

Volume XII, Number 4 - April 2010

DRAG RACING

MAGAZINE *Online*

The Burkester says

Aloha

to Hawaiian drag racing



Altered States

OFAA SEASON OPENER

Letters

STILL TALKING 4-WIDE

Burk's Blast

By Jeff Burk

APRIL SHOWERS BRING MORE WONDERING

Just Wondering... If it is true (and it appears to be), what the hell was Bill Simpson thinking when he decided to put counterfeit SFI stickers on Impact Racing safety gear? Here's a guy, who apparently is very wealthy with iconic status in the motorsports word, simply ignoring a written contract with the SFI -- and an even more important unwritten one with the racers who bought his safety equipment. I would really like to know why he would destroy a reputation he has worked a lifetime to nurture and develop.



RO MCGONEGAL PHOTO

Just Wondering... Does the AHRA actually have the financial backing to stage the races that are on their schedule, and to guarantee the racers who come will get paid?

Just Wondering... How can the NHRA or Tom Compton not make any kind of statement or press release regarding the Impact Racing components issue when potentially so many of their racers will be involved?

Just Wondering... How many more national events that are postponed or canceled due to bad weather or track conditions (and the resulting loss of income) can the NHRA stand before they have to have layoffs again to save money?

Just Wondering... How is it that the ADRL and the IHRA can stage national events with about a tenth of the personnel, both management and otherwise, required by the NHRA to do the same?

Just Wondering... How long will the NHRA continue the ridiculous practice of not awarding points for re-setting national speed records? This practice seems ludicrous to me in view of the way they trumpet the accomplishments of a racer when he or she does break a speed record.

Just Wondering... What is the reason NHRA banned nitrous oxide injection for use in the NHRA Top Alky Dragster class?

Just Wondering... Why the NHRA continues to force customers that have bought expensive seats to watch crewmembers and track grooming equipment milling around on the track each time they bring out the Professional classes? Surely this constant track prep adds at least an hour of no action to each qualifying and race session.

Just Wondering... Are those vapid top-end interviews with drivers who simply regurgitate a list of their sponsors actually doing those sponsors more harm than good? The drivers almost always forget some of the sponsors, and almost never pass on any relevant information. Judging from the letters we get here at DRO, I think that is a distinct possibility.

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... How the Pro Stock racers and fans like it when the NHRA alters their national event race schedule because of weather issues in an attempt to get the nitro classes completed at the expense of the rest of the pro classes? Now those Pro Stock and Pro Stock Motorcycle racers are getting a taste of the way Pro Mod racers and their fans have been treated in the past. I guess we know what classes are important to the NHRA.

Just Wondering... Did I misunderstand or was I just misinformed all this time? I thought that the Army had an exclusive deal with the NHRA that prohibited another branches of the military from recruiting at national events. Now that Kenny Bernstein has the Air Force as a major associate, will they be recruiting like the Army? Did you say "the Bernstein rule"?

Just Wondering... If a sportsman class at one of NHRA's national events has a "short" field, why not let anyone with a legal car and a current license enter that class? It just doesn't make sense to use the grade-point system any longer.

Just Wondering... Why the NHRA hasn't paid attention to the lack of fires and engine explosions that AA/FC teams have had using the one mag, spec fuel pump, spec supercharger and spec tire program? If the NHRA really want to slow down the cars, mitigate the cost of nitro racing, and increase the number of teams, they should adopt their own version of Nostalgia Funny Car/Top Fuel car rules. They could adjust the package so that a 300-mph run becomes something special again and possibly return to quarter mile racing. It's just a thought.

Just Wondering... Will the NHRA replace the lack of a Memphis date with a new race or will they cut even more races from their already rugged 23-race schedule? My bet is that there will be fewer races in 2011 or 2012 than 2010 unless the economy makes a monster recovery.

Just Wondering... Speaking of Memphis, I wonder if anyone will be able to buy and re-open that Motorsports Park?

Just Wondering... Am I the only one that would actually pay to know what the Pro Stock Truck owners got in the settlement of the lawsuit between themselves and the NHRA?

Just Wondering... What will the NHRA do when the Top Fuel and Funny Cars start running over 325 mph on the 1,000-foot tracks? I hope they have a contingency plan in mind.

Just Wondering... If Mike Edwards keeps the performance advantage his team has over the rest of the Pro Stock field, will we start seeing more Pro Stock teams at the NHRA Chaplain's Sunday services?

Just Wondering... Would the NHRA think of dropping a couple of the current bracket classes and replacing them with the Top Dragster and Top Doorslammer classes they had at Charlotte? I hate to say this, but as a spectator I would rather watch fast brackets than slow ones.

Just Wondering... Will the PRO group ever really have any real clout and influence with the sanctioning bodies? I say the answer is no. Despite a letter circulated in the pits after four-wide qualifying was concluded at Charlotte threatening a job action, many professional drag racers are independent self-made men and women who aren't happy with anyone else making decisions for them.

Just Wondering... Why the ESPN producer/director don't turn up the volume during the "Sounds of the Strip" segments of the NHRA race broadcasts? Ah well, at least the FCC has no control over my volume button.

Just Wondering... Am I the only one who finds the current NHRA championship points system too damn difficult to compute and keep track of with the qualifying points?

Just Wondering... Why couldn't the ESPN broadcast of national events include a segment each race on a professional class non-qualifier? With three, four, and sometimes even five pro classes it shouldn't be that hard to find a non-qualifying team/driver with an interesting story, should it?

