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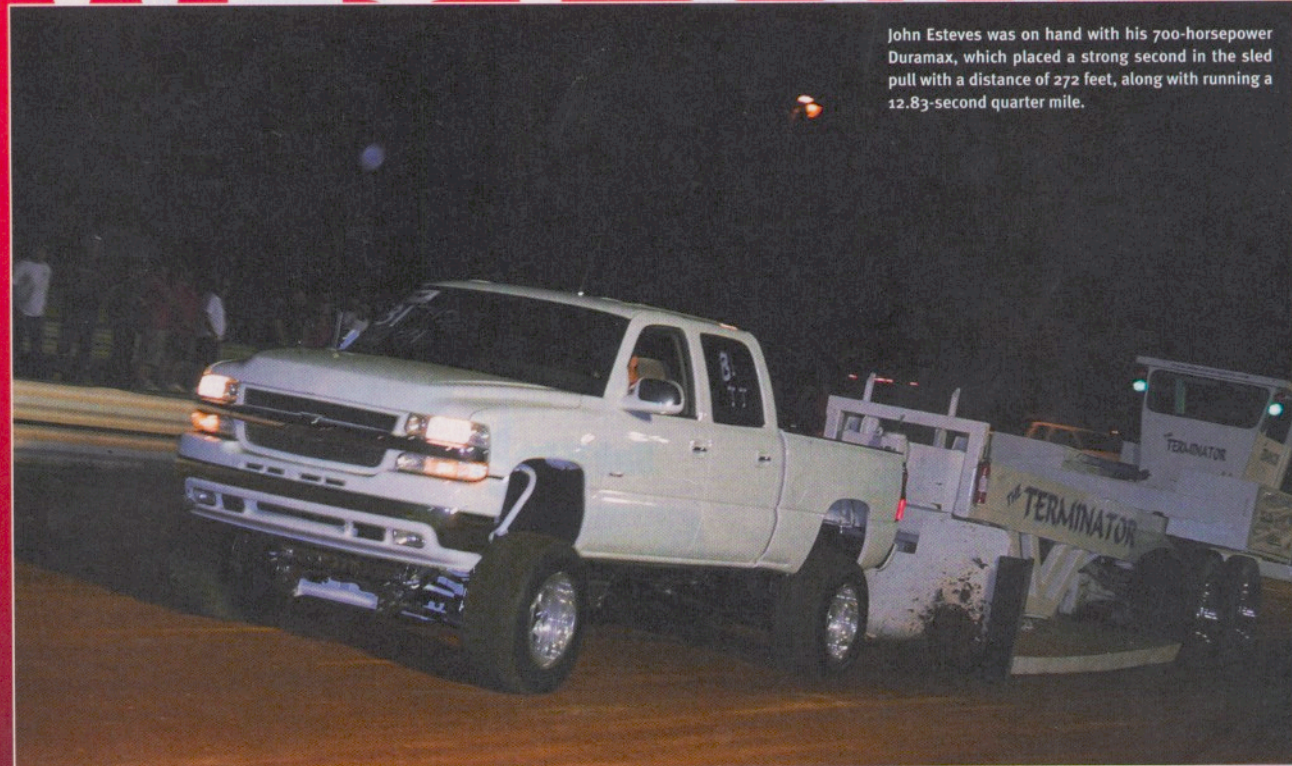
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One of the biggest threats to take the \$1,500 Tough Truck prize was Robert Evens and his Dodge common-rail. With 840 horsepower on the dyno, a 12.27-second run on the dragstrip, and a strong showing in the sled pull, he was a definite threat to Nick D'Amico for overall Tough Truck honors.



WEST COAST

John Esteves was on hand with his 700-horsepower Duramax, which placed a strong second in the sled pull, along with running a 12.83-second quarter mile.





Back on the dyno, this '07 Ford made more than 450 hp at the wheels despite looking like it just came off a dealer's lot.

SHOOTOUT

THE 2008 NORCAL DIESEL RALLY

Albert Mendes had one of the coolest looking trucks there, but had problems on the dragstrip and sled pull after posting a 550 horsepower reading on the dyno.



