend and the job was done "better than factory." The repairs were done with a continuous weld instead of the factory spot welds and seam sealer. Knowing that he would probably never sell the car, he decided to do the bodywork himself and go with a light color to avoid accentuating any crudeness from his lack of experience. The car was a very nice driver and certainly a gem of a Camaro in anyone's book. But Curt had much more in store for the RS/SS in the back of his mind. After 16 years of hard work focusing on his career, Curt felt it was time for the car to become what he originally intended. The new

2010 Camaro had come out in 2009 and Curt had to have one. So with the new Camaro to play with sitting in the garage, and some budget to work with, he figured that it was time to transform the '69. Curt had been working with Jim Guthrie, of Car Crafters in Albuquerque, on a business venture and Jim offered to do the restoration at a discount. The Car Crafters high performance team transformed the car into Curt's dream machine that you see here. Virtually every system on the car, fuel, electrical, a/c, power steering, suspension, motor, transmission and rear end, is top of the line! The car is unbelievable solid for a '69 Camaro. With a full Hotchkis suspension it handled superbly. I can attest from my personal experience in a spirited ride Curt gave me yesterday that this car is KILLER! The only problem? It's not mine. Curt's ultra sanitary '69 RS/SS Camaro is an exceptional example of a true "Pro Street" machine. It exemplifies the essence of the RS/SS in a big way. As you can see, this car is extremely attractive and trick looking and in this case, looks are much more than skin deep. This hot rod is loaded with ultra trick performance enhancing goodies and has an outstanding paint job. Looks and performance? Curt's '69 RS/SS has it all!

SUSPENSION

67-69 Camaro/Firebird TVS System Small Block
HPS 1000 Shock (Front) 67-76 Camaro
Rear Hotchkis HPS 1000 Shocks
Camaro Shock Tower Brace, Rear, 1968-1969
Camaro Chassis Max Handle Bars, Hotchkis, 1967-1969
67-69 Camaro/Firebird Hotchkis Sub Frame Connectors -Coupe
67-69 Camaro F-Body / 68-74 X-Body Tubular Lower A-Arms
67-69 Camaro F-Body / 68-74 X-Body Tubular Upper A-Arms

BRAKES

Baer SERIOUS STREET System, Rear, 68-69 F-Body
Baer SERIOUS STREET System, Front, 64-72 A-Body 67-69 F-Body
11" Camaro Brake Booster & Master Cylinder Combo, Chrome, 1967-1969

POWER STEERING

Camaro Steroids Rack & Pinion Conversion Kit, 1967-1969
Camaro Power Steering Pump, Chrome, 1967-1969
Camaro Power Steering Pump Bracket Set, Small Block, 1969
Camaro Power Steering Pump Pulley, All Engines, Double Groove, For Cars With Air Conditioning, 1969
Power Steering Belts
Camaro Power Steering Pump & Bracket Mounting Hardware, Small Block, 1969

ACCESSORIES

Camaro Alternator, 85 Amp, Chrome, Powermaster, 1969
Camaro Air Conditioning & Heater Kit, For Cars Without Factory Air, Gen IV, Vintage Air, 1969

TIRES

Camaro Wheel, Straight Pointed Spokes, 17" x 8", Vintage 40, 1967-1969
Tires, stems, mount and balance

INTERIOR

Autopower Street-Sport Roll Bar - Camaro, Firebird 67-69
LG1 racing reclining seats
Seat Brackets
2-Inch Retractable Harness Belts

TRANSMISSION

5-speed transmission early
GM Conversion Package

REAR-END

Camaro 12-Bolt Differential, Multi-Leaf Spring Perch, 3.73 Ratio, 1967-1969



JAMES MOSHER

Albuquerque, NM

By Dominic Aragon TheRacingExperts.com



Over the course of this calendar year, we've been doing our best to spotlight hometown New Mexicans who have enjoyed the national spotlight in the motorsport industry.

Hailing from The Duke City, 40-year-old James Mosher has climbed the sprint car circuit, sharing the same racing surface with World of Outlaw legends like Steve Kinser and Daryn Pittman.

