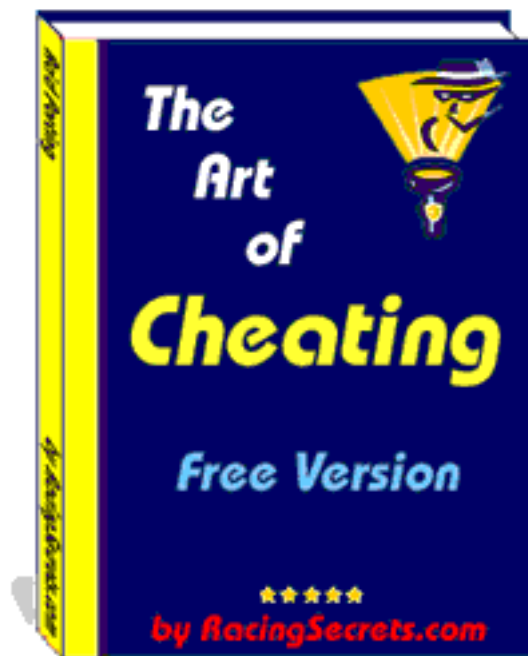




The Art of Cheating



The Art of Cheating - Free Version

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First Edition, February 2001

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Introduction

“What this book will teach you”

First off I want to say that I don't like blatant cheating, I've always preferred the challenge of winning without cheating. It's great satisfaction to beat a cheater while you're completely legal—use your head and it can be done. That's the way you should try to race—by the book.

What I do like is competing, and when your competitors are getting away with murder you've got to do something. Most people will push the rules 'till they, or someone they know gets caught. The problem: tech inspection is usually so weak that racers are getting away with ignoring the rulebook.

It's time to fight back!

What this book will teach you:

- **Why there are rules**
- **Why cheating is a good thing**
- **Why racers must cheat**
- **How to pick the right rules to break**
- Sample Engine Cheats (pro version only)
 - How to change casting numbers
 - 2 Daytona 500 cheats
 - The 7 cylinder engine cheat
 - Creative air leaks for power
 - Trick carburetor modifications
 - Powerful fuel mixtures
 - And many more secrets...
- **How to get through tech inspections**
- **What to do if you're caught**
- **The cheater's cheat-sheet**



Chapter One

“Why there are rules”



Yes, believe it or not, there are some good reasons for rules:

To make racing safer – Do sanctioning bodies care for you? Maybe. Do they care for lawyers? Definitely NOT, and this is the real reason there are so many safety rules.

To make racing more affordable – Tracks want to keep racing as inexpensive as possible while still putting on a good show for the fans. No one wants racing that’s only affordable for the rich.

To make for better competition – This is one of the biggest reasons for rules. The people who pay the bills (the fans) want close finishes, and the best way to give it to them is with tight competition.

To form a standard – How many racers are going to show up when the rules change from week to week? Not many. Racers need to know their car will be legal for the entire season.

To rectify disputes – There needs to be a non-biased way to handle disagreements—a constitution, so to speak. The rulebook needs to be the final word.



Chapter Two

“Why cheating is a good thing”



The drivers fill the stands. I know some track promoters are going to have trouble with this one, but not the smart ones. Look what John Force did for NHRA, and what Dale Earnhardt did for NASCAR. You either loved them or hated them, but they made you watch. (Note: While writing this book Dale Earnhardt was killed in a car crash at Daytona. Did you see how the media reacted? It was huge, proving how important he was to the sport.)

Tracks need fans to take an interest in the drivers. The last thing a track needs is 40 boring drivers, racing around in a circle, never doing anything out of the ordinary. Here's how cheating can make things exciting :

It adds controversy – Nothing gets fans stirred-up better than controversy. Remember, in the public relations world all news is good news. As long as people are talking (good or bad) it's a good thing.

It creates heroes – This is the only way racing will be successful. People may come out to the races once, but what keeps them coming back is to watch their favorite driver(s).

It creates villains – When a fan has a favorite driver, the next logical thing he needs is a bad guy for him to beat—Someone who has been caught cheating, or thought to be cheating, makes a perfect villain.



Chapter Three

“Why we must break the rules”



It’s human nature – For as long as there has been auto racing, there has been cheating. We can’t help ourselves—If we don’t think we’ll get caught, we’ll do it. Cheating in any sport, but especially auto racing seems to be almost glorified in the press. And as for the fans: they love to read about it.