Just Wondering... What if NHRA changed its rules for 2012 and required Pro Stock bodies to be really stock! I mean factory template stock on the outside sheet metal, but any size of engine legalized. That kind of rule change might actually get many racing fans more interested and involved in Pro Stock. And maybe even buying more cars at the dealerships!

Just Wondering... Will 2012 be the year that EFI finally gets legalized for Pro Stock?

Just Wondering... Instead of trying four-wide racing again why doesn't Bruton Smith be the first promoter to bring back a 32-car Top Fuel or Funny Car field to NHRA drag racing? My bet is that would bring more fans and better PR than the four-wide fiasco did. **DRO**

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Jeff Buck

Jim Baker's *Then & Now*

Viva Las Vegas



Las Vegas Motor Speedway, April 1, 2010....
(photo by Hannah Rickards)

"Good Whisky, Good Gamble, and Fine Women", Las Vegas pioneer Benny Binion proclaimed would make Las Vegas grow and prosper. In 2010, it certainly has all the above; however Las Vegas has also been a 'hot bed' of drag racing since the early fifties.



In a few days, Las Vegas Motor Speedway will be alive with the first of two 2010 NHRA events at THE STRIP! Since I live here along with several of my colleagues, Clarence, Ron, and Len; we decided to bring you 'Then and Now' about drag racing in Las Vegas, the way it started back, 'Then' and the way it is 'Now'.



LVMS 2008 Las Vegas did have a Professional Top Fuel team prior to the economy funk. This is Hillary Will driving for Ken Black/Connie Kalitta at The Strip!

THEN:

Drag racing started in the Las Vegas valley about 1952 on Vegas Valley Drive and then shifted to what is now the city's Municipal Golf course. In 1958 the City of Henderson provided a WWII auxiliary runway and Southern Nevada had its first sanctioned drag strip. I was at Henderson Dragway in 1959 with a convoy of racers from Arizona, as a spectator. Local drag racers who were there include; Cliff Finley and the Finley Olds Special, Chuck Swift (Chuck has raced and won at every track in the Vegas valley), Gary Green, and Ron Landrum.



Henderson, NV. 1961: This is 'Lefty' Mundersbach with his twin engine Chevrolet dragster fed by a whole bunch of Stromberg 97 carbs.

Quoting an earlier DRO article: "In 1961, AHRA made a bold move west when it hosted its first Winter Championships on January 28-29 in Henderson, Nevada. As with so many first-time drag races, there were problems. There were no lights at the old airport track and the race was called on account of darkness. The three teams left for overall Top Eliminator honors were Waters-Sughrue-Guinn (A / FD), Chet Herbert-Lefty Mundersbach (AA/GD), and Fred Dabney A/MR. 'Lefty' & Herbert were declared the winner by virtue of low E.T. at 8.82."

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The Stardust Hotel owned the raceway of the same name in 1967.

Chet Herbert was a true pioneer. He owned Herbert Cams and the Anaheim Speed Shop on I-5 just north of Disneyland; his sister Doris Hebert published 'Drag News' the leading publication in its day. Their second-generation star is Top Fuel standout Doug Herbert of North Carolina, a finalist in the first 'four wide' drags at Z-Max Dragway!

When Henderson, also known as the Thunderbird, closed in 1964, a group at the Stardust and Riviera Hotels formed the Stardust International Raceway. For those who know the Las Vegas Valley, the track ran at an angle from Flamingo and Buffalo, south to the intersection of Rainbow and Tropicana.

A local news source stated, "*Stardust International Raceway was an auto racing track in [Spring Valley](#). It featured a flat, 3-mile (4.8 km), 13-turn [road course](#), and a quarter-mile [drag strip](#). The hotel was sold in 1969, and the new owners largely abandoned the track. [Larry Horton](#), the track's manager, leased the land and ran [drag racing](#) events until 1970.*"

What memories... I raced there too, in a Super Stock factory Camaro from Bill Thomas Race Cars. There were Ed Terry and Tom Stafford in factory Ford Mustangs, Bob Lambeck (Doug's

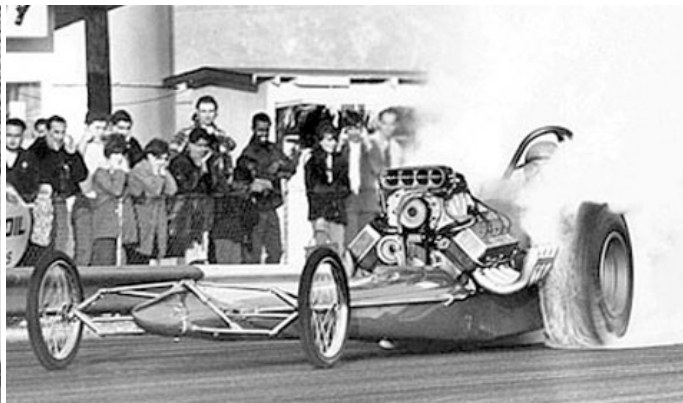
father) driving a Dick Landy Dodge Dart and myself.



Las Vegas 1968: This is the way I remember Stardust International Raceway. The Casino spared no expense building a *super track*. Unfortunately it did not last long.



Stardust Raceway, 1967: Mike Jones (future manager of Orange County International Raceway) makes a 9 sec. pass in a Bill Thomas Race Cars 'Cheetah' at Stardust Raceway.. Note: The dual air meter Rochester F.I.



Las Vegas 1969: 'Big' Jim Dunn, (ESPN Mike Dunn's father), drives the green car to Top Fuel Eliminator at Stardust Raceway.



Las Vegas 1976: 33 years ago, yours truly defeats Clarence Thomas in the Pro Stock final at the Las Vegas International Speedrome track.

