

Volume XI, Number 12- December 2009

# DRAG RACING

MAGAZINE *Online*

## Citrus Nationals



**NHRA's 2008 Tax Return**

**Allard Dragster Restoration Project**

# Burk's Blast

By Jeff Burk

## JUST WONDERING ON THE FIRST WEEK OF DECEMBER 2009

**Just Wondering...** I got on the NHRA web site the other day to read the 2010 NHRA rules for the Pro Mod and a couple of interesting items popped out at me. I wonder what the NHRA tech guys were thinking when they allowed turbocharged engines up to **650 cubic inches**? Any competent engine builder will tell you a turbocharged engine makes significantly more power than an engine with a Roots-type supercharger and that includes a "screw" charger. Their first clue ought to have been that the only NHRA-legal Pro Mod to make a 250-mph pass in the states is Brad Personett's 526-inch **turbocharged** Hemi! I didn't see anything regarding traction control. NHRA can keep from being plagued by the issues every other Pro Mod circuit has had in the past if they are pro-active with the rules from the start. The problem has always been that the rules makers have had no real clue about the Pro Mod cars or engines they make rules for. Why they don't consult racers such as Jim Oddy or Scotty Cannon, who don't race with the NHRA, for guidance is beyond me.



**Just Wondering...** Do promoters of drag racing's Winter Series "Big Money" bracket races just not want any publicity for their races and racers? In November of 2009 there were three five-day events in the Southeast U.S. at South Georgia Motorsports Park, West Palm Beach, and Bradenton, Florida, tracks and this magazine didn't get a single result or photo from any of those tracks. Have these guys just given up on promoting bracket races? (Okay, Bradenton was rained out, but we wouldn't have known if our photographer assigned to shoot the race hadn't called us.)

**Just Wondering...** What happened to the IHRA Pro Stock program? The IHRA announced that they would have a stand alone Pro Stock class but so far the Pro Stock racers and track promoters that lobbied so hard to save that class have been completely silent. My information is that the Pro Stock racer who was going to financially back the program, Richard Freeman, whose desire to race a quarter-mile motivated him to try and save IHRA Pro Stock, couldn't get any other IHRA racers to participate with money and that drove him to the NHRA. My bet is that since the IHRA announced it, Feld Entertainment will back open qualifying Pro Stock racing for one more year.

**Just Wondering...** With the United Arab Emirates stepping up to shore up the \$60 billion in loans that the country of Dubai was in danger of not making the interest payments on, will that financial burden on some of the Emirates' countries decrease the amount of money being spent on U.S. drag racing from that part of the world? The folks in that area are businessmen just like everyone else and I don't believe they will fund money losing hobbies indefinitely.

**DRAG RACING Online** will be published on the 8th of each month and will be updated throughout the month.

**DRAG RACING Online** owes allegiance to no sanctioning body and will call 'em as we see 'em. We strive for truth, integrity, irreverence and the betterment of drag racing. We have no agenda other than providing the drag racing public with unbiased information and view points they can't get in any other drag racing publication.

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**Just Wondering...** Will we see some changes on the broadcast? I hear that all of the "talent" that works the NHRA drag racing broadcast for ESPN will have their contracts up for renewal for the 2010 season. That could mean some changes in the booth and in the pits as you can bet ESPN management will be negotiating with the idea of cutting overhead expenses for that show. Funny thing is, according to the NHRA tax return, the production costs in 2008 were about \$12,000,000 as opposed to \$8,000,000 in 2007!

**Just Wondering...** If, as some promoters think, many drag fans are satisfied with just listening to fuel motors idle and getting a snoot full of nitro fumes, then why bother with racing? Could promoters just stage cacklefests, have a couple of burnout contests and charge \$25 for a ticket and save all the overhead that comes from actual racing?

**Just Wondering...** Did you know that, according to one group's count, there are more than seventy active nostalgia nitro funny cars in North America? That is probably forty more active nostalgia nitro cars than the total amount of active NHRA-legal fuel coupes. Isn't that an indicator that nostalgia racing is the fastest growing movement in drag racing?

**Just Wondering...** Why is it that nostalgia nitro Top Fuel and Funny Cars gained nearly instant acceptance with fans and racers, but when a nostalgia Pro Stock class was offered this year at two nostalgia races in the Midwest not a single car showed up?

**Just Wondering...** Is anyone being groomed to replace Tom Compton when he gets tired of the NHRA deal and decides to retire like Dallas Gardner did before him? Will he get a place on the board of directors and a six-figure retirement plan that requires him to work just one day a month to collect his \$300,000 per year salary as a member of the NHRA board of directors? (The new tax returns indicate Dallas now works 10 hours a week.)

**Just Wondering...** NHRA Top Fuel cars have now run over 320 mph in a thousand feet. Funny Cars will be right behind them if there are no rule changes in 2010. It's a safe bet that any car getting a 320+ mph time slip actually exceeded that number. So, are the extra 320 feet those cars and drivers have to shutdown in now enough to make the sport significantly safer?

**Just Wondering...** Have the added weight, chassis changes, rev-limiters, and shortened track actually resulted in improving the safety or controlling the spiraling costs, engine explosions and oil downs in the nitro classes? I am a supporter of the shortened track but I swear I can't see any improvement.

**Just Wondering...** Isn't world champion tuner, manufacturer, and the NHRA director in charge of the pro teams, Dan Olson, supposed to be finding ways to solve the above issues? Has he facilitated a single change that can be documented?

**Just Wondering...** Why can't the NHRA -- which in recent years has regularly grossed over \$120,000,000 per annum and pays Tom Compton more than \$700,000 per year -- put \$1,000,000 in the Sportsman World championship? Anyone who believes that the "Sportsman" racers who follow the NHRA tour are amateurs is seriously misinformed. Many Sportsman teams are just as "professional" as a Pro Mod or Pro Stock Bike team.

**Just Wondering...** Could a case be made that NHRA's Sportsman division, which is currently backed by Lucas Oil, is every bit as important to the NHRA and the drag racing industry as NASCAR's Nationwide Series? I say it can.

**Just Wondering...** Is big-time drag racing verging on becoming a straight-line version of Formula One where the winning team budgets are in the hundreds of millions of dollars? It's a stretch but you could make a case that the DSR teams are federally subsidized by its Army sponsorship. Certainly the Al-Anabi team would be considered to be backed by the royal family of Qatar.

**Just Wondering...** Has anyone heard who is going to finance the revival of the long defunct AHRA? Is Troy Moe the financial backer? Aside from the one Louisiana track they have signed to manage, what other tracks are going to have AHRA races? What classes are they going to race: Top Fuel, Funny Car, small block, nitrous-injected Pro Stocks? And where are they going to get the teams? So many questions and so few answers about this intriguing rumor.