Our heroes have done it – One of the best know cheaters in racing was Smokey Yunick. Do we despise this man? No, he’s a hero—every stock car racer wants to be like him. Now, it’s not the fact that he cheated, it’s the way he cheated—very creative. In polls where people are asked: Would you like to be smarter or more attractive, smarter always wins.

Our competitors are doing it – Racers will only go for so long knowing they’re getting beat by cheaters before they’ll start cheating themselves. As I’ve said, at that point they don’t view it as cheating, they view it as competing.

The desire to win at any cost – Let’s face it, nothing feels as good as winning. Once you’ve experienced winning it's like a drug—you can't get enough. The desire to win is sometimes so great that people will do anything.



Chapter Four

“How to pick the right rules to break”



Fact:

If you build your car to the letter of the rules, you'll be completely out to lunch. All racing events have some level of cheating—rules that are being broken by most of the competitors. If you're unaware of these unwritten rules, you're going to have a tough time winning.

Picking the right rules to break is the key to successful cheating. Most people that get caught cheating don't understand this—they think they can cheat every single rule in the rulebook. You're going to have to face the fact that most rules can't be broken. The most common reason: they check for it in tech inspection.

I can't say this loud enough, **DON'T CHEAT ANYTHING THEY CHECK FOR IN TECH INSPECTION.** The only exception being when the rule is a judgement call—usually something that can't be measured. If it can be measured, and they do measure it, forget cheating in this area and move onto another.

Types of rules:

Catch-all rules – Most race tracks and sanctioning bodies have got a lot smarter about this—just about every rulebook now has a catch-all rule in it. For example:

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The rules are intended to ensure that sanctioned events are conducted in a manner that is as fair as possible for all competitors, consistent with the prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the rules may not achieve this goal. In such rare circumstances, officials, as a practical matter, may make a determination regarding the conduct of the race, the eligibility of a competitor, or similar matters that is not contemplated by or is inconsistent with the rules, in order to achieve this goal.

This is basically saying forget the rulebook, we can do whatever we want—If we don't like something on your car, you're gone.

The catch-all rule is the most dangerous rule in the rulebook. It's the rule that can not be beaten.

Specific rules – These are the only rules most people read—you can do this, you can't do that. We all know them, but here's an example:

Any valve spring permitted that has the same configuration as OEM for the specific engine, per sanctioning body specs, ie; single spring, single spring with dampener, double spring, etc. Machining head for oversize springs prohibited.

This rule states exactly what you can, and can not do.

Which rules to break:

I've listed them in order of risk—from less risk to more risk.

No rule – This is where there is no rule stated at all. In most cases you'll find the least amount of rules at your local racetrack. They just don't have the manpower to police lots of rules. This is not actually a cheat because

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there is no rule. Just make sure you exhaust every option at this level before moving on.

Common knowledge rule –This is any rule that racers know can be broken—they know that tech inspectors don't check for it, or don't care. This is usually a very safe rule to break.

Vague rule –This is the most popular rule to cheat. It's also the area where you've got some wiggle room to get creative. Here's an example:

FUEL – Racing gasoline only. Dielectric constant as per DC meter, may not be greater than +3. The use of propylene oxide and/or nitrous oxide is prohibited.

Now, this rule says a lot about the gasoline you can run, but do you think there's some room to wiggle? Heck yes, it doesn't tell what manufacture to use or whether you can mix fuels or not. There is a lot that can be done here.

MORE INFORMATION

Want to learn how to cheat fuel? Upgrade to the pro version of this book and I'll show you how, including where to get a DC meter and how to use it to get the most from your fuel.

Specific rule – These are the rules that leave no room for interpretation. Here's an example:

The approved heads with manufacturers' identification and part numbers are as follows:

<u>Model</u>	<u>Casting #</u>	<u>Part #</u>
GM	1411034	10134392
Chrysler		P4529446

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Ford

M6049-N351

Most specific rules should not be touched. Only if you know they don't check for it, should you consider messing with a specific rule.

MORE INFORMATION

Some specific rules can be cheated, like the casting numbers above. Yes, believe it or not casting numbers can be changed—upgrade to the pro version of this book and I'll show you how.

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Chapter Five

“Sample Engine Cheats”



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Chapter 5 - Sample Engine Cheats:

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- The 7 cylinder engine cheat
- Creative air leaks for power
- Trick carburetor modifications
- Powerful fuel mixtures
- And many more secrets...

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Chapter Six “How to get through Tech”



Below is what I've learned from being in tech at local and national racing events.

