

MoparStyle Racing

<http://MoparStyleRacing.com>

Drag Racing Information Packet

2015



We are a unique father and son drag racing team. We race a number of national events in Nostalgia Super Stock. This information package introduces the cars and drivers to you, the prospective sponsor. It is our hope to be able to convince you that we will reward the opportunity to represent your brand in the 2015 NSS racing season with both being associated with a winning team, and the vast array of promotion opportunities other teams can't offer you. Please give us a few minutes of your consideration by thumbing through this Prospective Sponsor Information Kit.



2014 was a very good year for our Father/Son team, with both Dave & Dallas winning an NHRA Wally, and Dave winning the 2014 NMCA Championship for NSS.



Dave won his 2nd Wally at Route 66 in June and Dallas won his first Wally at Norwalk in August.





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Owner/Driver

Dave Schultz



Dave Schultz, a 60 year old former business executive is a devoted husband, father to his five children and grandfather to his three grandchildren. From the first time he saw a drag race in the early 60s through the time he first competed in the '70s, Dave found his passion was for drag racing. He sold his business in 2003 to pursue that racing passion full time with his eldest son.

Accomplishments:

- 2014 National Champion in NSS
- Won NRHA Wally at Route 66 in Joliet, IL June 2014
- Runner Up at NMCA in Braden, FL March 2014
- 2012 NMCA Ambassador of the Year as voted by fellow NMCA Racers
- Won NHRA Wally at 2012 Lonestar Shootout in NSS Class
- Missed Winning the 2012 NMCA Championship by less than one Round
- Class Champion in Dave Duell Classic in 2006, 2010 and 2011
- Placed in Top 10 of National Points Champion Series every year since 2007
- NSS Winner of 2012 Mopars at the Motorplex
- Dave and his cars have appeared in many car & racing magazines
- Creator & Administrator of the Mopar enthusiast Internet site MoparStyle.com
- Creator & Administrator of the NSS Racing Internet site NSSRacing.com
- Many other drag racing accomplishments...

Crew Chief/Owner/Driver

Dallas Schultz



Dallas Schultz began drag racing over eleven years ago at age sixteen, when he also obtained his NHRA Class IV Competition license. He is the crew chief of all the team cars and the shares the driving of the race rig.

Accomplishments:

- NHRA Wally at Norwalk, OH August 2014
- Runner Up in Championship Points for NMCA 2013
- Runner Up in NSS at the Mopars at the Plex 2013
- Texas Outsider Champion 2004, 2005 and (2nd)2006
- Placed 3rd in 2009 National Points Championship Series for NMC Class
- Placed in the Top 10 for Nostalgia Super Stock Class every year since 2010
- 2012 & 2013 FX Class (the Fastest) Champion for Dave Duell Classic
- NMCA Sportsman of the Year 2010 as voted by fellow racers
- NMCA Crew Member of the Year 2011 as voted by fellow racers

Team Car - Texas Whale



The Texas Whale is the most unique of all Nostalgia Super Stock cars – ever. It is a 1960 Plymouth 2-door wagon, which took over 7 years and over \$100,000 to build. The 580ci engine with 909hp propels the car to low 9-second ¼ mile time slips. Dave will again pilot the Whale for the 2015 racing season.



Team Car - Big Red Ram



The Big Red Ram is one of the most recognizable of all NSS cars. It is a low 9-second 1965 Dodge Coronet. Dallas will again be running his Big Red Ram in the FX Indexes of Nostalgia Super Stock for 2015.



Backup Cars

Vitamin C



The Vitamin C is a 1963 Plymouth Belvedere that has spent much of its life as a race car.

Dave purchased this car as a backup at the beginning of the 2010 season, when an engine issue with the Big Red Ram couldn't be resolved in time for the first NMCA race in Bradenton, FL. Dave literally left Texas on a Monday to pick up the Car in New Mexico, and had the car in Florida to race on Thursday. The car is so consistent and reliable that Dave ran it the entire 2010 season, and the first 4 NMCA races of 2011. It has just received a new engine and rebuilt transmission at the

end of the 2012 season, was pressed into service by Dave for the last four events of the 2013 season and three events in the 2014 season when the Whale blew two motors. A new engine builder finished a new motor for the wagon and Dave won a Wally the first event it ran and the 2014 Championship. This car will be striped to bare metal and completely rebuilt as soon as Texas Black Magic's restoration is finished.