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# DEAD-ON

by Jok Nicholson

## Does bracket racing need 'Health Care Reform'?



I feel about 90% qualified to write an article about the "health" of Bracket Racing since I have raced since 1970 and entered 45 events this year alone. Do I have all the answers? No. Do I have any of the answers? Maybe, maybe not. I hope you will read and share your opinions on what I think can be part of the cure for the failing health of bracket racing.

I will start by reporting on what I watched and what I heard in conversations during the grueling Winter Series last month. The Winter Series consisted of three five-day events at three different tracks, South Georgia Motorsports Park, Bradenton Motorsports Park and Palm Beach Int'l Raceway, that are separated by about 350 miles. Each event

consisted of five \$15,000- to \$10,000-to-win quarter-mile races; two tracks had three eighth-mile events and PBIR had an eighth-mile race each day as well. That is 26 events in eighteen days! If you want to test your own physical and mental health and the capabilities of your race car, you should give this series a try in 2011.

### What did these events show us about the health of bracket racing?

It showed me plenty about bracket racing in general. From the superb driving and flawlessly performing cars to how much luck is still involved in turning on the win light in your lane.

### HEALTH ISSUES:

**How to get more cars to support this series:** The turnouts at each event were close to identical, about 120 to 130 entries. Don't mistake this for 130 or 140 cars, as there were probably only 100 actual race cars since several were double-entered to reach the 130 to 140 entries. Entry fees were not for the budget-minded either. (If I miss slightly on the Big Race Entry fees it is because I did NOT have that much money in my race budget.) I think SGMP was \$225 per day for the Big Race and \$125 per day for the eighth-mile race. I think the Bradenton Big Races were \$150 per day and \$50 for the eighth-mile races. PBIR offered a Pre-entry discount that we took advantage of (and I think is an excellent idea, by the way). You could enter their five \$10,000-to-win quarter-mile races and the eighth mile races for \$850 -- a savings of about \$300 -- and they provided you a reserved parking spot. If you took one car and entered everything you would spend \$3,175 minimum. Add in a few buybacks and a pit pass or two and you are close to \$5,000 just to race this series.

**Double Entries – buy-backs – multiple drivers in same car?** Is there a distinct advantage to having a couple drivers in the same car? If one driver is in two cars is that an advantage over the driver who has just one shot in one car? Do buy-backs "take away" from the overall event? By that I mean if you win a round over a big-name racer and he is in the other lane a few rounds later, does that diminish what you did? These are questions that are probably affecting car count.

**Are entry fees and winner prize money too high?** As we all know -- at least those of us who pay entry fees -- payout and entry fees are directly linked. The more you race for, the more you pay to enter. Have we gone too far? Is it necessary to pay \$15,000 or \$10,000 per day at these races to attract enough racers to participate? Would more racers come if it paid \$25,000 per day and entry fees went to \$300 per day to win?

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**Is it important to have “non-race events” scheduled during these races?** This question deals with “going the extra mile in customer service.” Palm Beach Int'l Raceway had a “Welcome Party”, a “Mid-Race Party” and a “Victory Party” after the last race on Saturday. These were professionally catered events at no charge to racers and, although not too many attended, it shows the “class act” that PBIR presents to their customers. It was their way to say thank you to racers who supported the event. None of the other tracks had anything close to that.

**Return to one Big Race per day.** This Winter Series should be something to celebrate racing at. We have all raced a complete season, now the Winter Series needs to be something special. For lack of a better term, it needs to become FUN again. Open the gates at 2 p.m. with eliminations at 6. One time trial per car, period. If you are late, you race with no time run. Make time for people to go to the beach, have a nice breakfast or plan something outside of racing at these events.

Now that I have asked the most obvious questions, how about some of my ideas on how to deal with them? You will all have an opinion and if you have the time to write me about these ideas, please do.

**How to get more cars to attend these races.** This is the actual bottom line to making these events more successful. I think if you could answer this question you open the gates to 300-400 cars again.

My ideas are actually tied to all the questions above. I talked to a lot of racers who have been racing in this series for 20 years and more. I also talked to guys who were attending this series for the first or second time. I talked to winners and guys who never won a round. My conclusions are this:

**1. Lower entry fees substantially.** This will open up the series to more racers.

**Lower the winner money** to \$7500 per day. Start payout at second round winner.

**3. Eighth-mile events only.** Without question this will bring more door-cars back to the events. I also like keeping door-cars and center-drive cars separated as long as it can be done. Eighth-mile racing is probably more common down South so why not run a format that everyone can deal with.

**Allow buybacks ONLY if less than 150 entries.** If you buy back and win second round, you have just earned your buy-back money back. If buy-backs are \$50 then second round winner pays \$50.

**One driver/one car.** Beat that driver and you won't see him until the next event. *Exception could be:* Two drivers can enter one car but neither driver can drive another car. This would allow two guys to enter one car and if the car is up to the task, it might bring more entries. I debated on this idea but I think it is one option so two guys could split travel costs to be able to attend the events.

**Add a Second Chance Race that is open for first and second round losers only.** This will be a good opportunity for racers who lost the first two rounds to get some more track time and equalize familiarity with the track for the next big event. Keep entry fee and payout for Second Chance Race around \$50 to enter and \$1,000 to win with decent round money.

**Add Foot-brake or No-Box to the event.** Adding a Footbrake side of the event or a No-Box side will add cars and the winner of each side will make up the Big Money Finals. Box vs. No-Box for example. It adds cars, adds a new twist and will make for some “interesting” final rounds that will determine who takes home the big bucks. One thing to monitor would be if a car is in Foot-brake or No-Box then it could only be in the Box side with a different driver.

I know there are a million right ways to fix the health of bracket racing. Overall I would give Bracket Racing a “Good sound medical rating.” I think it is time to start tweaking it a bit if big money races and the fun of traveling is to continue.

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# NHRA tax return for 2008 indicates a good year

## 2009 numbers bound to be worse

By Jeff Burk

It's that time of year. The NHRA has to release their tax returns for last year and we at DRO have to take a look at them and pass the information on to our readers. Sometimes the figures upset our readers and this year's will be no exception. Having said that, we suggest you take the numbers in this year's returns with a grain of salt as they really don't reflect what the NHRA and the rest of us have experienced since October of 2008!

NHRA's tax return actually makes for some pretty interesting reading if you have already read the Playboy interview and your latest copy of Garage magazine.

As we always do, let's take a look at how Tom Compton and his team did with the business in 2008 compared to 2007. Total revenues for 2008 were reported to be \$122,564,365. That number in 2007 was 121,549,701. That would be less than a one percent increase in revenues.

