

Probing Pro Stock

Tom Naegle of DSS Competition Engines (7011 W. Belmont Ave., Chicago, IL 60634 312 622-1890) has told us about DSS' new NHRA Pro Stock car. The new Jerry Hass chassis is carrying a 498 cubic-inch Boss 429 and has already run 7.80 at 181 mph, which has given DSS principles Naegle and Ron Raffanti confidence they're on the right track to meeting their goal of being a one-stop shop for competitive off-the-shelf Ford Pro Stock engines. Such a lofty goal will not be easily met, but as Tom explained, developing their own Pro Stock Boss engines is the necessary first step, and they're happy to have gone into the sevens on only their second run.

DSS has built their engine around the Motorsport aluminum block and hemi heads, with the list of internal components sounding like a who's who of Pro Stock engine suppliers. The crank is a Crower billet, swinging Bill Miller aluminum rods and Venolia pistons. Moroso parts are used for the oil pan and pump. Titanium valves, Jesel rockers and a Competition Cams cam make up the valvetrain. A McCleod Pro-Twin clutch and flywheel hang off the back of the engine, a Fluidamper mounts up front.

Major chassis pieces are a four-speed Lenco, Mark Williams 5.00:1 rear axle, Lamb struts and brakes, Monocoque wheels, Goodyear tires and a Race Pak computer.

Chuck DeMory is piloting the blue and white missile after a decade layoff from the strip. Old-timers may recall Chuck was

a factory-backed Ford driver in the '60s, and campaigned a '64 1/2 Mustang almost before the public saw the first one. To keep Chuck competitive DSS has three engines under development. Tom says the 500-inch engines aren't the easiest to build, but hopes to have mastered the steepest part of the learning curve by late this year. The team ran a single NHRA national event last year, and plans of four in '91. They also have a fairly complete schedule of match races, UDRA and Midwest Pro Stock events to run near their Chicago, IL, base.