

# PR1

PERFORMANCE RACING INDUSTRY MAGAZINE

## THE SHOW

INDY BUZZES WITH NEW DISCIPLINES,  
ACTIVATIONS, PRODUCTS AND PEOPLE

### INSIDE

SUPER LATE MODELS | FABRICATING EQUIPMENT | POWER ADDERS  
HELMETS | ENGINE DYNOS | NOSTALGIA DRAG RACING | & MORE

# SHOW STOPPERS

Ford vs. Chevy, Toyota vs. Honda, Cummins vs. Duramax, engine rivalries are alive and well and on display at the PRI Show. For three glorious days each December in Indianapolis, we celebrate all things motorsports-related, with some brand-loyalty banter mixed in for good measure.



**H**orsepower is the focal point at the PRI Show. Everywhere one looks, there is plenty of eye candy on display, built into the vast selection of race engines sprinkled throughout the aisles. We scoured the entire PRI Show to bring you 10 race engines that were built for use in midgets, drifting, drag racing, road racing, and more. From a personal project to the quickest side-by-side, and even one engine that arrived in Indianapolis fresh off the dyno, this selection represents what makes the racing industry so great.



**ENGINE BUILDER:**  
Dan Burkett from RAD Industries

**APPLICATION:**  
Toyota Supra Pro Drift Car

**FEATURES:**

- Brian Crower billet lightweight 86-mm/3.0-liter crankshaft, HD connecting rods, 264 VVTI cams, valvetrain
- CP-Carrillo custom pistons
- RAD Industries Pro KRC power steering kit, 160 2JZ high-output alternator, carbon front timing covers, 2JZ-GE billet upper water neck, water inlet alternator bracket
- Hypertune intake manifold with Bosch DBW throttle body, billet valve covers
- BorgWarner EFR 9274 turbo
- Turbosmart HyperGate45 wastegate

*"The Toyota 2JZ is a sought-after inline-6...got its mainstay in the Toyota Supras. Then people single-turbo, twin-turbo, and supercharge them. It's just a solid, pretty reliable engine, and you can make a lot of power for a little bit of money." —Nick Orefice, Fluidampr*

- All aluminum
- Weighs less than 500 pounds total

*"It's hard to buy a turnkey Gen II Hemi anymore. We're pretty much the only game left in town, so the whole [PRI Show] booth was dedicated to the Chrysler world." —Ken Lazzeri, Indy Cylinder Head*

**FLUIDAMPR**  
TOYOTA 2JZ-GE VVTI 3.0L

**ENGINE BUILDER:**  
Dan Burkett from RAD Industries

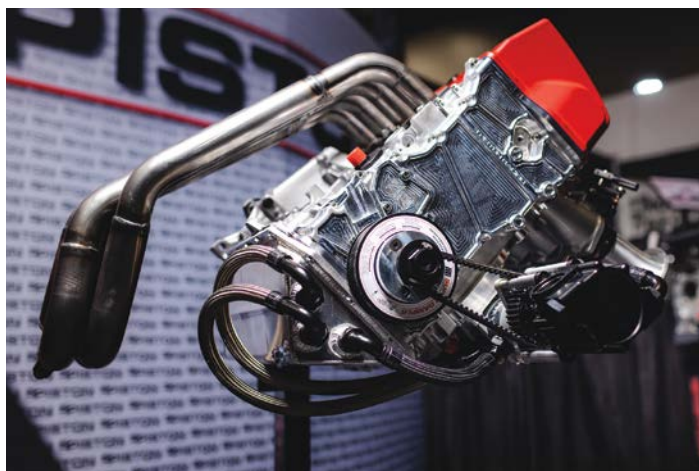
**APPLICATION:**  
Toyota Supra Pro Drift Car

**HORSEPOWER:**  
1,000 hp

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## 4 PISTON RACING

### 4P NATIONAL MIDGET ENGINE

**ENGINE BUILDER:**

4 Piston Racing

**APPLICATION:**

USAC National Midget Series (D2 and Badger available)

**HORSEPOWER:**

400 hp

**FEATURES:**

- 230 pounds fully dressed
- 154 cubic inches
- EFI or constant flow
- Factory Honda crankshaft, block, and heads with modifications by 4P
- 250 lb.-ft. of torque
- Turnkey package

*"Most of our work is in endurance road racing, but I've always had a personal love of dirt racing. I did this more as a personal project, but it's a really viable engine for that type of racing."*  
 —Luke Wilson, 4 Piston Racing