[Click here to see the total revenue for 2008](#)

In 2008 Tom Compton and most of the Board of Directors (with the single exception of Dick Wells) got modest raises over their 2007 salaries. Compton's total financial compensation went from just over \$744,000 in 2007 to just over \$771,000 less than a half of one percent of what he was paid in 2007.

[Click here to see all of the management team's salaries for 2008](#)

All of the members of the Board of Directors got about the same percentage of raise for 2008. Only Dick Wells took a hit as his total earnings dropped from \$110,500 in 2007 to \$104,500 in 2008.

This year's tax return did have some information not published in previous tax returns and that is the base salary plus other benefits for all members of the board and the salaries of other management team members.

While looking over those pages, one salary really stunned me. Dan Olson Director of Fuel and Car operations had a base salary of \$205,000 and with deferred payments his 2008 salary was over \$240,000!

The other thing that really got my attention was that bonuses are a way of life if you work in the NHRA management. Tom Compton's year-end bonus for 2008 was a quarter of a million dollars on a base salary of \$460,000. In addition to Compton getting a bonus, so did all of the Board of Directors except Dick Wells and Dallas Gardner.

The sales staff naturally got large bonuses, which is pretty standard, but NHRA's general counsel (lawyer), public relations head, and event managers were awarded bonuses of \$40-50,000! In all, the management team of the NHRA took home salaries in excess of \$2 million. Nice work if you can get it.

Despite the fact that most of the Board of Directors got raises as did many of the other key employees, the actual payroll for the officers, directors and key employees was about \$50,000 less, probably because Wally Parks was no longer on the payroll.

There are some other salaries listed that caught my eye, including independent contractor announcer Bob Frey's (not enough), a couple of additional lawyers (always too much) and the guy who parachutes the flag into every national event (\$100,000+ which is not nearly enough for jumping out of a perfectly good airplane 24 times a year.)

Some expenses I noted just puzzled me. The NHRA spent 24 million dollars on advertising and promotion and within a couple of hundred dollars of the same amount on Prize money and Trophies. Does that mean that the NHRA averaged spending \$1,000,000 to advertise and promote each of their 24 races in 2008? NHRA's 2007 tax returns show just them spending just over \$11,300,000 on advertising and promotion. Since the 2008 return is structured different from the 2007 perhaps some line items are now combined but if not that meant NHRA doubled their advertising budget from 2007 to 2008.

[Click here to see the expenses for 2008](#)

It's hard to be sure I'm reading it right, but it appears that the total cost to the NHRA for the TV broadcast remained at about \$13,000,000 with a slight increase in 2008. The revenue from ticket sales was up a couple of million dollars, which was a good sign that Compton and his crew did their job in 2008, and they were rewarded for their efforts. That the way it is supposed to be, isn't it?

In looking at these figures (and if you really want to read the whole thing anyone can get a copy of NHRA's tax return since they are a not for profit corporation just by asking and paying a small fee), NHRA did well in 2008. We won't get the 2009 numbers until this time next year but you can bet that the NHRA took a big financial hit. It will be interesting to read that when the time rolls around.

In the meantime I'm sending in my membership renewal money again. The last few years we members sent NHRA over \$4,000,000. I like to think I'm paying their salaries -- and that allows me to criticize them when I feel like it.

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## Tranny Tech

by Mike Stewart

**Q** I have a 2700 lb Astra panel wagon, caged 4-link 457, 9 inch 14x32, 496 big block Chevy approx. 650 hp. I am running a basically stock truck 400 turbo, 3500 stall. I bought a 400 with trans brake and not much else. I plan to boost hp by about 200. Where would you spend the money on the 400 turbo to make it last? What hard parts do you recommend?

p.s. An Asrta is a Canadian Vega sold by Pontiac.

Wayne Priest  
Toronto, Ontario, Canada

**A** Wayne,

Wayne, the basic TH400 is pretty stout on its own. A good performance rebuild with more clutches, some bearings, possibly a billet input and hub, and a modified drum with a 34 element sprag will do it. That is, one done by someone who knows how to do it to make it last for years.

Thanks, Mike

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**ASK THE EXPERTS**  
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# Check Out That Chassis

By Scott Weney of S&W Racecars

First let me say thanks for the technical support you have provided. Top notch work! Now on to my question:

I have bracket raced for years now and would like to change things up a bit by getting into a dragster for '09. I would prefer to buy a TurnKey used set-up from the various classified resources. What should someone be looking for as far as size of shoulder hoops, and some of the good and bad things about going to a dragster? I am 5'9" about 155lbs. So I am not a big guy at all. I am not looking to spend too much, as this is my first dragster ride, but don't want an unreliable or inconsistent ride either. So what are some of the things someone in the market should

look for and what are some of the things they should stay away from? Thank you ahead of time!

Matt Kinsey, Pensacola, Florida

Matt,

Used dragsters, you want a car that fits you, the trend has been bigger cockpits so you can resell the car to anybody but this is wrong if you ever crash the car a seat that is to big for the drive will let you move around and will beat you up in the crash. Also stick to the name brand cars this will get you the best value for your dollar. I would look at 4-link or swing arm cars they will work the best on any race track and have the best resale value. I would try to get a car that is no older then 5yrs, and if it is NOT certified RUN away as fast as you can. Call me I have 1 of our team cars for sale right now, it is a 21" car and is a swing arm. Call me. [Scottw@swracecars.com](mailto:Scottw@swracecars.com)

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# Innerview: Scooter Brothers

By Jeff Burk

*Scooter Brothers may not be a household name to many of you but it should be. The President of Comp Cams, he was one of the first to recognize the "street legal" drag racing movement and was the president of the NMCA before he sold that sanctioning body. He partnered with Hot Rod Magazine to hold the first big time "street legal" races at Memphis Motorsports Park. The Comp Cams companies have been involved with NASCAR, NHRA, IRL and many other major auto racing series at the highest levels. Comp Cams and its other companies have always been major contingency sponsors returning millions of dollars to their customers over the years.*

*Mr. Brothers is the newly elected Chairman of SEMA. Last October, DRO Editor Jeff Burk had the chance to sit down with Mr. Brothers at his Comp Cams office in Memphis for a wide-ranging interview.*

**DRO**  : I guess my first question would be is what do you see as your role as SEMA's president and how does SEMA affect drag racing?

**Scooter Brothers:** Well, you know one of my criticisms with SEMA is that they don't realize there's any other kind of racing besides drag racing. The founders of SEMA basically were drag racers, and (NHRA) drag racing and SEMA kind of grew up together back in the '50s. I think my challenge as the chairman of the board of SEMA is to direct the resources and energies of the association and its members to keep racing healthy, because healthy racing keeps the SEMA members healthy. So if racing and SEMA can both grow together then we can all stay healthy. So my role, more so than many people who have been very involved in SEMA, is to support and grow drag racing and all forms of racing. I am going to be much more intent about supporting all types of racing than some of them are. Because of my background and experience. I'll probably be able to focus a little bit more on those specifics that most of those guys just let fly by.