Texas Black Magic



Texas Black Magic is a low 9-second 1965 Dodge Coronet that was originally a 4-speed street racer from Nebraska. It was converted to a 4-link bracket car that Dave raced from 2004 to 2006. As a bracket car it was a trans-brake 540ci Wedge car, with 14" slicks and stripped of its interior.

When Dallas wanted to move up into Nostalgia Super Stock in 2010 from the Nostalgia Muscle Car class, the Coronet was rebuilt to be NSS legal.

The car was stripped to bare metal in 2014 and has returned from a long vacation at Paint & body to be reassembled as the Silver & Red "Texas Thug".

Nostalgia Drag Racing



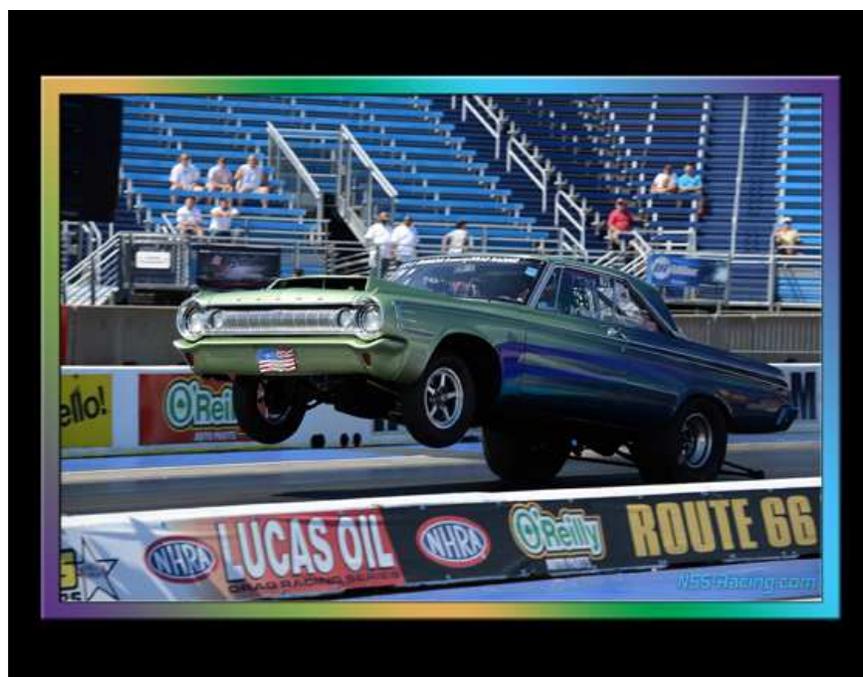
The concept of [Nostalgia Super Stock](#) is to have a class of racing that fairly represents the Super Stock racing in the Heyday of drag racing – 1959-1969. When NSS became a reality in the early 90s, many of the first racers (like Akron Arlen Vanke and Dave Duell) actually raced in the Super Stock class during 60s and 70s. A few still race today – despite being in their 70s. It is a very competitive class that had 85 drivers racing in NMCA for 2014.

[The rules](#) have the cars pretty much looking the same as they did in the 60s -- with full interior, rear slick width limited, engines of the same family originally in the make/model raced, and carburetion as it was in the day. The rules have evolved to allow for new technology in some areas out of safety considerations -- such as Disc Brakes. Cubic inch displacement and weight are not a tech issue – mainly to keep the expenses down. Racing is old school – with stock steering; and without air shifters, trans-brakes, or any other electronics/delay boxes. Racing is done on an Index, with indexes as fast as 8.25 and slow as 13 seconds in the quarter. The racers have to get as close to their index without breaking out. Reaction times are a big part of the race – as the package between two racers might be as close as .001 second. For Dave, taking a 55-year-old car with the aerodynamics of a Coke machine, skinny slicks and stock steering from 0 to 150mph in 9-seconds is a rush.



