RACING BEAT INC.

Racing Beat History

Since its inception in 1971, Racing Beat has been involved in a wide variety of racing, engine, and project car programs. The following highlights some of our more noteworthy projects:

Through a joint effort with Car and Driver Magazine, Racing Beat supplied and built engines used in a Car and Driver-sponsored RX-2 which raced in the IMSA R/S Series. This car won two (2) races and finished second in one (1) race, out of five (5) starts.

Teamed again with Car and Driver Magazine, Racing Beat-prepared engines boosted the RX-4 production class record from 139.1 to 160.3 MPH on the Bonneville Salt Flats.

In 1977, Racing Beat designed and prepared an RX-3 NHRA spec drag racing car. Driven by
Racing Beat co-founder Jim Mederer, this vehicle won the Modified Eliminator class at the NHRA Winter Nationals held at Pomona, CA.

With the introduction of the RX-7, Racing Beat designed and fabricated an RX-7 to attempt a Bonneville Land Speed Record in the summer of 1978. Entered in the E/GT class, and driven by Car and Driver Editor Don Sherman, this RX-7 boosted the class record from 167 to 184 MPH.

The 1979-80 racing season was an ambitious and highly successful season for Racing Beat. Racing Beat prepared two (2) RX-7s to compete in the IMSA GTU series. These cars dominated the GTU class and captured 1st and 2nd place, with a total of eight (8) wins. These victories delivered the IMSA Manufacturer's Championship Trophy to Mazda Corporation for the first time. IMSA further recognized Racing Beat's efforts by honoring Jim Mederer as the 1980 IMSA Mechanic of the Year.

After being approached by NASA, Racing Beat agreed to develop a series of single-rotor engines. Engineered and developed by Racing Beat, these engines were highly successful, meeting the strict performance criteria of NASA.

Designed to compete in endurance road-race events, the 1983 Racing Beat RX-7 successfully competed in IMSA GTO series. This car captured victories at the 24 Hours of Daytona (1st in class, 3rd overall) and Mosport 6-Hour races.

Through the mid-1980s Racing Beat accepted several race engine development projects. Racing Beat developed and built engines for the BF Goodrich IMSA GTP/Group C classes, Jim Russell Mazda Pro-Series, and the Mickey Thompson Off-Road series.

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During this same period, Racing Beat constructed a Bonneville Land Speed Record Car based on the newly introduced 1986 RX-7. Driven again by Car and Driver Editor Don Sherman, this RX-7 shattered the existing record by over 37 MPH! The record run of 238.4 MPH still stands today.

In late 1986, not wanting to wait for a factory RX-7 convertible (not released by Mazda Corporation until the 1988 model year), Racing Beat built an RX-7 open-top hot rod-- referred to as the Racing Beat "California Roadster"-- literally from sheet metal panels This roadster was featured on the cover of Car and Driver Magazine. Stretching its designing efforts again, Racing Beat designed and built the 13B Turbo rotary powered "California Haulin" pickup truck based on a 1989 Mazda B2000 Pick Up. This truck was featured in Hot Rod Magazine, Truckin Magazine, and several other automotive publications.

With the introduction of the Miata in 1990, Racing Beat introduced its Style and Sports line of "bolt-on" suspension, intake, exhaust and styling components for this innovative convertible. The Racing Beat Miata was invited to attend a Miata tuners "run-off" held by Motor Trend Magazine. In the course of the test session, the Racing Beat Miata set the fastest, to date, slalom record (73.6 MPH) ever recorded by Motor Trend Magazine.

In early 1992, Racing Beat started development on another Bonneville Land Speed Record RX-7. Driven by Jim Mederer, this three-rotor, three-turbo engine propelled the RX-7 to a 204 MPH class record at EL Mirage Dry Lake during its initial " shakedown" runs. In August of 1995, Racing Beat set the C/BMS class land speed record of 242 MPH at the Bonnelville Salt Flats.

By the mid 1990s, Racing Beat had expanded into the growing "import" market with the introduction of the RSR product line of high performance exhaust systems and premium suspension springs. This rapid expansion resulted in the the acquisition of an additional warehouse facility.

Racing Beat continues to advance the development of the three-rotor engine for use in both drag racing and aviation applications. Efforts by Racing Beat have yielded engines producing over 900 bhp @ 6750 RPM.

With the introduction of the "second generation" Miata in 1999, Racing Beat continues the development of performance components for this chassis. The 1999 Racing Beat Miata was invited to participate in the Car and Driver "Four-cylinder Tuner Comparison". The car was also included in Sport Compact Car Magazine's "Eight Great Rides" issue. During the test sessions for this article, the Racing Beat Miata set the highest skidpad value (1.1g) and slalom speed (70.6 MPH) ever record by Sport Compact Car.