Mosher moved to Brownsburg, Indiana in 2003, known in racing circles as the "Hollywood of Racers," to continue his venture into the series.

Mosier eventually found his way back to Albuquerque, to help take care of the family businesses with the economic uncertainty throughout the mid-2000s. The priority was to keep everyone employed within their respective companies, so Mosher set aside sprint car racing.

In 2013, Mosher rolled the sprint car back out, and continues to race when he can as a fun-fueled hobby.

Meshing Business and Racing

"I've been an electrician my whole life; electrician

paid the bills, racing was a passion, so it was just kind of a natural fit when the solar deal came along.

"We were actually one of the first solar companies in New Mexico, we put it together, Consolidated Solar. We had a couple partners in the deal, got it off the ground and running.

"At first, people thought it was an odd fit, solar and race cars, but no, look at the whole NASCAR green efficient (DC Solar).

"Solar is a financial investment for people, I try to use my marketing funds to go racing with it, because I like racing.

"Right now, we're weekend warriors."

Welcome to World of Outlaws Moment

"My 'whoa' moment was probably running at Eldora for the first time. That was a fast place, a lot of fun, yeah that was definitely it. Holy crap. That first year, we ran 101 races, and raced at a lot of tracks that aren't even running anymore. A lot of legendary tracks with legendary guys.

"I remember Knoxville, The first year I was in Knoxville, running the (410) Nationals, I

got out for my hot lap session, and I'm right behind Kinser. He's won that thing 17 times, and passed him. It's hot laps, right, we're not racing and hot laps, but I couldn't help myself, I just had to hammer down and I was on the top, and went around Kinser on the outside.

"... I thought Eldora was fast. No no no, Knoxville was fast."

Biggest Challenge of Traveling

"There were times, I swear, where it felt like I didn't sleep for days. You go and race, then, you'd get out of the races at 1 in the morning, then you've got to hit the car wash, you've got to wash the car, get the mud and everything off it, get it ready for maintenance.

"The next race is probably 300 miles away. It doesn't sound like a long way, but it is a long ways. We would go as far as we could, we'd sleep for a few hours, and then would eat, do maintenance on the car, back to the race track, race, and repeat. And it was like that every day."

Racing plans left in 2016, outlook on 2017
"I think we've got about 10 races left. We actually put a 305 car together, to race on an off-weekend, so we'll run down to (Las) Cruces if we're not somewhere else.

"My dad runs a 305 car, so he runs out here at Sandia. He sometimes goes to Cruces with us if we're going down there and he runs his. I like to call him the 65-year-old rookie. He's not really a rookie, he raced super modifieds back when we were young, but when we started racing, he gave up racing so we could race."

Dedication to Racing

"As I sit and work, all I think about is racing. I try not to think about racing all the time, but it's hard not to. I sit there and look at the picture of my car and I think about what I need to get done.

"I don't do anything else. I don't go to bars, I don't go to concerts, I go home, I work on my racecar. My shop's at my house. Hell, I've got old-ass furniture inside my house, I don't want to spend money on furniture, I want to spend money on racecar parts. That's what I do.

"All I do is work and race."

Advice for Anyone Trying to Make it in Racing
"Never give up, no matter how hard it gets, because it gets hard.