There are approximately 100 NSS racers running competitively (a Dave Duell Classic has had over 80 for just that one event) in the NMCA Championship Series -- and they're some of the most experienced foot-brake racers around. One thing is for certain, when Nostalgia Super Stock is called to the lanes – the stands fill up with fans!

See the “More Information” page for links to the NSS rules, web sites for the cars, and other Nostalgia Super Stock web sites.



Racing Shop & Rig

We recently completed the building of our new shop with race rig port, and will be moving in soon.



We bought a new Motorhome and aluminum stacker for the 2015 season.



2014 Results

|  NMCA NOSTALGIA SUPER STOCK | | |
|-----------------------------------------------------------------------------------------------------------------|-----------------|-------|
| RANK | DRIVER | TOTAL |
| 1 | Dave Schultz | 2660 |
| 2 | Barry Dorn | 2650 |
| 3 | Doug Duell | 2280 |
| 4 | Mike DeChicco | 2145 |
| 5 | Donas Singleton | 1675 |
| 6 | Dallas Schultz | 1627 |
| 7 | Joe Ewing | 1615 |
| 8 | Bruce Sammet | 1475 |
| 9 | Michael Sander | 1450 |
| 10 | D.W. Hopkins | 1420 |

Eighty-five racers competed in the Nostalgia Super Stock Class of the 2014 NMCA Points Championship. Barry Dorn and Dave Schultz flipped-flopped back and forth during the last 3 races, with Dave Schultz (technically when adjusted for one throw out) in the hole by 55 points coming into the Nationals. Both Drivers went three rounds and were eliminated in the Semi-finals (both by red lights). However Dave had qualified #2 with Barry at #23 and the little points were enough for Dave to squeak out the Championship by a mere 10 points or by 3/10 of 1% (.03%) of the season's points. It was most likely the closest Championship ever for NSS in NMCA.

Dallas came on strong (with a win at Norwalk and going rounds in the other races) to get the #6 spot after having to miss the Bradenton race, and having oil pressure issues in Qualifying at Atlanta.

2015 Sponsors

- ATI Performance
- Aerospace Components
- DDS Enterprises, Inc.
- Fuelab
- Mancini Racing
- MoparStyle.com
- Southern Star Hosting
- TTI Exhaust

ATI PERFORMANCE PRODUCTS

NOSTALGIA SUPER STOCK

JULY 10-13, 2014 • ROUTE 66 RACEWAY • JOLIET, ILLINOIS

Written by Derek Putnam
Behind the Lens: The JSC Staff

WHEEL SPONSOR **NITTO**
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A WHALE OF A GOOD TIME

New combination brings Schultz his second NMCA Wally

WINNER—DAVE SCHULTZ



RACE WRAPS

"I've never had good luck in Joliet, but we got a minor miracle this year."

RUNNER-UP—DW HOPKINS



Premature acceleration regulated DW Hopkins to the runner up spot

CONTINGENCY | With his wife, Dave Schultz is eligible to claim \$150,000 in contingency cash from each of the following categories:
 Aerospace Components | ARKO Racing Products | All Performance
 EAGLE Performance Products | Flow-A-Line | Fuelab
 Mike Thompson Tires | QA-1 | VP Racing Fluids | Wild Racing LLC
 Total: \$1,500

the cars
 ▶ A fairly reaction time hated Gary Beemer's chances in the semifinal round

The unique Mopar wagon of Dave Schultz has been noticeably absent from the Nostalgia Super Stock ranks for about a year, but Dave was still active in the class, instead wheeling the orange Plymouth known as "Vitamin C." Although the '03 Spyro scored a Runner-Up finish at this season's opener in Bradenton, Dave was ready for a change by mid-season.

"I blew the engine in the wagon at Joliet last year," said Dave, "and Route 66 marked the first race back for this car, but with a different combination." Despite no test time, Dave qualified second in the 23-car field, just behind Bruce Sammet and his B/NSX-index-matching 10.50 pass.