When the Stardust Raceway closed in 1970, Horton immediately put together a deal at the present LVMS location called the Las Vegas Speedrome! It was opened in 1971, holding many NHRA Div 7 WCS races and feature events during its nearly 25 year run. It was one of those 'good' tracks for me during the early Pro Stock years.

THE CHUCKLE: To keep drag racing alive, Horton and his backers purchased land north of town where LVMS is today. The original ticket booth consisted of a small travel trailer at the main gate. At the conclusion of the first major race held there, several drivers were in line to be paid when Larry hooked his Cadillac to the travel trailer and 'adios', there he and our \$\$\$\$ went! WHOA!

To Larry's credit, he met us at his home the next day and we were all paid.

MEL LARSON... It is my opinion that Mel is 'behind the scenes' of much drag racing promotion and construction from the '50s until now! His 'rich and famous' legacy for building the second largest empire of casinos in Las Vegas, Reno and Laughlin, Nevada, while with Circus Circus is unmatched. While Mel reached the pinnacle of Las Vegas entrepreneurs, he has also left an enormous mark on drag racing as we know it today. How large is Mel's influence? Well, he is a personal friend of O. Burton Smith, owner of the LVMS; and ZMAX in North Carolina, home of the 'four wide' races just completed. For more on Mel, check [this](#) out.

NOW:

1998 BIRTH OF LAS VEGAS MOTOR SPEEDWAY: Quoting Jeff Wolf of the Las Vegas Review Journal: *"The new track at the speedway will be the fourth drag strip in the area's history, and, if reports are accurate, the first with four lanes. The current strip, which will close when the new one is complete, opened as the Las Vegas International Speedrome in 1972. It followed Stardust International Raceway (1965-70) and Henderson's Thunderbird Raceway (1958-63)...."*



Las Vegas's most successful car owner, Ken Black!

"The massive project is being overseen by Las Vegas entrepreneur Richie Clyne and racing veterans Mel Larson and Hugh McDonough. It is located about eight miles north of downtown Las Vegas just off I-15 and right next door to the existing Las Vegas Raceway Park, The centerpiece of the facility will be a night lighted, 107,000 seat stadium, plus a 'state of the art' 1/4 mile drag racing track, aptly called "THE STRIP".

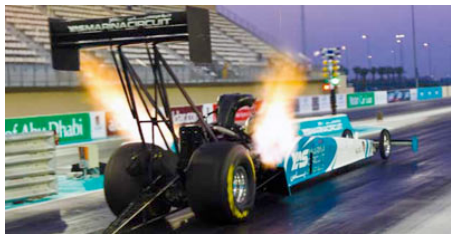
LAS VEGAS RACERS... In the last decade, certainly the 'super star' racer from Las Vegas is Ken Black. Ken campaigns two full time Pro Stock cars and has won four season titles with Greg Anderson & Jason Line. Black started racing in the nineties with another Las Vegas builder, George Marnell.



Gatornationals 2010: What timing... Jason Line blasts this hole shot on 2009 Pro Stock Champ Mike Edwards to earn the title for Las Vegas owner Ken Black. Jason said, "One of the most important parts of this win is that we got Ken a Wally. I spoke to him last week, and he's doing really well. In the past, I would keep my trophies and Ken would confiscate Greg's, but this one is going to him. Without him, we wouldn't be here, and he knows how we feel about him. This win is all about him."



Indianapolis 2001: Here is Las Vegas Gorge Marnell in the staging lanes. The two time N.H.R.A. Pro Stock Champ brought much early success to the Las Vegas team of Marnell/Black who are both major Las Vegas construction executives.



"Hot Rod" Fuller, a Las Vegas resident and standout Top Fuel Pilot who last month tied (3 wins each) the first Match Race series with rival Tommy Johnson, Jr. in the far away land of Quatar



Chandler AZ. 1980 Dale Falk lifts the front wheels on Clarence Thomas' Pro Stock Chevette during a run at the Firebird N.H.R.A. Nationals.



Las Vegas Motor Speedway, 2009; Clarence Thomas leaves the line in his latest Pro Stock/Competition Eliminator entry.

From the Jr. Dragster ranks of NHRA racing, through Pro Gas and into Top Fuel, Las Vegas resident "Hot Rod" Fuller has had a remarkable and continuing career. Two years ago he was in the Las Vegas news when a fire destroyed his Lamborghini while cruising it near his home in the Summerlin area.

Clarence Thomas has owned and operated the 'Chevy Shop' off Highland Ave. behind the Circus Circus Hotel, since 1973. He has always had a competitive racecar, either in Pro Stock, or in Comp eliminator's B/AA class.



This is Las Vegas's newest Star! Justin Lamb holding a recent 'Wally'.



Las Vegas, 2009: Justin Lamb boils the tires during a burnout in his NHRA Champion Super Comp dragster.

A drag racing phenomenon describes Henderson's Justin Lamb. Justin, whose father Chris was a drag boat star, is driving two cars in NHRA competition. He started at age 12 in Jr. Dragsters and has amassed 20 'Wallys' in his young racing career.



Drag racer and Henderson resident Jessica Cherniack poses by her top alcohol funny car during the Blast-off Open Test Session at the Las Vegas Motor Speedway.

A future Las Vegas star is Jessica Cherniack, an aspiring young lady who just got her competition license for Alcohol Funny car. The beautiful red car is set for action in NHRA and the California Funny Car Association.