**DRO**  : What can SEMA do to make racing in general better? We're in tough economic times here; a lot of companies are having issues. How does SEMA go about helping those guys?

**SB:** Well one of the biggest things that comes to my mind right now is there's a huge push within SEMA to encourage our members to take a kid to a race, or take a kid to a car show -- an awareness program with youngsters. That's a seed that you have to plant at a young age with kids. Certainly we were all infected with it very young and it grew through our whole lives. And it's a seed that you plant today that may not grow for several years, but for the long range health of racing, I think you need to get kids out and let them see what it's all about. It's not a video game, it's not Rock Band or some of these things they get themselves into, but if we can show them what it is, get them involved, that's a great thing. Subsequent to that, I'm very involved with SEMA as far as their student outreach programs, and we do a lot of things with students -- high school, vocational, and university students -- to try and make them aware of our industry and the fact that we need young minds to come up with new products, and from a marketing standpoint to tell our story better and so forth. So, trying to get talent in the industry is, in my opinion, just as important as getting butts in seats at races.



**Well, let's talk about butts in seats at races. Obviously anybody can tell that NHRA, which is the big dog in drag racing, is having attendance problems, and also having attendance problems with teams. At the Dallas race they had sixteen or seventeen Pro Stocks. I can't remember in my lifetime when we had seventeen Pro Stockers. I believe they also had seventeen Top Fuel cars and 21 Funny Cars. What do you think is causing drag racing's largest sanctioning body, and basically the face of drag racing to the general public, to struggle?**

**SB:** I think there are several reasons, and it's not just drag racing that is struggling. I mean, you go to a NASCAR event and there are 43 cars to qualify for 43 spots where there used to be 60 cars trying to qualify for 43 spots.

I think what it comes down is that at most NHRA events the 16 cars who have a chance at qualifying in any professional class know who they are. And I'm pretty damn sure that if there are seventeen cars there, the seventeenth car is going to know he doesn't stand a chance at qualifying. So they look at it and say, "Why the Hell should I go to that?" The competition element as we grew up knowing it is lost. It's all a very scientific, very professional, very cut and dried thing of going up there and racing, and to be perfectly honest with you, the sixteenth qualifier has, in most cases, a better chance of winning the race now, as opposed to fifteen years ago.



**Didn't you used to have a Super Stock class car that you raced back in the day? What do you remember about racing then?**

**SB:** When I was racing in Super Stock, it was two races in one. The first race was to win class. That was a big, big, big deal, because you probably had to beat twenty other cars to win class. The second race was to win the Eliminator. Almost everyone said they didn't have a chance to do that, but they did have a chance to win class. But today they have so many classes that people look around and say, "Well, I think I'll add forty pounds and move up," or call their buddy and say, "What class are you going to run? I'll run the other one." Half of the class eliminations, at least, are bye runs. That's not a race, that's just clipping the ticket to get whatever class to win things. So they've lost an element of the heart and the soul of why we did it (race Super Stockers) at an early age. And that's not even talking about how expensive it is now.



**What can NHRA do to solve some of the issues?**

**SB:** Well you know I've been on a soapbox for a while about putting the passion back in it for the racers. I'm not sure that they (NHRA) can do it, if they stay on the path they're on. They convinced themselves many years ago they needed to create heroes and entertainment and not so much racing.



**You're talking about the NHRA management team?**

**SB:** Yes.



**All right. Let's talk now, not exactly about the management team, but about heroes and management. The biggest story in drag racing in the last 25 years that I've been in it is that John Force took some team orders to the top at the U.S. Nationals to get Robert Hight into the program. How do you feel about that? Good for drag racing, bad for drag racing? Are team orders just part of it?**

**SB:** Well. Anyone who thinks that hasn't gone on as long as I've been racing is crazy. I mean, I remember fifteen years ago maybe, in the early days of Pro Stock... it may not have been that long, Kurt Johnson taking a dive for his dad.

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**: At the U.S. Nationals?**

**SB:** At the U.S. Nationals (that year) it was much, much more obvious than what happened with Force. It just so happens that now the media are right on top of it and it turns into a big deal. It (diving) goes on all the time. It goes on in every form of racing, it goes on in politics, it goes on in every single thing we do every day. That's just a part of the deal. We just have to learn to live with it.

Now on the other side of that, the fact that Hight's leading, that's just a product of this Chase format. It's what they wanted, it's what they created. It's okay, but that's the rules. I think it'll all sort itself out: when you get to the end of the year, the best guy's going to win, and it doesn't make any difference what kind of racing it is, the best team's going to win. Usually you're not going to find one little instance or piece of luck, good or bad, that's going to make any difference over a 24-race series.



**: Just to back up a bit, SEMA is basically perceived as being tied to the NHRA, and it is. We have so many sanctioning bodies and race series in the United States, do you see SEMA reaching out and trying to get involved with some of those guys, like NMCA or ADRL? Even Pinks is a drag racing program.**

**SB:** Well, all those things are certainly viable programs. I wear a couple of hats here, and if I put my Comp Cams hat on, all those things are very good, very lucrative business opportunities for us. Now if you talk about SEMA's standpoint, I doubt that they'd get that excited about it because when you look at the makeup of the 7,600 members, a lot of them are warehouses, a lot of them are jobbers, a lot of them are reps, a lot of them handle tires and wheels, a lot of them handle pickup truck parts. So they're not really racing focused as much as our core companies.

Now, having said that, SEMA has a very strong council within itself, and the councils are made to serve more focused interests, and they have a council called the Motorsports Parts Manufacturers Council, the MPMC. Now that group is very focused on drag racing, mostly focused on NHRA, but they have some focus on oval track and so forth. But I think that's where you see the outreach to the sanctioning bodies and the different forms of racing.



**: Keep your Comp Cams hat on. Where is your core customer these days? Is it mostly NHRA, or is it way spread out? Is NHRA a big influence on what you guys do as far as your business goes?**

**SB:** It's hard to say. If you go out and look at the five or six hundred cars that will be at this race here in Memphis this weekend, if that's the type of racer that you'd consider your NHRA business, it's probably very small. The percentage of our sales that goes to that market is probably very small. Now one of the things NHRA did years ago, and I'm not sure whether or not they did it consciously, was to develop their Sportsman and weekly series tracks. There's a lot of crossover between a bracket car and what a lot of people would classify a street car and others could classify as a race car. Fortunately, regardless of which side of that it's on, it still has the parts on it that we make. So that market is very strong and constitutes a very large part of what our sales are. We like them all. You know, people ask me all the time who I like best and I say, "I like every one of them that has a cam!"