Dave Schultz started eliminations with his son, Dallas, in the opposite lane. "We don't like to run each other," said Dave, who ultimately prevailed when Dallas could only muster a .14-over-9.64 pass. That moved Dave to a second-round pairing with Jeffrey Fross, and Dave once again overcame an opponent holeshot to claim the win. St. Louis Runner Up, Barry Dunn, would provide competition for

Dave in Round 3, but a trouble-plagued pass from Barry gave Dave an easy ride into the semifinal round, where a bye run gave him his second final round berth of the season.

Qualifying his '04 Thunderbolt in the fourth spot earned DW Hopkins a date with Skip Koester in Round 1, and Skip pulled the trigger a mere five thousandths of a second early to give DW the automatic win. The second round had DW better at both ends of the track to dethrone Brian Essary, and a double-break-out result with Bruce Sammet in Round 3 found DW surviving. The lone semifinal pairing had DW facing Gary Beemer, and a sizeable holeshot for DW got him the win light and a spot opposite Dave Schultz in the final round. That battle had Dave leaving first on a three-quarters-of-a-second handicap, and DW couldn't wait to give chase, red fighting away his chances.

"I didn't think we had a chance at this race," Dave admitted. "Dallas did a lot of work to get this car to the track, and he's the reason we won."

Sponsorship



While this is a Father/Son team making memories, and racing is our biggest passion; we take our racing very serious and are both very competitive. We both want to win each and every race that we run in, and when paired against each other – you can rest assure that neither of us will roll over for the other. As of this writing, our record against each other in Eliminations is dead even.

The reality of drag racing is that if both of us were to win and runner up in every race we enter, we'd still be out over \$100,000 a year. We're fully aware of the fact that in this economy we will not find a major sponsor to fully fund one or both of cars, but we feel like there are good fits between your business and our racing that can both of us.

We are soliciting sponsorship for both a Major helping with cash for non-sponsored expenses, and associate product/service sponsors. We are currently in need of product/service sponsorship for a quality Engine Builder, Engine Dyno, Rollerized 727 Transmission, 8" foot-brake converter, Paint & Body work, Racing Fuel, race prepped 850cfm Holley 4150 Carburetors, 2-Car Pit Mat, Racing Shocks, Axles, racing disc brakes,

Gears, Header Coating, Truck Diesel, Crew Shirts, Safety Equipment, and any other drag racing parts and consumables typically needed by a 2-car team racing Nationally.

Based on the level of help – we can offer advertising on the cars & race suits, details inside the trailer door & Pit banners; linking banners on 10+ web sites and Forums; or just about any other arrangement that makes sense to both the team and sponsor.

We are very interested in listening to any and all proposals, and will do our very best to provide high value for our sponsorship. We're not just a couple of local racers wanting to have a little fun on a Saturday night – but a serious, well recognized and respected team spending a good portion of the year on the road racing. At the races, our pits experience a very high rate of fans visiting to look over the cars. We also receive a high level of print press in magazines.

ATI PERFORMANCE PRODUCTS

NOSTALGIA SUPER STOCK
AUGUST 21-24, 2014 • SUMMIT MOTORSPORTS PARK • NORWALK, OHIO

Written by Derek Patsan: Behind the Lens: The PSC Staff

LIKE FATHER, LIKE SON
Dallas Schultz follows dad Dave's Joliet win with Norwalk title

WINNER—DALLAS SCHULTZ

RUNNER-UP—RICKY NEWMAYER

RACE WRAPS

"I've definitely had my ups and downs this year, but this makes it all worthwhile."
—Dallas Schultz on his Norwalk victory.

CONTRAGENCY - With the win, Dallas Schultz is eligible to share \$150,000 in merchandise cash from each of the following companies:
• APCD Racing Products • All Performance • EPC Performance Products
• Hootch 99 • Mickey Thompson Tires • VP Racing Fuels • Vtech \$1,000

After watching his father Dave Schultz win the ATI Nostalgia Super Stock Wally in Joliet, Dallas Schultz' thoughts about the season was a mixed bag of emotions.