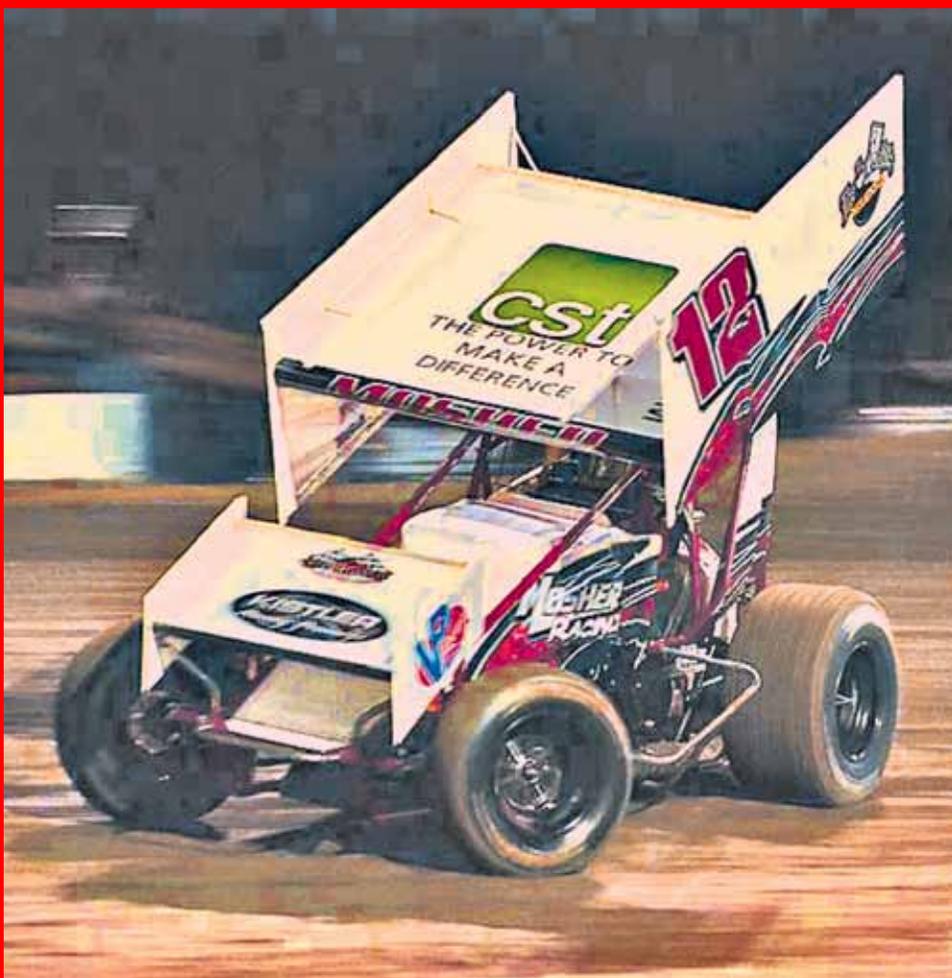
"Anything that comes easy isn't worth it. That's my opinion. If it's hard to obtain, it's worth it in the end. Just keep chasing, just keep digging.

"Check your ego at the door. There isn't room in racing for egos; you won't get anywhere and nobody will help you.

"I think that's a lot of reason why people helped us. I went there knowing that I didn't know a whole lot. I needed to learn.

"You don't know what you don't know until you know what you didn't know. That's racing.

"Once you think you've got it all figured out, you're completely wrong, and I've learned that lesson quite a few times."



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ALBUQUERQUE DRIVESHAFT

By David Swope
NMMotorsportsReport@gmail.com

Gary Castro



I have met many characters in my life. Considering that I was General Manager of Sandia Speedway with motocross, road racing, asphalt oval and dirt tracks, it would not be hard to consider it would be one of them. Not to say I don't have stories on more than a few of them and someday may share them.

A few years ago I met Gary Castro, owner of Albuquerque Driveshaft. Gary is one of those people that is like an onion, he has many layers. You walk into Albuquerque Driveshaft and he clearly knows his business but if you are willing to listen, you find out that he is into many things.

Last year on one of my visits, Gary started telling me about his movie career. He had been going on some casting calls and finally had a call back. He was going to be an extra in a comedy starring Tina Fey. The movie was "Whiskey Tango Foxtrot." I could not wait for it to come out so I could see Gary. His long beard and rough exterior made him a perfect, stereotypical "Terrorist." He called me the other day and he is working on another film. More info to come in a future edition.

When I first met Gary, he was telling me about his buddy Kevin "the Hard Hitting Hillbilly" Croom. I did not know if he was pulling my leg or he was for real. Kevin Croom is for real and is a MMA fighter. 29 years old, 5'11", 135 lbs. and hailing from Columbia, Missouri. With a record of 16-6, Kevin will be fighting in Tokyo, Japan on November 12 against Tatsuya Ando.