**: What could the current management team at NHRA do to make drag racing more popular at a grassroots level? It seems to me that when I go to races, especially NHRA races, that the audience and the participants are aging. When I get out in the smaller sanctioning bodies, I see more kids. What can NHRA do?**

**SB:** Well, you know I've talked to them about this, and there are a couple of different segments to it. At the national event level, I think somewhere along the line they (NHRA) made a conscious decision to change the demographic of the people sitting in the stands. It was a conscious, intent decision to go after a different demographic of person sitting in the stands. To maybe, I don't know what you'd say... maybe 'de-redneck' a little bit the people buying tickets. If you look at it, doing that changed a lot of the things we do. It changed the message we have to display at a racetrack. What they did brought in different sponsors, and I really hate that word, sponsors, because we don't really sponsor anything, we're there to exploit a business opportunity, but you've got the U.S. Army there, and you've got the sunglasses there, and you've got all the things there, credit card people and on and on and on, that don't have anything to do with racing. They're there to interface with the people in the stands.

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**: Has this change at NHRA events changed the way Comp Cams does business with the NHRA?**

**SB:** Yes, as we move on, less and less of the people in the stands have a reason to come visit a Comp Cams display. You know, years ago they'd come up and say, "Wow, I've been waiting for you to come so I could talk to you about my car." Well, now they walk up to ask if you've got a couple of decals. They wouldn't know if it was a cam decal or a rocket ship decal. It's not a big deal to them. That has changed, and that's something you see when you walk around the parking lot, figure out what kind of cars they drive.

Now, having said that, the change in fans has changed Comp Cams' whole approach. This year, I don't think we're going to more than seven or eight NHRA races with our display. We'll still send people to all of the races and they'll walk around the pits, talking to the five or six hundred cars that are there, but that's a much less expensive way to carry the message than to have a truck there that probably costs you \$20,000 a race to put it in a spot.



**: Is there a place outside of NHRA drag racing that you think is a better play for Comp Cams?**

**SB:** As we have pulled away from the NHRA National events we haven't done less events, we actually will do more events. We found Pinks, we found Goodguys events, we found some of the 10.5 wide events, some of the non-traditional, non-NHRA events that have a, let's say, more enthusiastic fan that's in the stands. You can't, as I said before, send a big display rig to a race to interface with the racers anymore. They're very prepared and they don't really have time for you.

As I see it, our whole reason for being at a race is to interface with the people in the stands. Pinks is a good example. There's no racing there, it's all about entertainment, and the people in the stands are into the race and into the cars, and are like sponges. They want this information because they've never been exposed to it. So we try to find those events that are down the food chain a bit from NHRA.



**: What about the NHRA Lucas Oil Series?**

**SB:** You know, we do some points meets. My suggestion to NHRA was to take this Sportsnationals format and blow it completely out of sight. Make it as fine an event as any of those cars ever went to, give them something special to call their own, and in a few years it'd probably turn into something. Ultimately, take the Divisional race format that exists today that probably everybody hates, and turn it into some sort of Sportsnationals type thing to grade your cars and all that, and reinvent that thing into something that people would feel special about going to, as opposed to feeling like they were forced to go to in order to get grade points.



**: Do you feel like NHRA isn't focusing enough for the manufacturers on their Sportsman program to bring customers to you guys, and concentrating maybe too much on the show portion, Top Fuel, Funny Cars, Pro Stock?**

**SB:** Well, again, it all about selling tickets, and as bad as it hurts me to say it, I don't think a Sportsman car puts many butts in seats. I think they're doing what they have to do and that's okay, but at the same time, if you were to develop a race format that a professional car wasn't even allowed to go to, I guess they could go run Super Comp if they wanted to.



**: They used to have that. It was called the Sportsnationals. It was a national event and they got away from it.**

**SB:** As I remember it, I sat in line a long time at Bowling Green, KY, to get through traffic to get in there, and it was a fun event. But again, that was a different day, a different time. I still think you could reinvent that whole idea into something that could work very well.

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**: Let's talk a little about the pro classes.**

**Does putting Comp Cams decals on John Force's car or Clay Millican's car help any of your companies sell parts?**

**SB:** That's hard to say. I sell parts to John Force and Clay Millican, so I guess that's a start. And we pay the contingency program as NHRA's outlined it. I do think that every time you have an opportunity to put your logo in front of people, it makes an impact. We spend a lot of money to be in those programs. We don't give parts away, so I can't say we give a lot of money to the teams to have the decals on there, but we provide them with the best service and the best quality, the things that will help their cars go faster. That's worth whatever a cam costs.



**: But do the decals on the car help sell parts to the average fan?**

**SB:** I do think there's a certain number of people that will see a decal on a racecar they like, and maybe they've got a Camaro or something they drive on the street that they'll never race, and when it comes time to research a different product, and that may make a difference.

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**: Thousand feet versus quarter mile. What's your take on that?**

**SB:** I grew up in the quarter mile era.



**: It's interesting you should say that, the quarter mile era, as though it's gone.**

**SB:** The very first thing you have to do is keep things safe. You can't go out there killing people, and when you look at a tire on a fuel car, there's only so much you can ask a tire to do. Tires are where most of the problems originate or manifest themselves, so I don't know that it really makes any difference.

You know, if you look at a tire used at the Bonneville Salt Flats, those things are as hard as a brick bat, and little bitty, skinny things. But they don't have to worry about traction. They're made to go three, four, however many hundreds of miles per hour. It's just very different. Everything about a tire on a fuel car is contrary to everything a designer would make to go three, four hundred miles per hour on a car. It's a tough box they've painted themselves in, and if it takes running a shorter track to keep them safe, so be it.

*That's all for now, but be sure to check back for Part Two of our Interview with Scooter Brothers, which will go up just before the holidays.* **DRO**

# Citrus Nationals at PBIR

Words and photos by Steve Gruenwald

For those of us living in the wind-swept subarctic wasteland of the Midwest, locked in what can seem to be an endless Winter, it can be hard to imagine a time and place where Persephone is free and at peace. Even worse, the racing season is called on account of glaciers, depriving racers and their fans of the heady nitrous fumes that so satisfyingly bring the mind to thoughts of quarter miles and fast passes. Fortunately Florida, land of oranges and alligators has one last race to offer tide us over the long winter: the Citrus Nationals, held at Palm Beach International Raceway from November 27 - 29



Bill Evans drove his Evans Petroleum A/Fueler to a convincing win at the Citrus Nationals. After qualifying second behind Bruce Hoerner, Evans stunned the Sunday crowd with a great 5.241-272.78 pass over Canadian Jeff Veale in the first round. He received a bye in the second round and met Robin Samsel in the final.