Hang out in tech – This is by far the most important tip to getting through tech. You will learn a lot more by seeing how they tech cars than the rulebook will ever teach you. Do what ever it takes to be there.

Confidence – People are a lot smarter than you think and they can easily spot someone who is nervous. If you don't have a good poker face, you should probably have someone else take the car through tech.

If it says no, don't do it – I've seen this so many times; someone will cheat something that the inspectors check every time. If it says no in the rulebook and it's an item they check every time, don't do it, look somewhere else.

Integrity – First, try to be a person of integrity. If you can't do that, you'd better find a way to fake it. If tech inspectors believe you're a person who would never cheat, they're not going to spend much time trying to find things wrong with your car

Reputation – Your reputation can make a huge difference. If you have a reputation as someone who never cheats, then tech inspectors are going to

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look at your car without suspicion. If you've been through tech a hundred times without a problem, inspectors are going to start assuming you're legal.

Give them a bone – Sometimes inspectors are bulldogs. They're going to find something wrong with your car, one way or another. In this case, the best thing to do is have something that's obvious illegal and easy to fix. Let them find it, it'll make them feel good.

Have the tools – Find out what kind of specialty tools and gauges they use and buy them. When NHRA started testing fuel with a digital meter, I went out and bought the same one. This way I knew I was legal before I ever got to tech. They always wondered how we were always just barely legal.

Ask for help – You can ask competitors, but I wouldn't trust their advice. The only person to ask for help is the inspector himself. They love this, makes them feel important. Plus, they now see you as a person, not just a car—making it harder for them to bust you.

Paper work – Make sure you have as much data as possible to back up your claim of legality. If you have professional looking document stating what something measures, it may make an inspector take a second look at his results.

Help educate inspectors – With all the things inspectors have to do, sometimes they get their facts mixed up. If you brought proof with you, point it out to them in a calm, professional manor.

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- Send them a link to <http://RacingSecrets.com> so they can download it for themselves.
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Chapter Seven

“What to do if you're caught”



Ok, you got caught, now what?

My first bit of advice is to not get caught, but if you are:

Never admit knowing anything about it – Explain that the situation was completely out of your control.

Don't give up – Sometimes people just say no because it's easy and it's what they've always done. Just keep talking.

Stay calm – Don't get angry. Try to concentrate on your breathing to help calm your nerves.

Smile – It's a know fact that people respond better to others when they smile.

Take the track owner to the side – Try to divide and conquer. Don't try to argue with more than one person at a time.

Show them you're human – People are a lot less likely to punish someone they know. Make sure they see you as a person, not just a racecar.

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Let the car owner do the talking – Don't let the engine builder do the talking if you were thrown-out for an engine infraction.

Talk about your sponsors – Explain how embarrassing this will be for your sponsors. Then explain how you couldn't race without sponsors.

Agree to fix it – Let them know that it will never happen again. You can even offer to be torn-down next race.

Face the music – Let them know you're ready for any and all punishment.

Offer a resolution – Offer something that will allow them to save face. Make it something that's very simple for them to do. Explain exactly what they should do. Try to make it look like it was their idea.

Get them to say "Yes" – Start out trying to get them to concede on something small and work from there. The trend is your friend.

Change his body, then change his mind – A person's mental attitude can be directly related to their physical state. Get them to change the physical and you're on your way to changing their mind. For example: If the person is standing, get them to sit down. Whatever they're doing, get them to do something else.

Give extra information – No one is going to change their mind just because you ask them to. Give new information just before asking him to reconsider.

Give in on a point – Let him change your mind on some issue and he'll be a lot more likely to pay you back by changing his mind on something.

Understand his point-of-view – Let him know you understand his position.

Point out others that share your view – Maybe it's a stupid rule and needs to be changed. If there are other racers that think the same way, bring them forward.

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Put both of you on the same side – Explain how you're both working to make this track or sanctioning body better than its competitors.

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Chapter Eight
“The Cheater’s Cheat-Sheet”



If you get nothing else from this book, at least get the following:

Become a tech inspection expert – This is absolutely the most important step to effectively breaking the rules. Gain as much first hand experience as possible about the process. I wouldn’t even consider cheating ‘till I knew something about tech.

Purchase inspection tools – My advice is to own every inspection tool that tech uses. It’s best if you can use the exact same tools they use—same manufacture. It may take some research to find the maker, but it’ll be worth it.

Don’t cheat what you know they check for – I know I’ve said it a bunch of times, but you can’t believe how many people screw this up. Just face the facts: some rules will be impossible to cheat. Don’t worry about it, you competitors aren’t cheating them either.