Kevin starting fighting at 19 and now has 10 years of experience including a little boxing along the way. "I am a small town kid from Missouri and this was my way to see the world. This fight with Tatsuya will have to be decided in the ring. It is his hometown and a decision from the judges will be in his favor. I am taller and have more reach. I am the better fighter and need to go out and prove that."

Gary also is a sponsor of Albuquerque Mini Sprint #11K driven by the name of Tyler James Congleton. Tyler started at 4 ½ years old in a Quarter Midget. He competed in Quarter Midgets for 6 ½ years. Tyler progressed into Mini Sprints. At only 14 years old, Tyler has risen up the ranks in just three years.

"We pulled of a second place finish this year in Las Cruces. The field had 15 cars," Tyler noted from this season's success. "I hope to move into a Non-Wing Spring Car soon because I like the driving style." Tyler, a student at Holy Ghost, balances studies and the challenges of the eighth grade with his dreams of Big Time Racing. He has the right attitude with the philosophy that "racing should be fun, do good, be safe and make Albuquerque proud."

Gary Castro puts his money where his passion is. Located at 417 Summer, between 4th and 5th Streets, just North of Mountain. Albuquerque Driveshaft for complete driveshaft fabrication, repair and exchange and so much more!



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RUMBLE in THE DESERT

Photos By David Swope



The Hot Rod Rumble rolled into the Albuquerque Dragway on Saturday October 15th. This crowd favorite combines a classic car show and the opportunity to put the car on the track. "At car shows, you walk around. The cars don't move. But they're actually pieces of machinery that work usually. I thought it'd be great to get a chance to drive them, and give everyone a chance to stretch their legs a little bit" said promoter, Cletus Riedel.

The track and the pits featured hot rods, straight axle gassers and AFXers. "The A represents engine size and the FX is for Factory Experimental" explained Riedel. The AFX Nostalgia Super Stockers are a real hit. The Old Time Gasser reminded me of going to the Strip as a kid. So cool.

The pits and staging lanes were lined by the car show. Not to be overshadowed by the racing, several different types from customs, rat rod and original cars. Trucks too! That made it easy to get closer to the race cars. If you entered the show and your car passed tech inspection, you could run it on the Strip.

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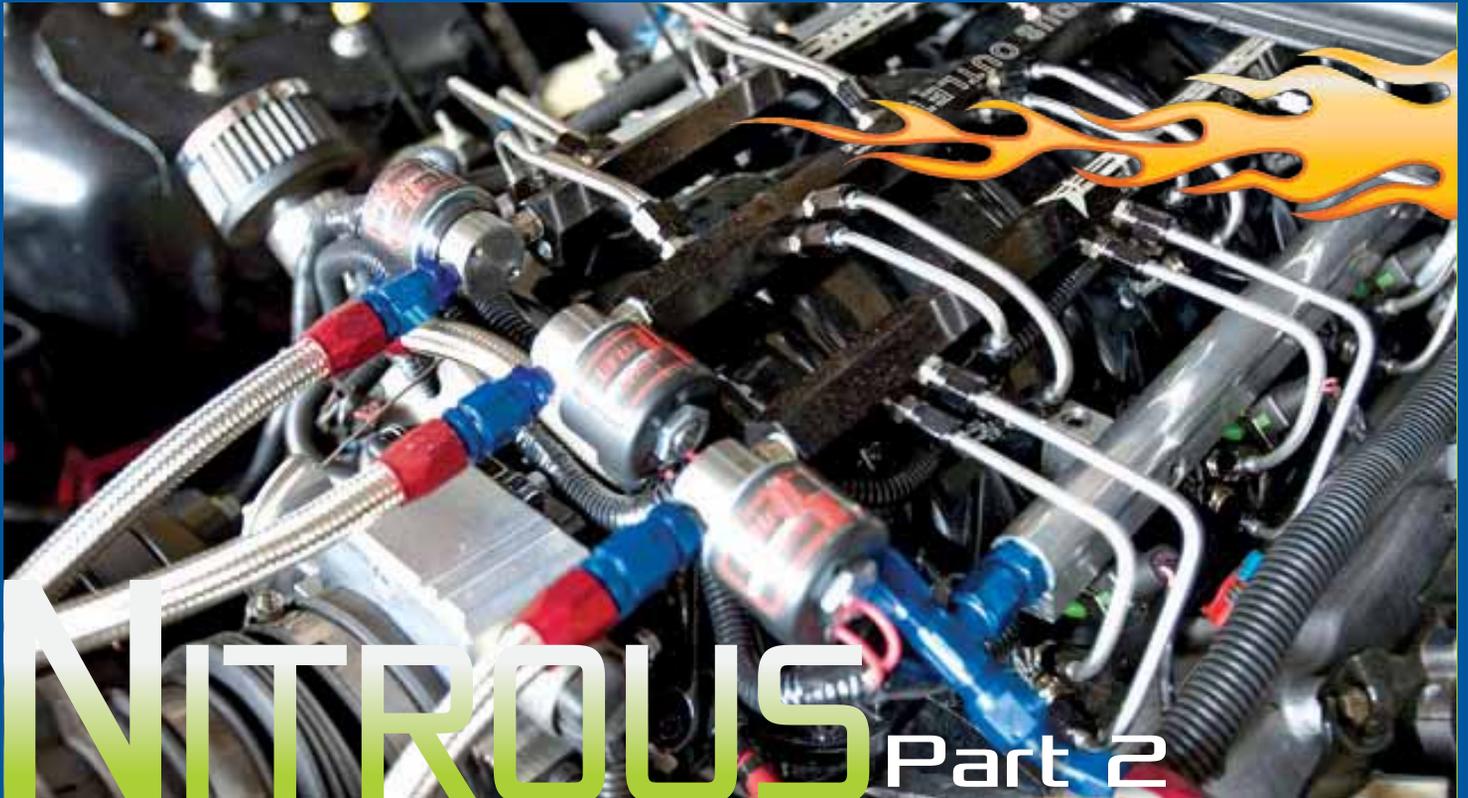
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"TRICKS of the TRADE"