"I've definitely had my ups and downs this year," said Dallas. "I wasn't able to race in Bradenton and then we had issues in Atlanta." In fact, Dallas had only scored one round victory coming into Norwalk, but after qualifying was complete Saturday, he had a moment of clarity.

"I found I was in twenty-second place in season points," Dallas admitted. "After I realized how bad that was, I started thinking about focusing more." Eliminations started with 23 cars, and Skip Koester

nabbed the top spot for a single pass to Round 2. Dallas lined up with Fred Rader for Round 1, and survived thanks to a one-thousandth-of-a-second break-out from Rader. Douglas Wright suffered premature acceleration for a red light in Round 2, and Joe Middle Jr. also got trigger happy in Round 3, moving Dallas to the semifinal round where a single run would give him his first final round berth of the year.

On the flip side of the ladder, Ricky Newmeyer got a break in Round 1 when his competition, Michael Sanders, had problems. Newmeyer also overcame a .007 reaction time from Donas Singleton in Round 2 for a victory. A nearly perfect 11.001 on the C/NSS 11.00 limit pushed Randy Stansbury into a Round 3

break out, and the lone semifinal pair of Ricky against Doug Duell started with sub-.020 reaction times for both drivers. Doug arrived at the finish line first, but a break-out meant Ricky's safe 11.01 moved him to the final round.

Ricky got the handicap start over Dallas in the title bout, and he left with a sizable .007 to .079 reaction time advantage. But Dallas matched the C/FX 9.75 index for the second time in eliminations, forcing Ricky into a break-out and getting the win.

"I love racing Nostalgia Super Stock," said Dallas, who thanked father Dave, Royal Purple, Fuelab and all the class competitors. "They will do anything to help, and that spirit is a big part why I love the class. ■"

More Information

The below is a list of web sites that will detail more information on MoparStyle Racing, Nostalgia Super Stock Racing, and the team cars:

- www.MoparStyleRacing.com
 - www.nssracing.com/
 - www.nssracing.com/forums
 - www.MoparStyle.com
 - www.moparstyle.com/forums
 - www.daveduellclassic.com/
 - www.texaswhaleracing.com/
 - www.vitamincracing.com/
 - www.bigredram.com/
 - www.moparwiki.com/index.php?title=Nostalgia_Super_Stock
 - www.wikipedia.org/wiki/Nostalgia_Super_Stock
 - www.facebook.com/groups/nssracing/
 - www.facebook.com/TexasWhale
 - www.facebook.com/BigRedRam
 - www.nmcadigital.com/
- MoparStyle Racing**
NSS Racing
NSS Racing Forums
MoparStyle
MoparStyle Forums
Dave Duell Classic
Texas Whale Racing
Vitamin C Racing
Big Red Ram
NSS on the MoparWiki
WikiPedia on NSS
NSS on Facebook
Texas Whale on Facebook
Big Red Ram on Facebook
NMCA

Most of these sites have the linking banners of our sponsors going to their web sites.

Contact Information

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Dave's Email: davetheoldhippie@gmail.com

10th anniversary

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|------------------|------------|
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2014 NMCA NSS TITLE SPONSOR

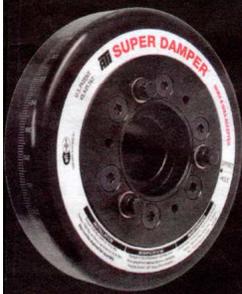


DAVE SCHULTZ WINS 2014 NSS CHAMPIONSHIP

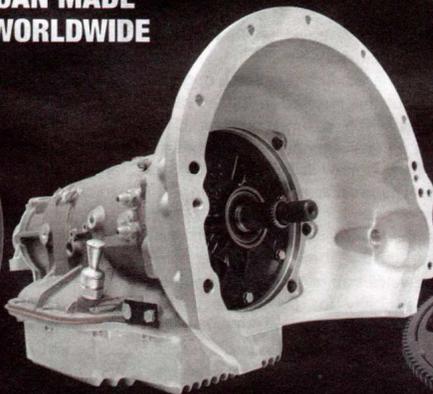
Congrats to Dave Schultz on winning the ATI Nostalgia Super Stock title using an ATI Treemaster Converter and Super Damper.



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