Finally, I asked my two helpers from Rod News about their local web site. Kevin Mazurkiewicz, Founder, Editor and Publisher says, "We started ROD NEWS of Southern Nevada because WE ARE car guys and we are trying to provide our fellow hot rodders with a resource that is professional, entertaining and helps keep everyone informed on local events." Len Rickards added, "Like Drag Racing Online, Rod News is about the people as well as cars". Note: Len, Rod News contributing editor, attended many races at Kahoka, Mo. when I was track manager in the early '60s. He wrote to Jeff Burk when 'Then & Now' first appeared in Jan. 2010, and is a valuable assistant with this segment! Go to: www.RodNews.net

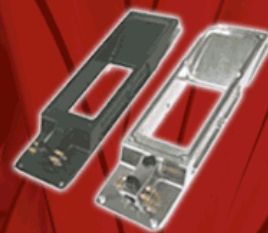
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DEAD-ON

by Jok Nicholson

The more things change, the more I don't like it

I know what you're thinking: man does this guy like anything? The quick answer to that is "yes, I do". I like a lot more things than I dislike and I feel blessed every day I get to go out into this crazy world and experience another day of all the things I like and dislike.



Here are some racing examples.

FOUR-WIDE NITRO RACING

Wasn't really sure what to expect so I watched the first rounds with an open mind. One round of that was enough for me. I didn't like it. I couldn't really watch the cars or what was happening as there was too much for me to catch the little things I like watching during a run. Just seemed like overkill for a class that is overkill from the instant they start the engines. When it comes to four-wide eliminations it was far worse than I thought it would be. Staging errors, four cars at once, and who knows who did what? I could live with four-wide qualifying as a Friday Night Circus Act for the fans but for racing, no way that should happen. It was a mess in my opinion.

TOP ALCOHOL AND TOP DRAGSTER RACING

I hate to say this, but I think it is stinking up the program. Divisional racetracks don't want these classes as their "show" is poor because of the lack of enough quality cars and problems getting down a track that isn't prepped for a national event. These cars have gotten so expensive to run only a few guys out there are even competitive. TRY SOMETHING NEW. Make some rules to keep the money from winning.

I sort of like the injected-nitro dragsters; at least they sound and smell good. Why not get rid of the alcohol (methanol) all together? Require nitro fuel injection on the dragsters and funny cars. Run them on the 1/8th mile (Okay, 1000 feet then!). This would be better to watch, fewer parts-killing runs and divisional tracks wouldn't be forced to install \$60,000 safety barriers. The only cars needing that barrier at Divisional-type tracks are the Top Alcohol cars. Shorten their finish line, save the tracks money and maybe they will be welcome again. I would sure try something new as the current program isn't working right now.

COMP ELIMINATOR RACING

I have a couple problems with it. It took a while for it to grow on me, but after being to so many Divisional LODRS events it is a pretty cool class. You can see just about every imaginable car and engine combination. From six-second supercharged '63 Corvettes and turbocharged 2010 Mustangs. You will see 4-cylinder door cars running 170 mph or a 700 cubic inch Chevy with a Power-Glide sitting between the frame rails of a new Cobalt that is faster than today's Pro Stockers. The engineering and attention to detail on these cars is amazing.

Then comes either the funniest or the saddest part I don't like about Comp Eliminator. They can run \$60,000 engines, carbon fiber everything, spare no expense on anything but they cannot run a simple \$400 delay box. They run a full-tree (like S/S. Stock and bracket racers), the car owners are very traditional and yet they accept the occasional pitiful reaction time or blatant red-light as "part of the deal."

Their CIC dial-in thing is so weird that there are only a few people who have really figured it out. You can go .50 under your index and you are good. Any faster than .50 under and the next round of eliminations they lower your Index by the amount you exceeded the .50-under rule.

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What? The guy had a crap light, drove it to the finish line (first to finish line always wins in Comp by the way) and in doing so went more than .50 under the Index and now they lower his Index by that amount! If you think race fans will never understand bracket racing then you know why the bleachers are emptying out when Comp Eliminator is called to the start line.

They are awesome cars, professionally built and maintained in every way but nobody "gets it" and the announcers are usually quiet because if they tried to explain it they would sound ridiculous. Why not qualify on the Indexes they have, dial the cars in, run a delay box so at least it could be close racing and if you break out you lose. They might actually get more people interested.

SUPER STOCK AND STOCK RACING

Without a doubt I love these classes and that is not a secret. The way these cars launch and the effort it takes to be fast with a certain type of car under the rules they are bound by is a major accomplishment. If fans can't relate to or enjoy watching Detroit's finest vehicles leave with the front wheels hanging in the air then they are probably brain-dead.

What do you think, two heads-up SS/AH Hemi-Cudas launching with wheels up, running in the high eight-second zone at 150 mph or a couple Nitro cars lifting at 100 feet because they smoked the tires? I sure hope you favored the Hemi-Cudas (or you might be reading the wrong column).

The only things I don't like about these classes are the way they run the actual eliminations. First, they should throw out the heads-up runs if cars are of the same class during eliminations. Far too big of an advantage for a car that is simply classified wrong and has a .2 advantage and at the same time takes the driver out of the mix altogether.

Concerning electronics enforcement, since not much is REALLY done, just make a simple delay box legal. Who cares? If you want one, use one. If you don't want one, don't use one. Why keep the "cheater thing" alive. If the delay box is made legal, you can never get beaten by a cheater. Easier to install a delay box than all the two-step, hydraulic-brake pressure switches and special trans-brake buttons that add delay that are in use today. This would also get some new guys into the class, and that is a good thing, right?