WEST COAST SHOOTOUT

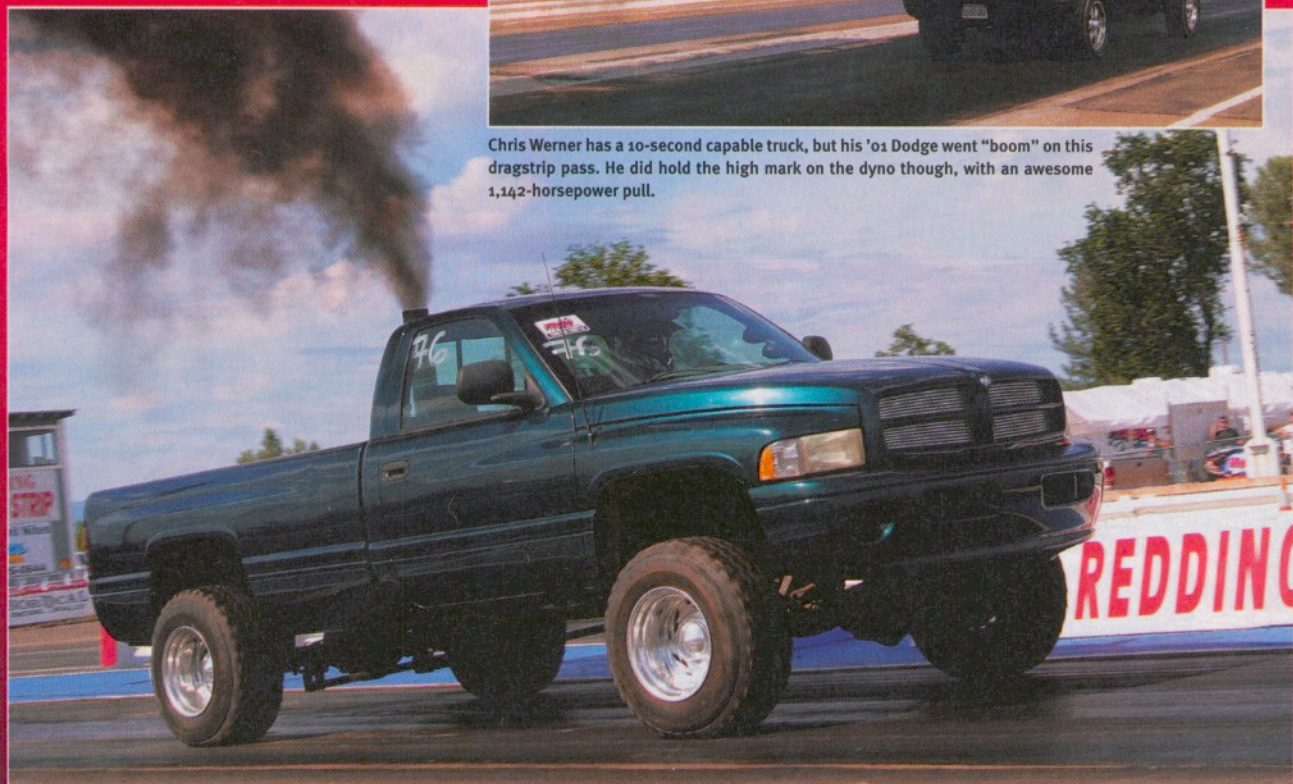
IT'S NOT OFTEN THAT YOU SEE DYNO-MELTING power figures, super-quick dragstrip times, and strong pulling trucks all at one event, but that's exactly what the 2008 NorCal Diesel Rally had in store for the fans who made the drive. Located in Redding, California, and presented by J&H Performance, this event has become one of the leading diesel events in the Northwest. This year there were multiple drag racing and pulling classes, an Outlaw Dyno Shootout, and a Tough Truck Challenge—an event that pits competitors against each other on the dyno, dragstrip, and on the pulling track. Last year's winner was Nick D'Amico, who also won Diesel Power Challenge in 2006. This year Joel Gooch and Harvey Grant (the "J&H" in J&H Performance) made things more interesting by putting a \$1,500 bounty on Nick D'Amico for the Tough Truck Challenge, who said he "wasn't going down without a fight." You read right, if anyone other than Nick finished in First Place, they were going to take home \$1,500. To see who took the win in the Tough Truck Challenge, and for all the drag racing, dynoing, and sled pulling action you can handle, flip the page as we bring you coverage of the 2008 NorCal Diesel Rally. **DP**



Nick D'Amico proved he was a force to be reckoned with early in the afternoon. After making 859 horsepower on the chassis dyno, he went on to run an 11.33-second pass at the dragstrip, a new best for the silver and white rig.