Story By Jim Costa – owner Yearwood Performance Center



Last issue we discussed some basics of nitrous oxide use and how it relates to your combustion engine. We briefly went over the different types of nitrous systems, dry and wet systems; single nozzle, direct port, plate kits, and plenum bars. The dry kit only injects nitrous the engine helps compensate with the fuel, typically these are only done on fuel injected engines, while a wet kit will provide both the additional nitrous and fuel.

Please note there are many ways to tune a nitrous system just as there are when tuning your engine. If you are running a small shot of nitrous on a larger displacement engine, the tuning window is pretty wide, while a smaller engine with the same amount of nitrous will require a more accurate tune to ensure everything goes smoothly. When tuning your kit, you will need to determine what a safe amount of nitrous would be for your application. Some common sense and logic will go a long way in this department. If your engine only produces 300 horsepower, it probably doesn't need an additional 300 horsepower shoved into it. We will be more than happy to help you determine what horsepower is best for your ride. The amount of power we suggest will be regulated through the use of a metering jet. The jet is inline just before the nitrous and fuel is injected into the engine, either on the nozzle or a plate for a carbureted system.

The amount of fuel pressure you are running plays a big factor in getting the proper jetting. Higher fuel pressures require a smaller jet and lower pressure takes a larger jet, pressure changes the volume needed. Now, you can adjust your fuel pressure to help tune your kit, if you are a little rich (nitrous vs fuel ratio) you could always lower the pressure to help compensate for the ratio being too high. But, this is usually accomplished by just making a jet change. Lower fuel pressure kits run a small spread between the nitrous and fuel jets, maybe a spread of 0.004" or less on orifice size. But on a fuel injection engine, that spread will be a lot higher. The fuel pressure will dictate the different spread in jet sizes. The difference between a carb system at 5 psi and a fuel injected system at 55 psi will literally reduce the fuel jet in half for the same size shot of nitrous. And the type of fuel you use also changes the jetting, a pump gas engine will use smaller jets than an alcohol or e85 engine. We have the tools available to get you pointed in the right direction and all the jets one might need to get the right tune up in your hot rod.

Next issue, we will talk some more about tuning and safety components that will help keep our car happy when we are spraying it. Meanwhile, stop on by for all the advice and nitrous refills you need.



