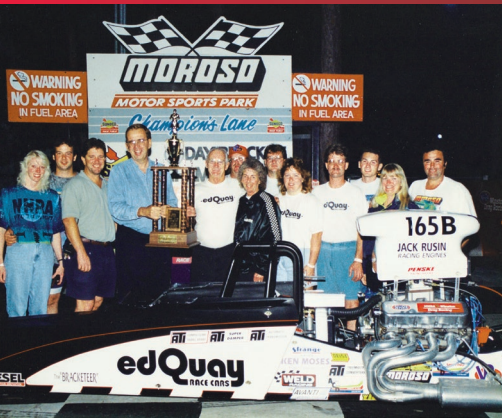


ED QUAY



With a coarse voice and a common sense approach to all things, Ed Quay is a man who is never afraid to offer help to anyone, an endearing quality and one which certifies him as a true *High Performer*. For a man who barely made it through the educational system growing up, he has become an expert in the field of geometry as it relates to race cars.

Starting out like so many others, the lure of fast cars was more of a hook than school. Wishing to learn how to weld, he signed on with the Pottstown Metal Welding Company as a sandblaster, learning to weld in his spare time. Quay furthered his education with employment at the Reading Products Company who had a government contract to fabricate armament products. "If you had to be precise about anything," Quay says, "it was producing products for the government. But



ever since I was 16-years old as far as I can remember, I wanted to build race cars, I just didn't know how."

Quay eventually became the very first employee of a start-up race car firm in the 1960s named S&W Race Cars. "At the time," says Quay, "Walt [S&W founder Wene] was only working part-time and so did I."

Eventually, with the work load increasing at S&W, both Quay and Wene began full-time employment. It was during that period when Bill Jenkins came up with the idea to build the first Vega Pro Stock car, a car constructed in the S&W shop.

"I built the entire car but Walt had Jim Amole coming in at night helping out," Quay said.

By 1972, Quay hired on to work directly with Jenkins. "I learned a lot from Walt but learned even more working for Jenkins," he says.

The toll of working 100 hour weeks with Jenkins eventually became too much, prompting Quay to open his own business welding a number of industrial projects. It was during the Jenkins/Quay era though when Quay cultivated a following of media professionals, those who were involved in transcribing the technical idiosyncrasies of drag racing to the print world.

"Bill was a wonderful man," says Quay, "but when you work on the pro side, you can quickly get burned out. Once in my own business, I was still working 100-hour weeks, but it was all my own now."

It didn't take too long before a customer walked in the door wanting Ed to build him a race car. "Ain't no way sonny. Not going to happen," said Quay at the time.

That person must have been persistent



and Ed Quay was back in the race car business, an industry which has benefited from the many innovations he has pioneered. It became apparent that he had an understanding of just what it took to make a race car go from Point A to Point B in the quickest possible fashion. From championship Super Stock Camaros to him being the first to incorporate a strut front suspension on a dragster, and everything in between, Ed Quay is a true innovator.

It wasn't until the late '90s when Quay set foot behind the wheel of one of his creations, which taught him even more. Using the same common sense approach which made him a name in the race car building business, Quay went on to score a number of wins behind the wheel.

A voracious learner, Ed Quay has never sat still. In 2009, he retired from his successful business, choosing a move to Florida to write and enjoy life with his sweetheart Kim. Quay sold his company to long-time employee Bob Overdorf who continues to uphold and expand the Ed Quay Race Cars name.



PRESENTED BY

DRAG RACING
EDGE
MAGAZINE

The High Performer Award is given to the individual who has contributed unselfishly to the overall betterment of the sport of Drag Racing.