Cannonball One Lap of America

Results: Vintage American Class

2004 #2 in Class 2005 #3 in Class

Vehicle Entry: 1978 Pontiac Macho T/A

Team Theogon

Team Principal: Theodore G
Drivers: 2004 Theo G & Trevor H
2005 Theo G & Petros G

Team Theogon Sponsors

TLT-RaceTek Water Mill, NY
Garden Iron www.gardeniron.com
T-Karts USA www.tkartsusa.com
1800Mobiles www.1800mobiles.com

Contact Information

Team Theogon garage@theogon.com

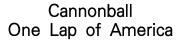
TLT-RaceTek

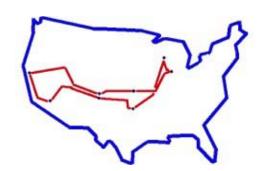
Phone: + 1 (631) 726-6424













www.onelapofamerica.com



Specifications

Engine: 461 - original Pontiac 400

Gearbox: Doug Nash 4+1 *
Shifter: Hurst Shifter *

Headers: Hooker Super Comp *
Carburetor: Holley 750 CFM 4-BBL

Fuel Pump: Carter Ignition: MSD Rods: Eagle Pistons: JE Pistons Camshaft: Comp Cam Crankshaft: Eagle

Flvwheel: Havs Intake Manifold: Edelbrock Cylinder Heads: Edelbrock Clutch: Centerforce Brakes: Wilwood Mufflers: Spin Tech Oil Accumulator: Accusump * Oil Pan/Pump: Canton Racing Radiator: Rodney Red Water Pump: Flowkooler Koni * Shocks:

Seats: Scheel *
Safety Harness: M&R 5-point
Tires: 255/50/16 Mi

Tires: 255/50/16 Michelin Pilot Wheels: V48 Vintage Wheel Works

Rear Axle: 12-bolt Moser Hood: Fiberglass lift-off *

Roofline: T-tops
Roll Bar: 4-point *

Sub-frame: Weld-in connectors *
Battery: Relocated to trunk *

*DKM Macho T/A option

Other

DKM Limited Series: #183 out of 202 Preparation & Tuning: TLT-RaceTek

Engine Builder: Lawrence Racing Engines

Max Power: 452 hp @ 5100 rpm Max Torque: 574 ft lbs @ 2800 rpm

Cannonball One Lap of America

The Cannonball One Lap of America will be is the famous driving enthusiasts extreme challenge organized by Brock Yates. The event tests the endurance of the vehicles and their drivers by allowing them to travel at legal speeds on the highway from the while measuring and scoring their performance at each competition venue they visit.

For more information on the Cannonball One Lap of America visit: www.onelapofamerica.com

The Macho T/A

In 1977, Dennis and Kyle Mecham turned out a limited series of grand touring TransAms that they dubbed the "Macho T/A". These cars were sold through their father's Pontiac dealership and moved unhaltingly out the door.

Due to the success of their pilot year, DKM Design, Performance, Inc. was formed in 1978 and the program was expanded to over 200 cars which were made available to other Pontiac Dealers. Another 200+ cars were rolled out during the 1979 model year while the Pontiac 400 engine was still in yogue.

Due to the fuel constraints, Pontiac retired the 400 engine and used a new turbocharged 301 engine in 1980. Although a package was worked out for this combination, few were sold due to the lack of performance and a general economic decline.

For more information on DKM Design, Performance, Inc. visit: www.mechamperformance.com

Tracks Visited

BeaveRun Motorplex Heartland Park Topeka Pikes Peak International Raceway Infineon Raceway at Sears Point Las Vegas Motorspeedway Pueblo Motorsports Park Hallett Motor Racing Circuit Road America Roebling Road New Hampshire Intl Speedway Indianapolis Raceway Park Lancaster Speedway Summit Point Mason Dixon Dragway Virginia Intl Raceway Nelson Ledges Road Course Tire Rack Skid Pad