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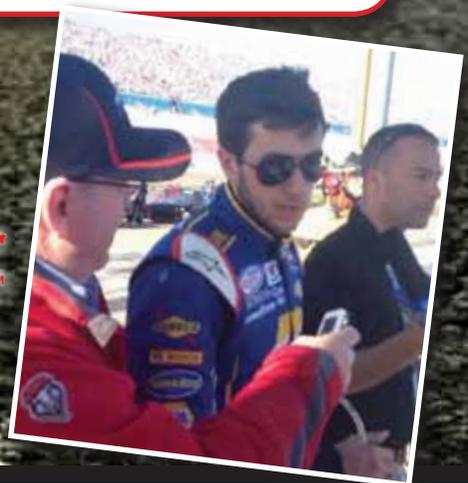


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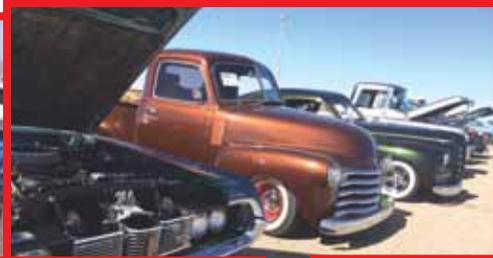
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RUMBLE in THE DESERT

Photos By David Swope

CONTINUED



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NOV 6, SUN
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WALLY & BRACKET RACE
NOV 13, SUN
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NOV 5
20TH ANNUAL VETERANS' DAY CAR SHOW
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NOV 7
22ND ANNUAL CHARITY CAR SHOW
Hooters East, Albuquerque
NOV 14
DRIVING DIVAS REGULAR SHOW
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NOV 19
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NOV 20
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DEC 17
DRIVING DIVAS
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PRO SERIES NOV-DEC 2016

NATIONAL HOT ROD ASSOCIATION
Mellow Yellow Series
OCT 27 - 30
NHRA TOYOTA NATIONALS
Las Vegas, NV
NOV 10-13
NHRA FINALS
Pomona, CA

NASCAR CAMPING WORLD TRUCK SERIES
OCTOBER 29
TEXAS ROADHOUSE 200
Martinsville Speedway
NOVEMBER 4
LONGHORN 350
Texas Motor Speedway
NOVEMBER 11
LUCAS OIL 150
Phoenix International Raceway

NOVEMBER 18
FORD ECOBOOST 200
Homestead-Miami Speedway

NASCAR - XFINITY SERIES
NOVEMBER 5
O'REILLY AUTO PARTS CHALLENGE
Texas Motor Speedway
NOVEMBER 12
TICKET GALAXY 200
Phoenix International Raceway
NOVEMBER 19
FORD ECOBOOST 300
Homestead-Miami Speedway

NASCAR SPRINT CUP SERIES
OCTOBER 30
GOODY'S HEADACHE RELIEF 500
Martinsville Speedway
NOVEMBER 6
AAA TEXAS 500
Texas Motor Speedway

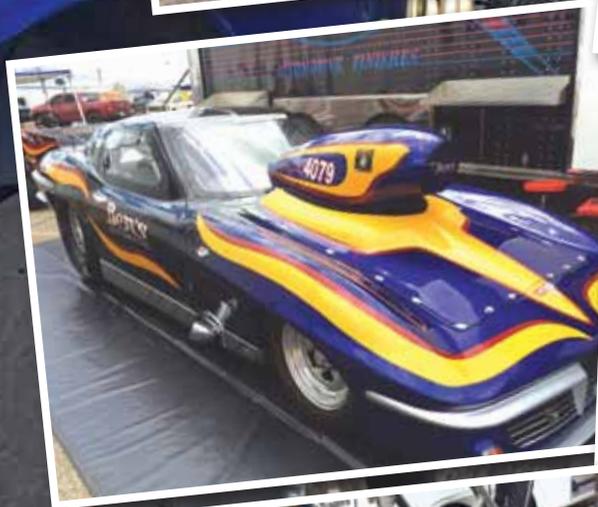
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NOVEMBER 20
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BRAZILIAN GRAND PRIX
Autodromo Jose Carlos Pace, Interlagos
NOVEMBER 27
ABU DHABI GRAND PRIX
Yas Marina Circuit