Samsel ran 5.444-263 to stop a rod kicking Don Fiorelli in round one. He used a 5.49-267 to end Hoerner's day. In the all A/F final Evans outran Samsel 5.46-267.65 to a 5.554-258.41 for the title.



Frank Cersosimo put a whipping on the Pro Mod field at this year's Citrus Nationals. He qualified number one with a 4.14-177 pass when others struggled to get down the track. His nitrous 738ci '99 Dodge Avenger was deadly consistent, running quicker each round. He stopped Wayne King Jr. in the first round with a 4.126-177.49, Jimmy Marino's Mustang with a 4.125-177.44, and a great 4.103-174.59 to stop the El General '07 Pontiac of Pedro Apolito who ran a 4.323-164.67.



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Super Comp was won by Ray Llanusa (Davie, Fla.) over Carlos Madrid (West Palm Beach). Llanusa used a .013 RT to .014 RT and ran right on 8.90 to stop a breakout 8.89 by Madrid.



Otis Henry of Deerfield, Fla., won Super Gas in his '89 Barracuda over a red lighting Darius Poitier (Pompano Beach) in a '68 Camaro.

Steve Dweck beat James Oliver for Super Street when Oliver broke out. Dweck's '70 Camaro is based in Hollywood, Fla., and Oliver's Camaro runs out of Cutler Bay, Fla.

In other news, **Adam Douglas (above)** ran his first ever six-second pass in his father Grant's blown small block front engine dragster. A 6.96 at 192.88 mph put a big smile on his face.

**Rey Chavez (below)** of Miami Lakes, Fla., was awarded Best Appearing car in his GTO. Unfortunately he broke in round 2 of Pro Mod competition.



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RU: Roy, Florida	foul		
PRO ET			
W: John Taylor, Ft. Pierce, FL, '73 Road Runner	0.014	10.6	10.621
RU: Dino Ramirez, Port St. Lucie, FL, '98 Camaro	0.059	12.74	12.656
SPORTSMAN			
W: Ethan Doty, Margate, FL, '83 Cougar	0.023	14.69	14.700
RU: Gerard Longo, Greenacres, FL, 2000 Durango	0.026	12.25	12.221
PRO BIKE			
W: Candy Hagadorn, Venice, FL, '81 Suzuki	0.228	8.85	9.151
RU: Julius Davis, West Palm Beach, '82 Suzuki	foul		
STREET BIKE			
W: Mike Farnell, Ft. Lauderdale, '06 Suzuki	0.170	9.25	8.939
RU: Tim Hunt, Boynton Beach, FL, '04 Kawasaki	foul		
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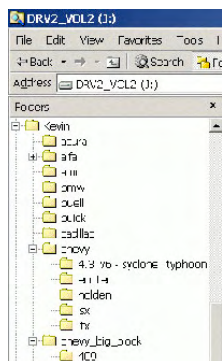
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Stan Weiss is readying a new release of his FLW files product. It is a package of more than 1875 flw files for use with Dyno simulation programs. The information is formatted into individual files for use with different versions of DeskTop Dyno, Comp Cams' CamQuest program, and Dynomation Versions 4 and 5. The latest version of Performance Trends Engine Analyzer (V3.9) will now also import this information. The files are in separate folders for the different engine types. The files can also be applied in DFW format. You can download Sample Files (.5KB each) from the web site.

For more information, visit [users.erols.com/srweiss/index.html](http://users.erols.com/srweiss/index.html).

## NEW STAINLESS STEEL CAT-BACK SYSTEM FROM DYNOMAX RELEASED FOR 2006-09 PONTIAC SOLSTICE & SATURN SKY

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With identical measurements, the new Blackbird brake control is a more powerful version of the Phantom featuring an easy-to-read digital display that communicates trailer settings and diagnostic alerts for trailer disconnect, short circuits and charging system errors. The unit is designed to support trailers with two,

four, six and eight brake systems.

The Phantom and Blackbird are installed with industry-standard adapter harnesses and they do not interfere with other vehicle electrical systems such as anti-lock brakes and cruise control. Both operate with electric over hydraulic braking systems and employ manual braking levers that illuminate vehicle and trailer stop lamps for safety.

Valley hitches and towing accessories can be purchased at leading automotive parts and retail stores including Napa Auto, O'Reilly Auto Parts and Carquest Auto Parts. To find a Valley dealer in your area, visit the company online at [www.valley.us.com](http://www.valley.us.com) and select the "Where to Buy" link (or call 800.344.3112).

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## DEL CITY'S NEW TIN PLATED COPPER LUGS

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Del City offers a variety of battery cables, terminals and tools to compliment the new Tin Plated Copper Lugs. For more information on Tin Plated Copper Lugs or to request a free catalog detailing Del City's complete line of electrical products, go to [www.delcity.net](http://www.delcity.net) or call 800-654-4757.

# WE'VE GOT MAIL

## MANIPULATING THE SYSTEM?

Given the rancor between NHRA and Don Schumacher, I find it comical that no one sees the relationship between Tony's last three championships and the creative way that NHRA has more or less handed it to him with the creative little plans they hatch. The first was the oil leak when they ignored Rick Stewart's (another joke) order to shut the engine off and ran anyway. Back in the days of the "not for buffoonery NHRA," Buster Couch would have thrown everything he had at his disposal in the lane to prevent the run. They ran anyway, getting points for the round, which at the last run of the season, lo and behold, a national record, for the win over Doug Kalitta using the points off that "shutdown" run to push him over the top.

The next season it was the Goose Chase to the Championship that proved fruitful also for a second trophy. Then the "No Testing, suddenly counting records, awarding performance points for rounds" to drag Tony back up to the top. He would NOT have won this year had NHRA not meddled with the points and records as it earlier had adamantly refused to do. Just Wondering!

**Keith Lewis**  
Carlsbad, New Mexico

## TRANSFERENCE

Regarding the NHRA's ownership rule change (four teams max to three)....

Sounds like Lori Force may become car owner for Ashley and Robert next season. Or maybe Tony Schumacher becomes an owner/driver, with Cory Mac as his teammate, while The Don has Brown, plus his new TF team and the Funny Cars.

Come on, there are a thousand loopholes to the ownership limit rules, and I'm sure people of Force's and Schumacher's caliber can and will figure out a way to maintain their status....

**Charlie Nichols**

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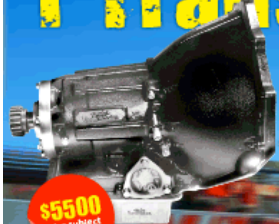
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## NO LIMITS!

In regard to the announcement that the NHRA is considering limiting the number of cars an owner can campaign, I find the idea a bad one, and for the following reasons:

1. First of all, is there really anything "wrong" with allowing an owner to have as many cars as he wants? After all, in this time of deep recession, shouldn't the NHRA be overjoyed that they have owners who not only want to but who can afford to add more teams?