## ARP

### CAN-AM X3/ROTAX 900 ACE

**ENGINE BUILDER:**

D&M Racing

**APPLICATION:**

Can-Am Maverick and jet skis

**HORSEPOWER:**

650 hp

**FEATURES:**

- ARP 625+ head studs, ARP2000 main studs, ARP perimeter bolt kit
- Brian Crower 73.5-mm stroke crank, I-beam rods, solid cams and valvetrain, adjustable cam gears
- CP-Carrillo pistons with 9310 alloy pins
- TPR billet valve cover
- Turbosmart external wastegate
- Vibrant Performance clamps
- Xona Rotor turbo
- Whalen billet case and manifold
- Injector Dynamics 2600 injectors

*"This is the quickest side-by-side engine. So, ET would be like a 3.40 at 300 feet."* —Garrett Raymond, ARP



## INDY POWER PRODUCTS

7.3L GODZILLA

### ENGINE BUILDER:

Ford

### APPLICATION:

Road racing, drag racing, street car

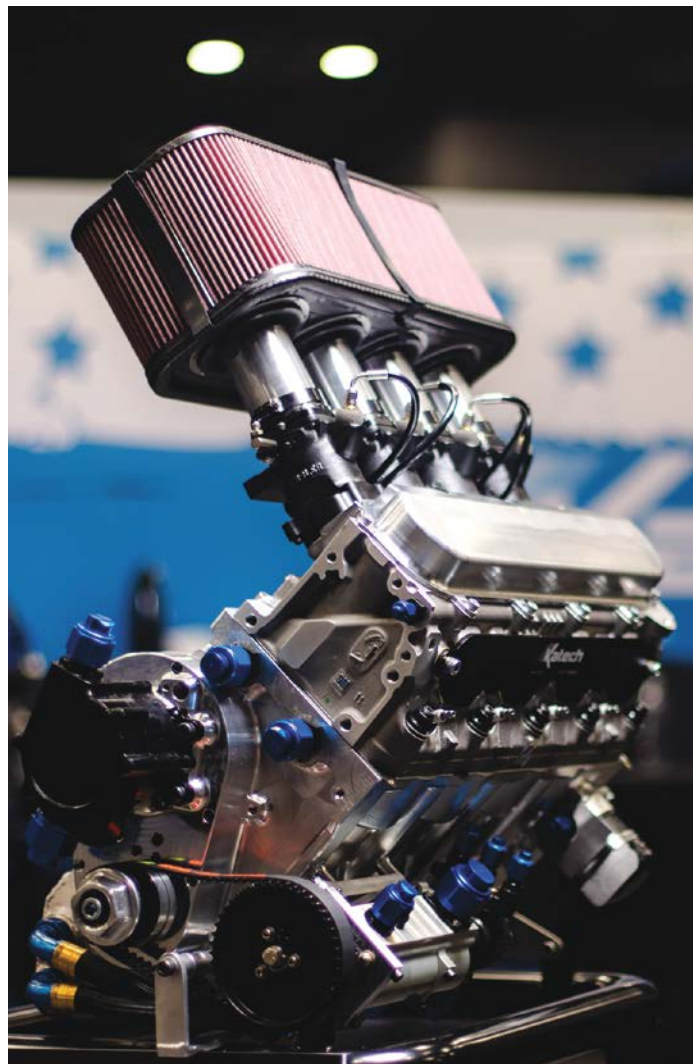
### HORSEPOWER:

650 hp

### FEATURES:

- InnoV8 Race Engines individual throttle bodies
- Cobra-style oil pan
- CNC-ported cylinder heads
- Billet aluminum front timing cover
- Billet aluminum pan rail
- Gerotor oil pump with billet rotors and billet aluminum housing

*"This is our crate engine package that has the Indy Power Products oiling system on it. This particular one is set up to go in the Cobra kit cars, but we have packages that will fit in Fox body chassis, F-100s, and things like that. We're really focused on the engine swap, getting the 7.3L package into anything for an engine swap." —Jim Ryder, Indy Power Products*



