



Life in the Fast Lane.

Summit Racing Equipment is *the* source for parts, tools, and accessories for everything racing, and more. Plus, you'll get unbeatable service, expert tech advice, 24/7 ordering, and fast shipping.

Millions of Parts. One Source. SummitRacing.com



Drop-Down Battery Boxes

Keyword: SUM Drop-Down Box
as low as \$119.97 USD each



PYROTECT

Pro Sport Duckbill Top Forced Air Helmets

Keyword: PYR Pro Sport Duckbill Top
as low as \$299.00 USD each

SIMPSON.



Latch and Link Driver Restraint Systems

Keyword: SIM Driver Link
as low as \$129.95 USD each



Knoxville Bootcut Driving Suits

Keyword: SRA Knoxville
as low as \$399.95 USD each

MOROSO



Radiator Overflow Tank

Keyword: MOR Radiator Overflow Plastic
MOR-63657 \$32.97 USD each



Series 1A Head and Neck Restraint

Keyword: ZTS 1A Tether
ZTS-NT001003 \$299.66 USD each

MSD



Digital 6AL Ignition Controllers

Keyword: MSD 6AL Controller
as low as \$254.95 USD each

AIRCAT
PNEUMATIC TOOLS



Impact Wrenches and Pneumatic Tools

Get quiet operation with roughly half the noise of other air tools from AIRCAT. Outfit your garage with impact wrenches, corner die grinders, angle die grinders, reversible drills, air hammers, and more.

Keyword: AIRCAT

VISIT SummitRacing.com

For More Tools & Shop Equipment

Low Cost, No Hassle, Landed Cost Shipping.

Landed Cost shipping includes all duties, taxes, and clearance fees. In-stock parts are shipped FAST, delivered to your door with no unexpected fees.

Questions?

Complete details available in the Customer Service section of SummitRacing.com, talk via Live Chat, or call us 24/7.



Intercomp



SW500 E-Z Weigh Cabled Scale Systems

Keyword: ICP E-Z
as low as \$1,040.00 USD kit



Glow-in-the-Dark Tire Pressure Gauges

Keyword: JOE Glow
as low as \$19.95 USD each

EXPERT ADVICE. HUGE INVENTORY. FAST DELIVERY. WORD-CLASS CUSTOMER SERVICE.

The World's Speed Shop

Int'l: 1.330.630.0230

1.800.230.3030 • Tech: 1.330.630.0240

SUMMIT
RACING EQUIPMENT

FIND IT AT SummitRacing.com

SCode: 1712ITC • Prices subject to change without notice. Please check SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Please check your local laws/regulations. © 2017 AUTOSALES, INC.



ONTARIO STREET OUTLAWS

Stan Mazur clinches second Unlimited class title in a row

Stories and Photos by Jessie Sharpe
Stan Mazur has clinched the Ontario Street Outlaws Unlimited title once again. The Pontypool, ON native is an electrician by trade and works part-time with Ontario Power Generation in Pickering, ON.

"I'm 60 years old now, but I still love the challenge of racing and building a drag racing car," said Mazur.

His first muscle car was a 1966 Chevrolet Chevelle SS in which he installed a 327 cubic-inch, 350 horsepower small block V-8 with a four-speed transmission.

"I had a lot of fun with that car. One night I was beside a 1967 Camaro, which opened my eyes to the power of what a big block Chevy can do," said Mazur.

He sold the 1966 Chevelle and bought a 1970 Chevelle SS with a 402 cubic-inch, 350 hp engine. He ended up putting a 454 ci, 450 hp LS-6 engine in the 1970 Chevelle SS. At the age of 22 in 1978, he took his car to the track.

"That car went 12.65 seconds at 106 mph in the quarter-mile. A friend had a small block 1968 Camaro and he kicked my ass!" said Mazur "I knew his car was lighter than mine, so I decided I'd get one someday."

Eventually selling the Chevelle body, he bought his friend's 1968 Camaro and installed his LS-6 engine in it.

"The best that Camaro did was a 10.80-second quarter-mile at 124 mph. I built a flow bench and used it to guide me when I ported the heads and I picked up over half a second. The Camaro, my street-strip car, became a race car in 1986," said Mazur. "I raced that 1968 Camaro for many years. I made passes in the 9.30-second range and

had a handful of grudge races, but I mainly did bracket racing."

He then ended up buying a 1978 Chevelle and raced it a few times. The best it did is 11.73 seconds in the quarter-mile. Mazur wanted to go even quicker even, so he bought another 1968 Camaro. At first pass, it went 10.70 seconds, but over time, with the same engine, Mazur got the time down to 10.07 seconds at 135 mph. Still not quick enough, he installed a supercharged big block Chevrolet engine in 2014.

"With the 396 ci engine, I pushed the car to 9.37 seconds at 146 mph. I was very happy, but wanted more. Tired of switching from street to strip I decided to buy a big tire drag car. I took that supercharged engine and put it into the race car," said Mazur.

Mazur bought his current car in February of 2016. It is a 1968 Camaro with a steel roof and quarter panels, big slick tires at the rear and a Ford nine-inch rear end.

It has Wilwood disc brakes front and back, with a two-speed glide and transmission brake to launch the car. The Camaro has all new wiring and electronics.