And why, at a time when some events barely have full fields, would you want to say, "Sorry, you can't enter that car"?

Most importantly, would it make for a better show if owners were restricted in this way? I don't see how.

I believe the guiding but almost always overlooked measuring stick, should be "Is this in the best interest of the fans?" I would bet everything I have that the NHRA has yet to receive a single complaint! I have never heard one fan say "I don't like those multi-car teams; if they don't limit them, I'm never coming back." Have you?

On the contrary, I believe the fans would unanimously say, "I can't get enough nitro; bring 'em on!"

2. Whether or not you feel limiting the teams is a bad or good idea, the bottom line (as with the NHRA attempt to "outlaw" team orders), is that it is totally unenforceable (no pun intended!).

Legal ownership is simply a matter of paperwork! There is no way to stop an owner from "being creative". Maintaining full control of teams that an owner doesn't "legally own" could be accomplished with the stroke of a pen! Who are we kidding?

For rules to be effective, they must be enforceable, as unenforceable rules (like the ban on team orders) only causes division and needless controversy.

It amazes me that the NHRA consistently makes the worst possible decisions regarding the sport they represent. It's as if they are oblivious to the first rule of business, which is the law of supply and demand.

**Kenny Youngblood**  
Henderson, Nevada

## ALAS, MAYBE THE WRONG CENTURY

Does anyone else find it sacrilege to even be discussing slowing anything down? I'm 21 and I love drag racing; it's my dream to have a nitro funny car one day, but, man, I love drag racing not just for the show but to me the racing is what matters, being smarter than the other guy and innovating and going faster and quicker than the next guy.

I'm still going to follow my drag racing dreams, but thankfully there is still land speed racing where real innovations and ingenuity are encouraged and you can go really, really fast.

I was born in the wrong decade.

**William Payne**  
Wanganui, New Zealand

## BOYS, BOYS!

Hey Mater-operator: I guess I was right after all about your beloved Mr. Ashley being a crook and a bum. Go ahead and scroll way back through the posts which you clipped me for. Civil suits should be fun for him too! Good news is no more cheesy infomercials with his stupid accent. He should be put in prison and "forced" to watch ESPN2 NHRA reruns with Paul Page all day and night with no mute button!

Happy holidays to the DRO staff

**Rick Rzepka**  
Clinton Township, Michigan

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## BOYS, BOYS, BOYS!

Rick, Rick, Rick. Well, no shortage of haterade at your place! O.K. let's see. When you're not typing on your computer or reading the latest edition of this fine publication, you're obviously an expert of the strip. Well, let me clue you in on something, BUD, racing IS a business, and sometimes you gotta do what you got to do. Like it or not!

Say what you will about Hight being upset, but I don't think he was bitching about having to hoist that damn trophy high in the air! Ashley, not being happy with daddy F, well, once again you surprise us with your expert analysis of family matters.

Oh yeah, and our friends across the water, stop hating on the boys, how are we ever going to get global if we don't allow them a chance to play? This should be an opportunity we welcome, not shun. Anyway, have a nice holiday and try not to choke down too much haterade! I love this game!!!

**Doug Anderson**  
New Baltimore, Michigan

## IS THIS AN OBAMA BASH?

Regarding Mark "Hog Wild" Elms' comment: "The folks taking the photos on this site should receive the Nobel Peace prize; at least they accomplished something, and in an outstanding manner."

Mark, we all know now that they can only win the prize if they "aspire to take photos."

**John Godinho**  
Chino, California

## FOUR DAYS OR NO DAYS

To Greg Fedak: if the NHRA were to reduce National events to three days, I would not attend. I have been a hardcore fan since 1962, and I attend six or seven National events each year. I have attended the Atlanta event for the last three years but I will not in 2010 because the NHRA has reduced it to three days. 900 miles each way is too far to drive for a three day event; I will attend the first Charlotte event instead. Why should the paying customer receive less for the same monetary expenditure?

**William Seabroks**  
Bridgport, Connecticut

## MOVING RIGHT ALONG

Well now that I've read all the whiners' letters about Force (I agree, diving not good), Al Anabi (Check the facts as to exactly how much oil comes from the Middle East), and.... oh yes, comments from someone who thinks driving T/F is easy (been there, done that, beg to differ). Geeez, almost forgot, 1/4 mile versus 1000 feet. All I can say is, "Get over it."

Now, on to the present and future. What info do you have on the "resurrection" of the AHRA? I see there are about four or five AHRA races planned for 2010.

**Jim Millard**  
Toronto, Canada

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## SAVING THE BEST FOR LAST

Well Burkster, I appreciated the second part of the McEwen interview more than the first, upon reading part two. First, I thought the comments after showing McEwen the photos and having him comment on the context was pretty entertaining and insightful. So, I thought that was the reason I preferred the second part of the interview. May still be.

Then I went back and reread part one, and on page one of part one, McEwen says, talking about race cars, that at the time of the Hot Wheels deal, or so I gather him saying, that you could "build a whole race car for \$1,000" in those days. You could? If you could, I'm fessing up to being dumber than I thought I was for pouring a hell of a lot more than that into my fifteen second Chevy II back in 1970. Even if that amount is a typo, and should be like, oh, 10,000 clams, I was still not real bright about what I poured into that heap.

**Richard Gebhart**  
Marine City, Michigan

## HIDING IN PLAIN SIGHT

I just read your piece in Agent 1320 about "Larry Morgan's secret test session" and I have a couple of questions.

First, how "secret" could it be when all the drag racing sites mention it?

Second, from what I've read it sounds more like a closed private test session for Ford's Pro Stock program (I assume both Cunningham cars will participate).

Third, would NHRA really be foolish enough to do anything that could risk its relationship with it's brand new "Official Vehicle" sponsor?

It's no secret (pun intended) that when it comes to keeping things "in-house", Pro Stock teams stand head and shoulders above them all. If Larry Morgan really wanted to keep something secret, nobody would have heard a word.

I've been actively involved in NHRA drag racing as a crewmember for over thirty years with cars in Stock, Super Stock, Comp, and Pro Stock. Over the years I have participated in many test sessions, both open as well as private. There is nothing at all unusual about having a private closed test session. They happen frequently all over the country.

**Paul Romanelli**  
Maryland

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## GIVING GEORGE RAY HIS DUE RESPECT

What a sad day in drag racing history. Just went through my second box of Kleenex reading of the passing of George Ray! Name one person who has done what George did for the sport we love. That's right, no one! His dragstrip has been on my bucket list for about ten years, and is something I must do before I pass. Those suit and tie guys out in Glendora should have taken some life lessons from Mr. Ray where drag racing is the way it should be. Rest in peace, great man!