Don’t cheat safety rules – More racers have been killed because of this than any other reason. Don’t take the chance. Keep your car safe, it could save your life.

Final note on cheating: If you can win without it, great. If your competitors are getting away with murder, I say; *get out there and compete.*




Acid Porting without getting caught



What is included in the Package:

The ebook: Acid Porting without getting caught.

 Windows and Mac compatible. Viewable with any of the free pdf readers, like Adobe Acrobat.

What Industry people are saying:

"Great stuff. I can't believe someone would give out this information."

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Special Bonus - Free unlimited tech support
Something you don't understand? Need some advice specific to your heads?
No problem, we'll answer any and all questions.

Go to end of book for ordering info. >>>

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Weather Station Software on CD   Windows or Mac

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"Tami Eggleston gives you not just interesting ideas, but actual tips and practical things you can do at the races. In addition, she encourages you to reach for success but also helps you deal with the inevitable ups and downs of drag racing. Written by a drag racer for a drag racer."

Brian Gardner

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"Tami Eggleston combines years of racing with her husband and her doctorate degree in psychology in a very interesting, fun, and useful way. Her material involves lots of psychological theory yet written in a

way drag racers can relate to. Tami's material is great for racers and crew members alike. You can tell that Tami and her husband have been racing for a long time and know what drag racing is really about."








*Jeff and Linda Brost
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For a **limited time** receive the following bonuses:

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My personal list of cam lobes. Not listed in any catalog.

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What are people saying:

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EZ Sponsorship

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Every racer could use more or better sponsors. This book not only shows you how-to get sponsors, but how to keep them.

Audio Cassette

" Get and keep sponsors " audio cassette. Read by marketing expert Beverly Frye this tape is jam packed full of useful tips and little known secrets.

Templates CD

- * Sample agreement
- * Sample contract
- * Sample newsletter
- * Sample e-mail newsletter
- * Media contact form
- * Sponsor contact form
- * Sponsor profile form

For a limited time receive the following free bonuses

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Free Web Page

The going rate for a web page these days is about \$239 per year plus setup charges which could be another \$100. That is a \$339 value that we include in the EZ Sponsorship Package. This alone makes our package worth it.

Free Bonus #2

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"Secrets Winston Cup teams use to get and keep sponsors" 

I've put together a list of my tips and tips of others. You won't hear some of these anywhere else. I guarantee it.

Free Bonus #3

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Available for Window 95,98 and Mac os .

Track potential sponsors.

Allows you to make your own database.

Keep track of every contact you make.

You can keep notes for future reference.

Unlimited number of records can be saved.

Works for any type of racing.

Easy to use.

Free Bonus #4

"Secret to Multiplying Sponsorship"

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Our package includes:



"7 Steps to a Nascar Career" Book

Our newest book walks you step by step thru the job search process. If you stick to our system, you dramatically increase your odds of success

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This includes: address, phone number, fax number and contact name for over 160 Nascar Teams

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"Nascar Job Search" audio cassette.

Read by Marketing Expert Beverly Frye, this tape is packed full of useful tips and secrets to finding that job in racing.

Our new "Job Tracker" software

Custom designed software to help organize your job search. Includes over 160 teams in a database format. Keep track of your search every step of the way. Available for windows 95-98-2000 and Mac. This is not cheap shareware type software, it's patterned off the worlds best consumer based database software.

For a **limited time receive the following bonuses:**

Now, the above information and services alone are worth the price of the package, but if you order now, I will include the following bonuses.

Bonus 1 - Samples, Forms and Guides

25 Sample Resumes

Sample Cover Letters

Sample Employment Contracts

The "Resume Guide"

We've loaded the cd with sample resumes, sample cover letters, the "Resume Guide" and sample employment contracts, including: employment agreements and no-compete contracts. Over 45 documents in all.

Bonus 2 - Preferred Access to Job Openings

3 month access to job listings at RacingHelp.com

This alone is worth the price of the package. People who have purchased our package will have first shot at all new job listings. This can be a big advantage.

What are people saying:

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"After going to only 13 different teams I got interviewed and offered a job. Thanks for your help, Craig"

Craig Osborne

Lockbourne, OH

"Thanks for your help. Using a lead you gave me, I went to the shop and was offered a job within an hour. It was unbelievable. Thanks again"

Jamie Miller

Royal, AR

"I must congratulate you on your package. It is the most comprehensive that I sent for and received"

Larry DeDent

Malvern, OH

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