## KATECH PERFORMANCE

INLINE-4 PUSHROD NATURALLY ASPIRATED BILLET MIDGET ENGINE

### ENGINE BUILDER:

Katech Performance

### APPLICATION:

USAC, Xtreme Outlaw Series, POWri Midget Series

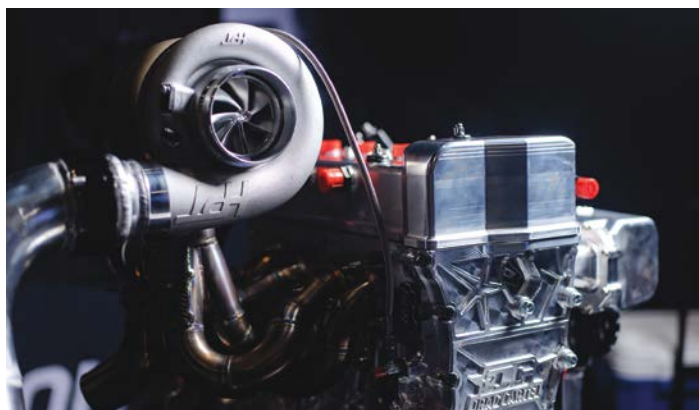
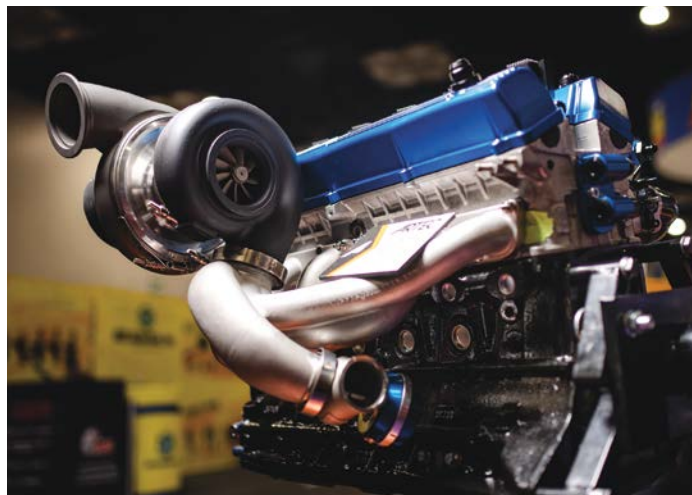
### HORSEPOWER:

375 hp on methanol, 350–360 hp on race gas

### FEATURES:

- Cylinder block: Katech billet LT Gen V-based four-cylinder
- Cylinder heads: Katech CNC-ported and polished chambers
- Custom billet crankshaft
- CP-Carrillo connecting rods and pistons
- Valvetrain: solid roller, Jesel lifters, titanium intake and exhaust valves, T&D shaft rockers, PAC springs, CHE Precision guides
- Kinsler individual throttle bodies
- Katech fabricated oil pan

*"This was our big unveiling at PRI! We literally pulled this off the night before we drove out to PRI. This engine was still on the engine dyno the night before we came." —Keenan Moffitt, Katech Performance*



## NOONAN RACE ENGINEERING

BASED ON HONDA BILLET K24

### ENGINE BUILDER:

Noonan Race Engineering

### APPLICATION:

AWD, Import racing, Time Attack, XFWD

### HORSEPOWER:

1,200 hp

### FEATURES:

- Water-jacketed version
- 6061 aluminum engine block
- 92-mm stroke, 9.1-inch deck, 87-mm bore

*"This should be a real impressive piece for just a little bit over two liters. We're Hemi people, LS guys, so to go to four-valve, it's been really impressive what we've learned from this platform so far. Even though it's a billet block, it's got superior cooling." —Darrell Makins, Noonan Race Engineering*

## PLATINUM RACING PRODUCTS

NISSAN RB20/25/26

### ENGINE BUILDER:

GReddy Performance

### APPLICATION:

Circuit or drag racing

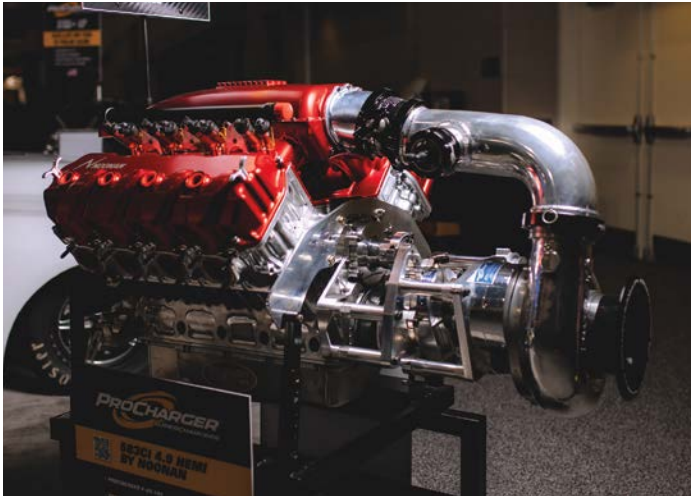
### HORSEPOWER:

1,450+ hp

### FEATURES:

- Artec Performance 70-mm V-Band Big Daddy exhaust manifold
- Carbon drive-by-wire ITB throttle bodies
- GReddy raised logo quad baffled cam covers
- GReddy/PRP race series trigger kit, LS1 alternator kit, IGN-35A coil kit
- GReddy/Artec turbo kit
- Turbosmart wastegate
- GReddy cam gears, timing belt, water pump pulley
- Dahtone Racing ITB DBW kit

*"We have our custom anodizing that we offer, so if you're not typically after the colors that they come in, we can do them in 13 different colors." —Joshua Maher, Platinum Racing Products*



## PROCHARGER SUPERCHARGERS

583-CUBIC-INCH HEMI

**ENGINE BUILDER:**

Noonan Race Engineering

**APPLICATION:**

Raced in Street Outlaws No Prep Kings Gucci Nova, driven by Giuseppe Gentile

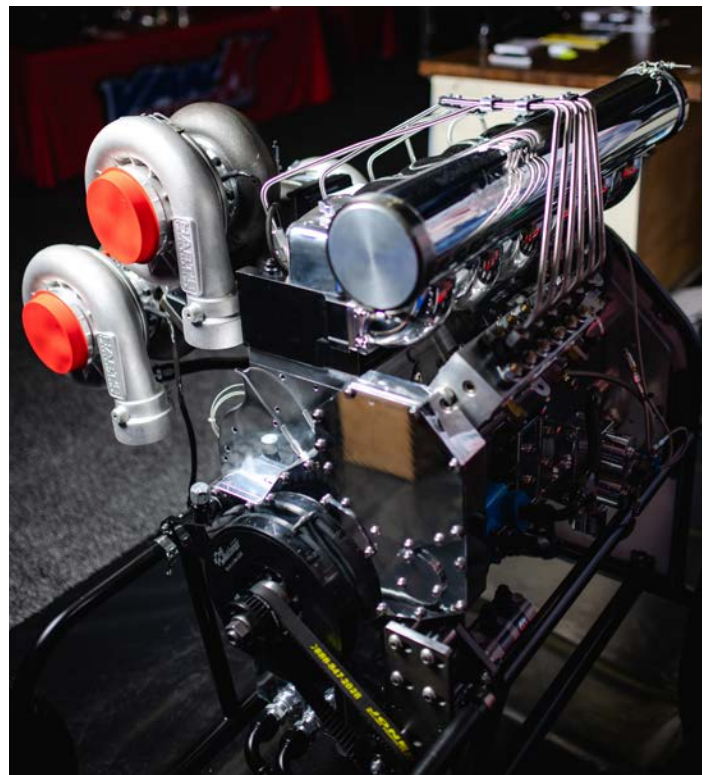
**HORSEPOWER:**

4,000+ hp

**FEATURES:**

- ProCharger F-4X-144
- ProCharger crank drive
- ProCharger bypass valves
- Noonan billet block and billet cylinder heads
- Noonan all CNC-machined billet intake manifold

*"The Noonan engines are probably one of the most durable and make the biggest power numbers, so probably about half the teams with NPK and quite a few in NHRA and PDRA Pro Mod, Pro Boost use these same engine combos. Noonan injector systems are pretty intricate to support this 4,000-horsepower range." —Sergio Shifman, ProCharger Superchargers*



## SCHEID DIESEL

BASED OFF A 6.7L CUMMINS

**ENGINE BUILDER:**

Scheid Diesel

**APPLICATION:**

Super Stock Truck Pullers

**HORSEPOWER:**

3,500 hp

**FEATURES:**

- Hart's turbochargers
- Fluidampr
- Scheid Diesel injection pump, aluminum block, cylinder heads, valve covers
- Stock crankshaft

*"What makes our aluminum block unique is that ours will still accept OEM parts. It can bolt right back into the same spot as your iron block used to be." —Jared Jones, Scheid Diesel*