Chris Werner has a 10-second capable truck, but his '01 Dodge went "boom" on this dragstrip pass. He did hold the high mark on the dyno though, with an awesome 1,142-horsepower pull.

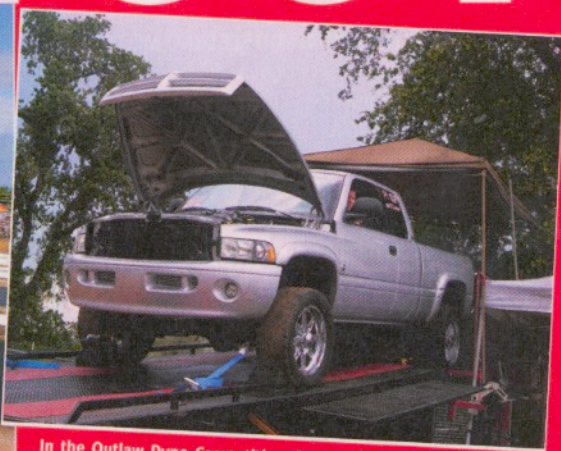


Nick wasn't the only truck in the 11s, as Victor Sileira blasted off an 11.62 at almost 120 mph during the drag racing portion of the event.

WEST COAST SHOOTOUT



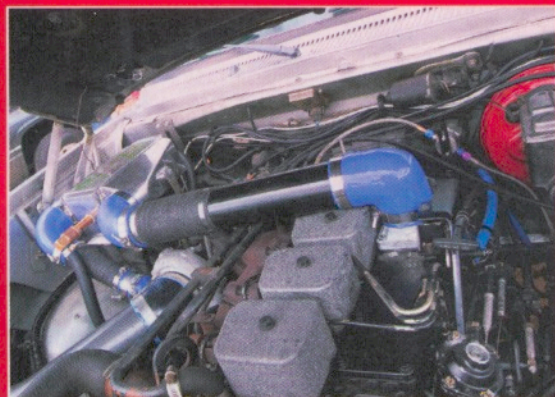
Joe Higuera's was another truck in the 115, and a 789hp dyno reading showed this VP-44 truck was making some serious power.



In the Outlaw Dyno Competition, it was history in the making, as Adam Winslett became the first VP-44 equipped truck to break the 1,000-horsepower mark. With a 1,060hp dyno pull, Adam also had plenty of power to assault the dragstrip in the Outlaw Diesel class.



Diesel Power took our '08 Toureg test vehicle down the strip to the tune of a 15.15 at 90 mph. Combined with a 0.13 reaction time, we think we might have had a shot to win the Bracket Race, but alas, we had to take photos instead.



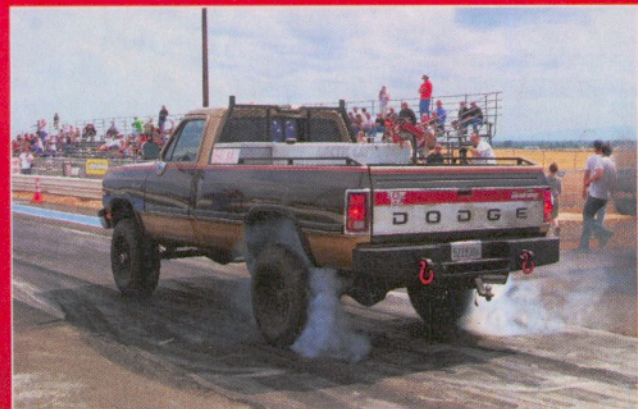
Check out the trick air-to-water intercooler setup on this first-gen. We were jealous of the owner's cooler intake temperature, as well as his 427hp dyno reading (with a little help from some nitrous oxide).



