

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

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TLT-RaceTek
Phone: + 1 (631) 726-6424



www.onelapofamerica.com

Cannonball
One Lap of America



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
Flywheel: Hays
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
Shocks: Koni *
Seats: Scheel *
Safety Harness: M&R 5-point
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 un-haltingly 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 vogue.

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