TOP DRAGSTER/TOP SPORTSMAN RACING

From the announcement of these classes I have liked it. Lately, that opinion has changed. I felt originally that the Top Dragster and Top Sportsman classes would feature fast bracket racers who wanted to run at divisional and national events. It started out that way, but now a fast Top Sportsman car costs about \$65,000 for a rolling chassis and you better stick a 708" Chevy in it or use that 632 you have sitting around and have it plumbed for a 250-HP nitrous kit.

Same goes for Top Dragster. It started out as a class where a fast bracket dragster could sneak in with a 7.10 run. Now you pretty much need a purpose-built Top Dragster chassis, a VERY BIG engine or LOTS of NITROUS because you better be capable of 6.70 ETs to make sure you qualify.

I still love to watch the different types of cars and engine combinations in Top Dragster and Top Sportsman. The racing is so close at 195 mph it is just amazing. If you like drag racing and you don't like Top Sportsman and Top Dragster you need to go to more stock car races and watch some crashes, I guess.

The only part that I find discouraging with the Top Dragster and Top Sportsman classes is, again, the money took over. Maybe that is the way motorsports will always be; if it is I am glad I am getting close to making my last pass. That part -- MONEY WINS -- I don't like!

See, I told you there were things I liked about racing. Now you know some of my inner thoughts on what I like and don't like when I sit down to watch a race. What about you? **DRO**

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With Jeff DeGrandis and Jeff Burk



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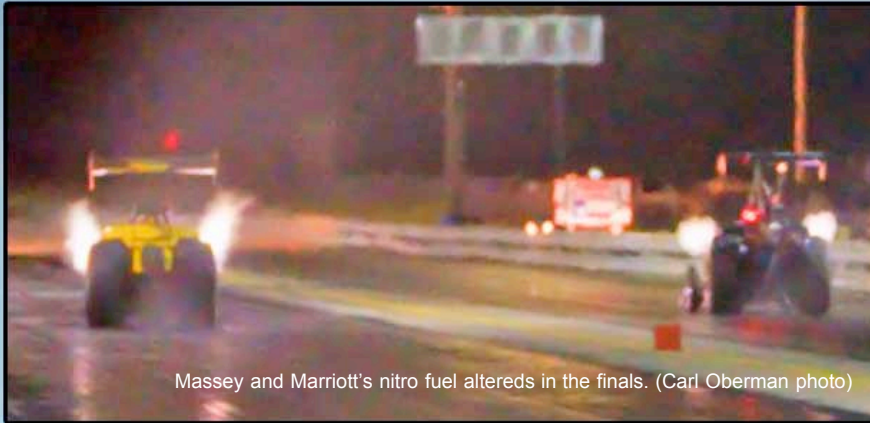
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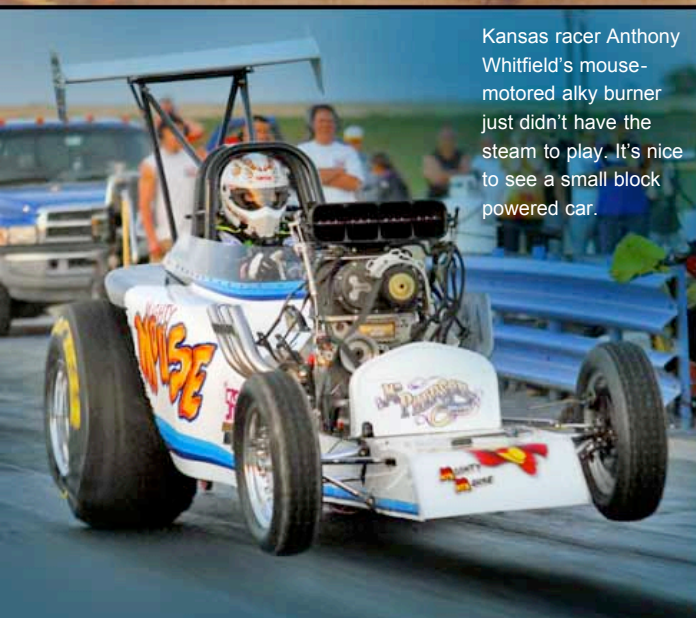
MARRIOTT WINS AGAIN IN TEXAS FUEL ALT OPENER

Words and photos by Chris Graves

Texan Bobby Marriott has made a habit of winning races and championships on the Texas-based Outlaw Fuel Altered Association series. At the opening race of the 2010 season he found yet another way to get to the top as he came into the field from the first alternate slot, replacing IHRA Top Fuel racer Mitch King who wounded his AA/FA beyond repair. Marriot took advantage of his lucky break and went to the final round where he defeated number-six qualifier Donnie Massey for the win with an outstanding 3.98/182 winning pass.



Massey and Marriott's nitro fuel altereds in the finals. (Carl Oberman photo)



Kansas racer Anthony Whitfield's mouse-motored alky burner just didn't have the steam to play. It's nice to see a small block powered car.

This is the Outlaw Fuel Altered Series fourteenth season of burning nitro and keeping the AA/FA class alive and well. The first event of the eight-race 2010 OFAA season was at North Star Dragway in Denton, Texas, and saw a record high number of entries as 20 member cars attended and nitro hungry fans lined the fenced well past the finish line on both sides of the track. There were 20 altereds entered but only three were burning nitro and two of those would end up in the final round.

The OFFA qualifies 10 cars plus an alternate, so with 20 cars some of the teams weren't going to be around for eliminations.

The first car down the track at the first qualifying session of 2010 was David Purifoy from Texarkana, Texas, driving the "Thrill Factor". He staged up against second generation drag racer Mary Reep in the purple painted "Grim Reaper". Reep had made her first ever three- second pass testing at Houston Raceway Park with a 3.99 but she wasn't able to repeat that performance when she pushed out both of the Hemi's head gaskets in the other lane. Purifoy laid down a nice 4.13 at 167 mph on a strong and clean pass.