The engine is based on a 540 ci big block Chevy. It utilizes a blow-through Quick Fuel carburetor and a Procharger supercharger.

"It's been easy to attain a higher horsepower engine that is reliable. My

(Above and below) 2017 Ontario Street Outlaws Unlimited class champion Stan Mazur with his supercharged 1968 Chevy Camaro.

current car has been deep into the eight-second range, but the exact numbers shall remain with me," said Mazur.

Mazur's daughter Sammy has been his main helper with his race car, accompanying her dad many times to the dragstrip. Mazur's son Spencer has been busy finishing up his studies in university, but both of Mazur's children are big supporters of their dad's racing efforts. Wayne Goodman who owned the aforementioned 1967 Camaro and racer Steve Bouckley from Oshawa, ON are two of his biggest inspirations.

"As far as the 2016 season went, it was beyond my expectations. I enjoyed the challenge and of the Ontario Street Outlaws series competitors," said Mazur. "I actually run the car conservatively, it's the best way to keep racing!

"This year went better than planned. First of all, the car ran half decent and second, nothing broke. As far as the series goes, I was hoping no one quicker than me was going to show an interest, although John Reid had a real chance of winning." **IT**



OSO WRAPS UP 2017 SEASON

Intense action took place at St. Thomas Raceway Park in St. Thomas, ON during the season finale for the 2017 Ontario Street Outlaws (OSO) season.

The cooler temperatures did not deter the many competitors who signed up for the OSO's two-day mayhem. Forty-seven racers in total were on hand to challenge the various lists holders and the top dogs on each list were ready to defend their spots from anyone willing to take them on.

Unfortunately, mechanical issues slowed some of the top spot holders. The 905 class leader, Mark Robert, broke the rear end of his 'Full Assault' truck coming off a launch during a pass on day one, sending him on a trailer ride home early. Meanwhile, Unlimited class driver Dave 'The Joker' Jackson's Ford Fairmount engine gave up the ghost, which ended his event early too. The 226 class leader, Trevor Martin, had engine trouble in the first test, which took him the rest of the day to fix, but he was able to come back and compete on day two.

The second, and final, day saw even more breakage as Ron Charlton's 1978 'The Red Rocket' Ford Pinto burst an upper radiator hose when the boost kicked in during a burn-out, ending Charlton's day of racing.

In the second to last race, the Sampson brothers and their 'Blue Brute' Camaro were pitted against Brian Howard and



(Above) 416 class winner Timo Poulos. (Below) Securiix 519 class winners the Sampson brothers.

his Ford Mustang. This was a nail-biter as whoever won this round advanced to the last race against Dave Kalakaylo, where a CDN \$1,000 purse and the Fastest Car award for the Ontario Street Outlaws 2017 season were up for grabs.

The battle between the Sampson brothers and Howard started even before the lights went out. In what had to be one of the longest burndowns in St. Thomas Raceway Park's history, the two teams waited each other out at the 'Christmas Tree' for just over two minutes.

Ultimately, the Sampson brothers won

the battle, but lost in the final race against Kalakaylo's 'Code Blue' 1985 Ford Mustang. With the win, Kalakaylo won the Bargain Automotive Equipment 905 class and the Fastest Car award.

"I was only out to win the 905 class," said Kalakaylo. "I wasn't expecting the overall win. There were lots of fast cars. I bought the car two years ago as a bare shell. It has been a lot of hard work and late nights and a lot of hands went into getting the car where it is today. Special thanks to Daniel Nokes and Roger Lachance from Auto FX in Hamilton and R&J Dyno Tune in Batavia, NY. Also, thanks to my family, Amy, William and Rebecca and Paul and Marisa Norris."

Stan Mazur's 1968 'Troublemaker' Camaro clinched the Misener Motorsports Unlimited title for the second year in a row while Glenn 'The Hitman' Tovey won the Hutch's Transmission 226 class. Brian Howard earned the top spot in the VP Racing Fuels 705 class and the Clearshot Customs 416 class was won by Timo Poulos. The runner-up result in the finale was enough for the Sampson brothers to win the Securiix 519 class while Nick Sestric is the inaugural Paul Silva Performance Outlaw Recruits class champion. **IT**



SUMMIT RACING EQUIPMENT RENEWS PARTNERSHIP WITH IHRA

The 16-year partnership between the International Hot Rod Association (IHRA) and Summit Racing Equipment will continue well into the coming years with the recent announcement the two organizations have signed a multi-year partnership extension.

This guarantees the continuation of the very successful Summit SuperSeries, a championship that attracts the premiere

Sportsman drag racers to nearly 100 IHRA-sanctioned tracks throughout North America with the ultimate destination of the IHRA Summit SuperSeries World Finals. The finale, held at Memphis International Raceway, rewarded champions in Top ET, Mod ET and Junior Dragster divisions.

"The Sportsman racers at every level have been, and will continue to be, one of the most important components of the Summit Racing Equipment family," said Jim

Greenleaf, Summit motorsports and events manager. "We are proud to support the men, women and kids who gather at the local IHRA tracks to participate in the Summit SuperSeries."

"The partnership between the IHRA and Summit Racing Equipment goes back two decades," added IHRA vice president Skooter Peaco. They are a part of the IHRA family and we're thrilled for their continued support of our Sportsman racing programs." **IT**