

# TECH TALK

## Zero to Hero

Text by Paul Rachwal • Photos supplied by Rocco Aurelio



biggest beating as all the forces and vibrations eventually end up here. This is why the winning teams in any form of motorsport – including drag racing – take their cars apart and painstakingly re-weld every seam and add bracing in an effort to reinforce the

ion described above. Due to hit the burnout boxes at drag strips throughout North America mid-summer, this 2001 Acura Integra is shrouded in secrecy. For example, we do not know yet what kind of engine / drivetrain it will be running, who will be driving it, any power numbers or estimated ETs nor any of the other specifics. But with sponsors like AEM, ENJO Mickey Thompson, Weld Racing, AEBS, Strange Engineering, Moroso, Auto Meter, Mr. Gasket, Unorthodox Racing and JE Pistons, it is bound to make a splash and enough ripples that the competition will stand up and take notice. What we do know is that it will be entered in select races in the respective all-motor categories of the US-based NOPI Drag Racing Association (NDRA) and National Hot Rod Association (NHRA) Sport Compact series. We know those will

**S**tarting with a strong foundation is key to any project, be it a garden, house or race car. In the last example, the kind of launch necessary to propel a drag car to a win takes its toll on the suspension, engine and especially transmission. All of these components are attached to a shell, and it itself takes the

shell to cope with the abuse. If the owners of these machines are willing to go this far, you know they're serious about winning. Which brings us to the topic at hand.

The good guys that we are, we're going to offer you a sneak peek at the next drag car our friends at International Automotive & Custom are building in the fash-



ALL-MOTOR MADNESS

## TECHTALK

## Zero to Hero

be long trips, as the team is based in Ontario. Therefore, some local races, sanctioned by the Canadian Sport Compact Series (CSCS) and NCRA will also be on the agenda.

Whoever will be behind the car, the big-name sponsors and comprehensive and thorough tear-down and rebuild shows they're serious. With US-based Ken's Custom Chassis handling building the tube-reinforced chassis, including the NDRA-and NHRA-legal cage, the project is certainly getting a solid base and is built the proper way, from the ground up. To put it into perspective, Ken's Custom has over 25 years of experience building record-setting dragsters and muscle cars and is also responsible for building sport compact frame-work for names like Chris Rado (Toyota Celica), Angela Proudfoot (Civic) and both the Integra and the new B15-chassis Sentra SE-R of Jojo Callos.

Stay tuned for more of IAC's Project All-Motor Integra's build-up, including engine, body, and suspension upgrades. **PAS**



**The Source:** International Automotive & Custom (IAC) • 1116 Midway Blvd., Unit 3, Mississauga, ON, L5T 2H2 • (905) 565-0659 • [www.iactech.com](http://www.iactech.com)