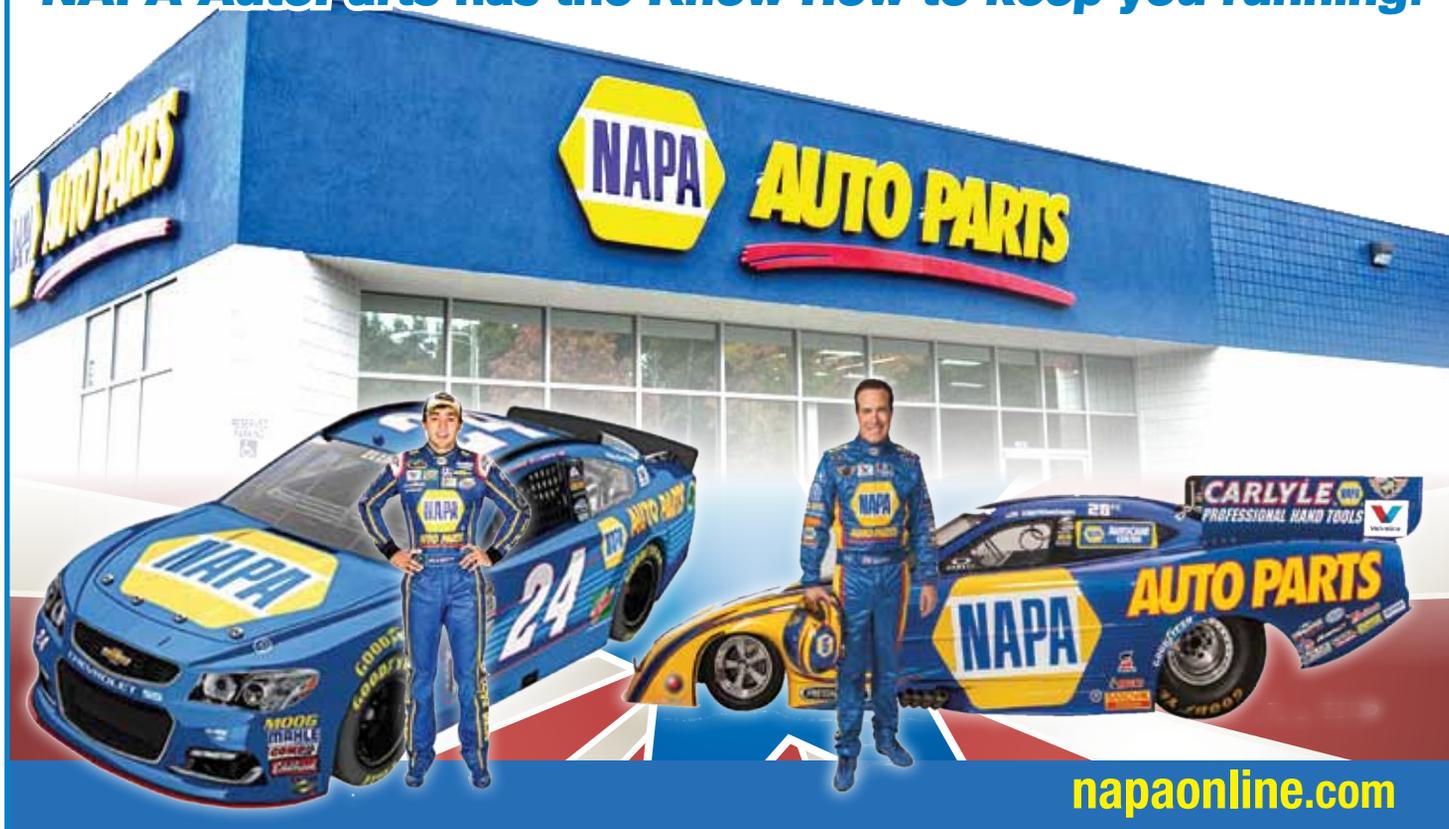
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