Bobby Marriott came into Denton as the 2009 OFAA Champion, his fifth title since winning his first championship in 1999. His win at this event puts him on a path for another title.

The teams and drivers were having trouble putting the power to the pavement and there was a lot of tire shake and pedaling in the first qualifying session. Still, some drivers got their short-wheelbase terrors down the track. Nick Poloson in the "Sundown" AA/FA recorded a solid 4.15 at just 171 mph, which was good

enough to get him into the number-two qualifying slot. Poloson has tested at San Antonio Raceway a few weeks ago getting ready for the season opener.



David Purifoy

IHRA Top Fuel racer Mitch King and another Top Fuel driver Spencer Massey were working on King's "Bone Bucket" AA/FA. On his first and only qualifying lap King stepped on and off the throttle three times and put the front wheels in the air each time yet still managed a 4.45 lap that hurt enough parts that he was done for the night.

Anthony Whitfield and company towed from Elk City, Kansas in the "Mighty Mouse" altered and also encountered an unplanned wheelstand at the hit resulting in an aborted pass. Dick Demets, an original member of the Outlaw Fuel Alterseds when the organization was formed back in 1996, made his long overdue comeback in the "Bowtie Bandit" fuel altered. He is now the tuner/owner of the team and just made a launch then coasted through with a 6.14 at just 95 mph.

Terry Anglin (Terrell, Texas) stole the show in session one with a career-best 4.06 at 175 mph lap that was good for the number two spot after one round of qualifying. Rockwall, Texas, racer Donny McSwain in the "Il N'Tense" machine went 4.00 at 180 mph to grab the number one qualifying position after one round and the time stood as the number one qualifier after all qualifying was done.

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Howard Knowles made the tow from Carthage, Missouri, to Denton and on his lap went into a big wheelstand in his newly painted "Cheaper Than Therapy" machine, clicking off a 4.93.

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The first round of qualifying was tough on the drivers and cars. Rich Howell, Mitch King, Jack Hodgson and Keith Anglin all broke, sending their mounts to the trailers early. OFAA newcomers Mark Bowman in "Blown Income" and Steve Tryon in "Bad Company" debuted their beautiful cars but struggled in their first passes at North Star and had one more attempt to get in the big show.



Donnie Massey



Nick Poloson

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The second session saw Massey improve to a 4.24 at 164 mph while in the other lane defending Series Champ Marriot "pedaled" his way to a 4.939/162 mph that left him outside of the field by a mere one thousandth of a second. Just in front of Marriot was Knowles' 4.938.

Anglin came out next and backed up his previous 4.06 with a 4.10 at 175 mph. Poloson and DoDad Burton lined up and both drivers made career best laps. Poloson ran a 4.02/174 mph that put him in the second qualifying position and Burton from Tyler, TX, recorded a 4.17 at 174 mph to qualify fifth.

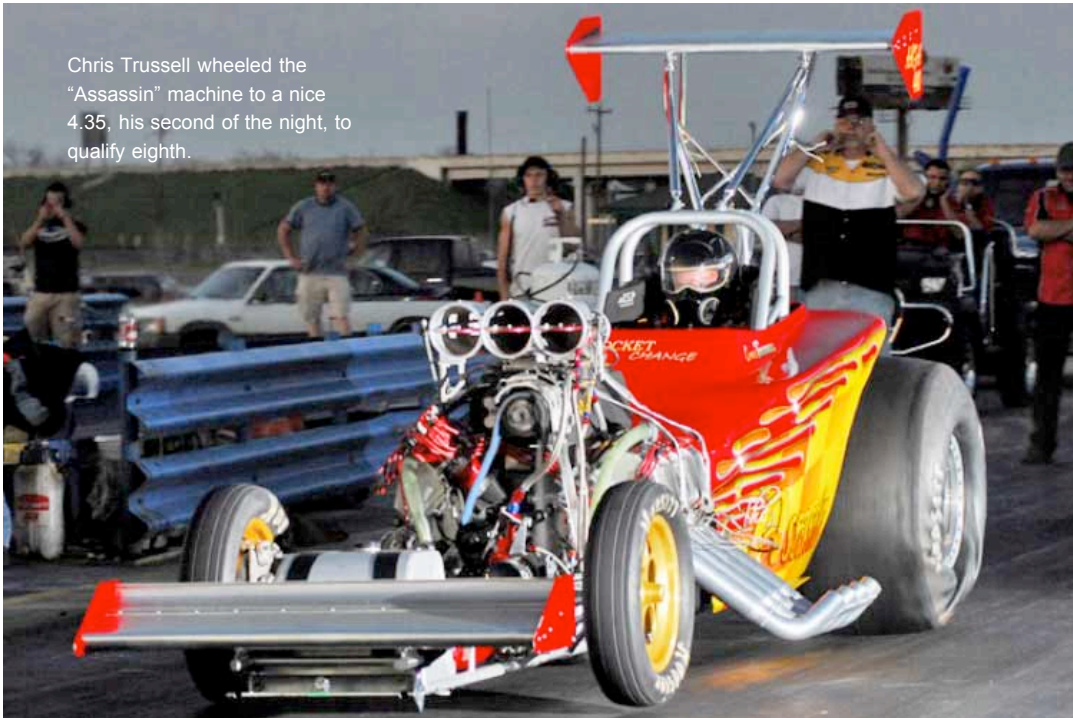
"Tom, Greg and I on the Sundown team are ecstatic about our personal best time of 4.02 in qualifying" said Poloson. We definitely were trying to improve on that (ET) in the elimination round, but the air continued to change while we were in the staging lanes and we didn't have time to make final adjustments to the tune-up. We know our first three second pass is there and now we are more motivated than ever!"