**Dave Pristasch**  
Mountainside, New Jersey

## A NOTE FROM THE BUZZARD'S CHICKS (SORRY, COULDN'T RESIST)

First of all my sister and I love your site! Also the great things you said about our dad, William Lee Bussart (Better known as Buzzard). We will always love him! He was a wonderful man and we will miss him always. R.I.P. 1941-2009

We love you, dad, and we will never forget you!

Love always.

**Chris & Lisa Bussart**  
Orlando, Florida

P.S. Agent 1320, you could not have picked a better picture. Thank you so much again.

## QUINTEN KIGHT UPDATE

Hello, my nephew is Quinten Kight, the person racing the boat that crashed at the IHBA races in Chandler on 11/20.

First, thank you for featuring Quinten on your cover, and for the article about him. My nephew is a GREAT guy, he's actually 24 (vs. 32, as reported in so many of the articles written about the accident), and serves our country in the military. He was only racing that day because the timing corresponded with his being back in the States after his first tour of Iraq. Otherwise, his dad, Willie Kight, Jr., would have been doing the racing.

It took Quinten's father, my farm-boy, blue-collar brother, a lifetime of saving and accumulation to acquire just the safety equipment necessary to compete in the race. I've been so proud to see his weekend hobby -- eking out extra horsepower (which is his gift) from an old one-ton Chevy truck motor to beat the locals at Elephant Butte Lake in New Mexico -- grow into being able to compete in races the calibre of the IHBA.

Quinten inherited his "love for speed" from my brother, and -- now that I've counted our blessings every which way possible that Quinten lived, miraculously, through that crash -- I'm sorry for them both that all they'd spent years working on disintegrated in a matter of 3 seconds.

The correct spelling of Quinten's name is Quinten, not Quentin. Given that he's alive and just has a shattered knee and broken ribs, I'm glad that's all I have to nit pick about.

Again, thanks so much for featuring my nephew in your magazine.

Warm regards,

**Kimberly Kight Stocker**  
Woodbridge, California



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### ANYBODY KNOW A PRODUCER?

I think it's time someone did a movie about the life and times of E.J. Trotter. It would be every bit as good as "The World's Fastest Indian".

Come on Hollywood!!!

**Jeff Johnson**  
Costa Mesa, California

### STILL SMOKIN' MAD

Is it only me, or are there more who think that NHRA drag racing has become like something you can find in Hell? I miss Winston. When they were sponsoring it was so good and fun.

**Jimmy Person**  
Sweden

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December 2, 1972, the date the greatest drag strip of all time held its last race. That awesome track located at 223rd & Alameda, Lions Drag Strip. Still the best strip of all time!!

**Mark Hendon**  
Pinson, Alabama

### FAN MAIL

Thanks again for all your hard work for this website. Have a good holiday season and Happy New Year! Go doorslamers!

**Ken**  
San Jose, California

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**Larry Bate**  
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# Whaddaya Know?

## Test Your Drag Racing Knowledge

Well the old Quizster finally got released from his rehab assignment ...yeah that's it he was on assignment to the rehab unit...and can get back to his monthly duties of creating a quiz for those of you out there with too much time on your hands. This month's theme will include references to beer and the recently in the news AHRA , two things that the quizster has personal interest in.

#1 After Jim Tice Sr. passed away, the AHRA sort of did the same, lasting about two-years past his death in 1982. The question: what color was the last name of the man who bought the AHRA in 1984?

- A, Green                       C, Black  
 B, Brown                      D, Grey

#2 The NHRA Top Fuel champion in 1982 was Shirley Muldowney. She also was one of the few Top Fuel racers other than Don Garlits to win an AHRA Championship. What year did she win her only AHRA Championship?

- A, 1984                         C, 1981  
 B, 1979                         D, 1970

#3 Beer sponsorships for fuel teams and a few sportsman teams. Budweiser and Coors are the most recognizable beer brands but there have been a few others that have been involved in sponsoring race cars, which one of the following brands never sponsored a major drag race team?

- A, Pabst Blue Ribbon                       C, Olympia  
 B, Strohs                                       D, Carling

#4 The longest winning streak at a single National Event is owned by Don Garlits. He won seven straight years at the old St. Louis International Raceway when it was one of the old AHRA's national event tracks. His streak ran from 1977-1983. What AHRA regular beat him to end his streak?

- A, Frank Bradley                               C, Dick Lahaie  
 B, Shirley Muldowney                         D, Eddie Hill

#5 Long before the IHRA even thought about a professional nitrous class and called it pro modified, the AHRA's pro stock class was populated with nitrous injected, small-block powered pro stockers driven by the likes of multi-time Car Craft All Star chassis builder Jerry Haas, "Animal" Jim Fuerer, and other prominent door car racers of the era. Haas won the AHRA Pro Stock Championship with his Vega running 8.20/165+. What year was that?

- A, 1979                         C, 1980  
 B, 1976                         D, 1984

Full name:

Email address:

Congratulations to our October quiz winner, Bill Cummerow, who was the first to answer 4/5 questions correctly! Below are the October answers.

### OCTOBER QUIZ ANSWERS

1. C Shirley Muldowney, 2. D Frank Bradley, 3. A Australian driver Rachelle Splatt, 4. B Shirley Shahan, 5. D Angelle Sampey, 6. B Tony McCallum

## 15 years !

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# At The Back Door

DragRacingOnline.com Caption Contest!



Tim Marshall took this photo at the NHRA World Finals in Pomona. What's the caption?

Write Your Own Caption!

Name  Location  Email

## AND THE WINNER OF LAST MONTH'S CONTEST IS

"Roland, plans to take on the Brute Force scooter, in the return road races and win. Going Full Throttle to deliver a true Hawaiian Punch!!!"

- Jeff Correlln, Knox, IN



[Click Image to Enlarge!](#)

## HONORABLE MENTIONS

"We'll downsize the displacement, we'll downsize the pumps and mags. By golly, we'll downsize whatever it takes to get back to a quarter mile!" - Eddie Ray, Michigan

"I thought it looked like Roland gained a little weight over the years ...but got taller too?" - Jon Mikola, Dayton, Ohio

"Honey, I shrunk the Funny Car!" - Chris Williams, Delaware

"And you think Tom Hammonds has trouble fitting in his Pro Stocker..." - Tom Moore, San Francisco, CA

"Look Roland, No matte how much you dress it up it's still a rascal!" - Colby Loveless, Norman, OK

"A little known fact, Roland Leong was a pioneer in the sport compact series." - Mark Case, Westerville, OH

"When you said you had a 'LITTLE' money for a nostalgia Funny Car, I didn't expect this !!!" - Mike Tyler, Philadelphia, PA