WEST COAST SHOOTOUT



Lenny Reed brought out his awesome, no-nitrous, 1,200hp drag truck to make some passes in the Outlaw Drag Racing class. With Lenny running high 10s all day long, it looked like it would be a good final between Lenny and Adam Winslett, but Adam had nitrous trouble and let off, while Lenny ran yet another 10-second pass on the way to victory.



A few older Fords and Dodges found their way into the drag racing bracket classes, where consistency mattered, not fast elapsed times.



Richard Brown had no problem putting his 1,019 horsepower to the ground in the Outlaw Drag Racing class, despite only being a two-wheel-drive. Seconds after this photo was taken, a hard, high-boost launch resulted in a broken transmission.

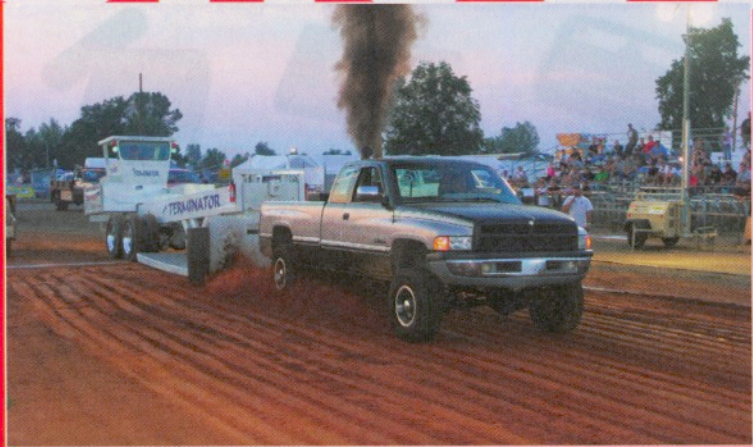


Harvey Grant (of J&H Performance) was the winner of the 11.50 class, and with a bye run in the final round, he made an all-out pass of 11.1 at 128 mph.



Just in case regular pickups weren't enough for you, diesel semis were on hand for some quarter-mile action.

WEST COAST SHOOTOUT



Chris Gonzales' Dodge driven by Cory Dow was one of the strongest street pullers there, and was one of the few competitors to get near the 300-foot mark.



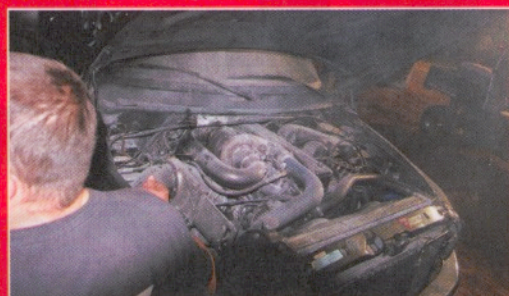
We put Melissa Forbus and her super-clean Dodge in our coverage from last year, so this time we were planning on focusing on other trucks. Melissa had other plans however, and fried her clutch in the sled pull resulting in this cool smoke shot.



Cole Dow finished eighth in the Tough Truck Challenge, but he redeemed himself in the Super Street sled pulling class where he finished second.



A drag truck on the sled pull track? Yup, Lenny Reed also pulled his 12-valve Dodge, and finished second in Modified, just a few feet shy of Scott Vorhees in the Big Bad Dodge.



After the Modified class, Margo Reed (Lenny's wife) pulled in the Powder Puff pulling class. Apparently the 1,200hp Dodge didn't like being drag raced and sled pulled all day, and it promptly set its sound insulation on fire. Despite the mishap, the Dodge started right up and drove back to the pits.



We promised you a full pull, and guess what, here it is! Weight helps traction immensely in sled pulling, and the 55,000-pound water truck was the only vehicle to make a full pull, at 302 feet.



So who won the Tough Truck Challenge? For the second year in a row it was Nick D'Amico. He defeated all the other Tough Trucks and got to keep the \$1,500 for himself, which he graciously donated back to J&H Performance. Word is, next year the reward will be even bigger if somebody defeats Nick, so look for the Tough Truck race to be even tighter next year.