Chris Trussell wheeled the "Assassin" machine to a nice 4.35, his second of the night, to qualify eighth.

Aaron Leyda drove the "Hemi Hunter" from Independence, Kansas, which is owned by Dale "Lurch" Wilkens to a 4.31 at 161 mph to nab the seventh spot.

Donny McSwain led the series last season with three number-one qualifiers and started off 2010 with a number one qualifying lap. Mitch King's 4.45 was good enough for the number nine spot, but per OFAA rules, the number 11 qualifier (Marriott) takes any broken car's position, so Marriott was inserted to the number nine position in place of King.

Chris Trussell wheeled the "Assassin" machine to a nice 4.35, his second of the night, to qualify eighth.



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ELIMINATIONS

The first round of eliminations got underway with Burton and Knowles pairing up. Knowles won this race on the starting line with an unreal .0027 reaction time. The holeshot earned Knowles the win with a 4.28/163 mph pass that beat a quicker 4.21/172 mph from Burton.

Next pair out were Poloson and Leyda. Leyda got a slight advantage off the line but his 4.34/167 mph couldn't hold off Poloson's 4.10/172 charge. The next pair saw first alternate Marriott along side Purifoy. Purifoy was heavily favored as he had made two nice qualifying passes while Marriott struggled in both sessions just to get down the track and could only run quick enough for the first alternate position. Both cars staged carefully and Purifoy knocked the tree down with a .0020 RT and combined that with a career best lap 4.06/174 mph but Marriott showed why he has won so many OFAA championships and he drove around Purifoy with a stunning 3.93 at 189 mph. David Purifoy and team owner Herb Whisnant are the most overdue for an OFAA win, much less a trip to the final round, than anyone currently running in the series.



Terry Anglin

Marriott got the win by just nine thousandths of a second and with two pair to go that win appeared likely to advance him to the finals, but against whom?

Anglin and Trussell rolled through the water box next and Anglin got the nod with a strong 4.09 at 174 mph over Trussell's 4.39 at 161 mph.

Anglin's winning time appeared quick enough to put him in the finals against Marriott, but there was one more pair to go. The "Showtime" machine driven by Donnie Massey and the "Il N'Tense" machine of Donny McSwain were sitting in the lanes and Anglin's probably didn't feel very safe with a 4.09 winning time. Massey got a slight advantage on the line and

laid down his best pass of the night, a 4.03 at 181 mph that easily covered McSwain's 4.10 at 180 mph. The only two nitro cars left in the field both advanced to the all nitro final setting up a repeat of last year's final round.

At the flash of the green Massey and Marriott thundered off the line and were off almost dead even at the hit. Both cars' headers flamed through the full eighth mile without lifting and Marriott lit up the scoreboards with the win, a 3.98 at 180 mph to Massey's 4.10 at 182 mph. Marriott and team "Shockwave" impressed by getting in as an alternate and taking home the win at their home track.

"This was a very special win, we had a lot of family and friends there and after qualifying we weren't looking very smart, having not gotten down the track in two attempts. After getting in as an alternate, Snorter, Allen and Scott hit on the perfect combination and the car loved it," said Marriott, who was testing his previously un-run back-up motor in Denton.

CONCLUSION

The first race of the OFAA was an event for the record books, as some teams left with career best time slips while some left with carnage at the bottom of their oil pan. Such is drag racing. But overall, a huge success for the Outlaw Fuel Altered Association and congratulations goes out to all the participants and team "Shockwave" for earning the first event win of the 2010 season.

The series would like to welcome again Steve Tryon, Mark Bowman and Keith Anglin who all debuted their cars for the first time at Denton as well as welcome back Dick Demets and Mitch King to all the fun. The next stop on the OFAA tour is May 8 at Dallas Raceway in Crandall, Texas, where another huge field is expected.

Photo Extra and Results on next page

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Final Qualifying Order:

- 1) Donny McSwain (Rockwall, Texas) – 4.00 @ 180
- 2) Nick Poloson (Bulverde, Texas) – 4.02 @ 174
- 3) Terry Anglin (Terrell, Texas) – 4.06 @ 175
- 4) David Purifoy (Texarkana, Texas) – 4.13 @ 167
- 5) DoDad Burton (Tyler, Texas) – 4.17 @ 174
- 6) Donnie Massey (Little Elm, Texas) – 4.24 @ 164
- 7) Aaron Leyda (Independence, Kansas) – 4.31 @ 161
- 8) Chris Trussell (Canton, Texas) – 4.35 @ 167
- 9) Mitch King (Galveston, Texas) – 4.45 @ 123
- 10) Howard Knowles (Carthage, Missouri) – 4.938 @ 156
-
- 11) Bobby Marriott (Pilot Point, Texas) – 4.939 @ 161
- 12) Steve Tryon (Broken Arrow, Oklahoma) – 5.08 @ 110
- 13) Mark Bowman (Oklahoma City, Oklahoma) – 5.43 @ 142
- 14) Demets / Tryon (Dallas, Texas) - 6.14 @ 95
- 15) Mary Reep (Austin, Texas) – 6.49 @ 54
- 16) Clint Cross (Cross Roads, Texas) – 8.00 @ 66
- 17) Rich Howell (Yorba Linda, California) – 14.75 @ 24
- 18) Anthony Whitfield (Independence, Kansas) – 18.75 @ 19
- 19) Keith Anglin (Terrell, Texas) – Broke
- 20) Jack Hodgson (Waco, Texas) – Broke

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Drag Racing Hawaiian Style

Words and photos by Jeff Burk

When I found out that, thanks to my wife, daughter, son-in-law and grandkids, like it or not (I really liked it) we were going to take a family vacation to Hawai'i, almost the first thing I thought about was that since I was going to be there I would make an effort to see or visit some of my fellow drag racers while in the 50th state. For me it just wouldn't be a vacation without a drag racing fix of some sort. In nearly 40 years of marriage to my wife and business partner, Kay, I've managed to seek out some kind of drag racing-related entertainment on every trip we've taken. She has come to accept that it is just part of the deal for living with a drag racing junkie like myself.

Last year I traveled to Qatar on the Saudi Peninsula to visit that country's drag strip and meet some of their drag racers. So, I figured I would do the same on my trip to Hawai'i, and once again I found that drag racing crosses all barriers and boundaries and drag racers around the world are of the same mold: generally genuinely nice people who love fast cars and racing. In other words, my kind of folks.

Before we made the trip I put up a 1320 note saying that I wanted to meet some drag racers during my trip. I received several notes from island racers who read DRO including several members of the drag racing club located on the island of Kauai. All invited me to come visit them and their track where they just happen to be holding the first race of the year, one of the ten meets they hold each season. The Garden Isle Racing Association runs an NHRA-sanctioned track, Kauai Raceway Park. I accepted their kind offer.

So on the third day of our vacation my son-in-law, Adolfo, and I got on an airplane and we made the \$150 per person 30-minute flight across the Pacific from Oahu where we were staying to Kauai.

The track is on the other side of the island from the airport and if you want to get to the track figure on renting a car to get there. We didn't have to rent a car, thanks to Dan Nanbu, one of the members of the Garden Isle Racing Association who works for the local Toyota dealer. He races a really nice Camaro door car. He contacted me before we left the mainland and offered to let us drive one of their demos (I guess he didn't check my driving or rental car record) to and from the airport. He left the car in the parking lot of the airport with the keys in the tailpipe and a 20-dollar bill on the dash to cover the parking tab. I remember thinking at the time this kind of hospitality isn't about to happen to me at any stateside track I visit.

Adolfo and I got into the Toyota van and started for the drag strip. The first thing we noticed was the unbelievable beaches most of which seemed to be named after Beach Boy tunes (that's a joke, folks).

The directions that Nanbu had left for us said to look for a small sign on a dirt road turnoff at mile marker 38. After about a 45-minute drive Adolfo saw the sign and we turned off onto a dirt road. Here I was in Hawai'i taking a dirt road to a dragstrip I'd never been seen before. It was kind of a surreal experience.



We drove down the dirt road to a cattle gate, turned in and, to our surprise, there in front of us we saw a really nice state-of-the-art quarter-mile drag strip.

The ladies in the ticket booth waved us through the gate and towards the pit area. The first thing I noticed was the lack of enclosed trailers in the pits. Apparently, most of the racers either drive to the track or bring their cars on open trailers. Race pits lined the paved pit road. Almost everyone had one or two pop-up tents and carpets with the cars parked on them. There was a nice mix of race cars ranging from Jr. dragsters and street bikes to street cars and all-out drag cars.



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Not a "stacker" in sight.

I parked and we started walking around to the pits introducing ourselves to the racers and looking for some of the racers who had emailed us. We first came across Bill Turk, the current president of the club, thrashing on his ultra-sanitary, small block-powered Vega. He and his wife were working on the engine and looked busy so we decided to come back later.



George Matsuda and crew



Bill and Maryann Turk

Our next stop was the George Matsuda pits. He, too, had emailed to say come by his pit at the track. He and the crew were working on his blown small block Chevy-powered Fiat Altered. As we were walking to George's pit someone fired up their car and my son-in-law took a deep breath of racing gas fumes and said, "Man that's the best thing I've smelled since we got here!"

I agreed. Here we were about 100 yards from the Pacific Ocean at a drag strip snorting the fumes of burnt racing gas, alcohol and rubber and watching cars do smoky burnouts and haul down the track. Now that's a vacation treat.

In the Matsuda pit, we talked with the owner while his wife plied us with fresh sushi rolls, hamburgers, cake and a cold drink. Matsuda's Fiat turned out to be a very interesting car and it will be our feature car of the month in this issue of DRO. (We'll have that feature up on Monday.) Then we went over to Dan Nanbu to thank him for the wheels.



Dan Nanbu and his crew head toward the lanes.

We had arrived at the track just in time for the last qualifying round. There were about 65-70 cars that night. Turk told us later that for the next meet they would probably have 100-125 cars. It was still early in the season and some guys weren't quite ready.



We walked up and down the pits talking to various racers. Three things were very apparent: They are all members of the club that runs the track, they take great pride in their track and cars, and they are all drag racing as a hobby. The whole scene reminded me of my youth when we were racing for fun, trophies, and bragging rights.

The track is run by the club and is a non-profit organization. They have been racing at the track since the early 1970s when the State of Hawaii allowed them to convert an emergency landing strip into a drag strip. The club is responsible for everything from the tower to the lights to whatever track and safety items are needed. The track and property belong to the state and the state gives the Garden Isle Racing Association permission to race on the property one day at a time according to president Bill Turk. The state is pretty strict about what goes on at the track and they treat it like a state park. A state park where they don't allow any adult beverages to be consumed on the premises.

Adolfo and I hung around to watch the first round of Bracket 1. They were racing for a little money. One of the club officials told me that they split the entry fees and the winner usually takes home around \$150.

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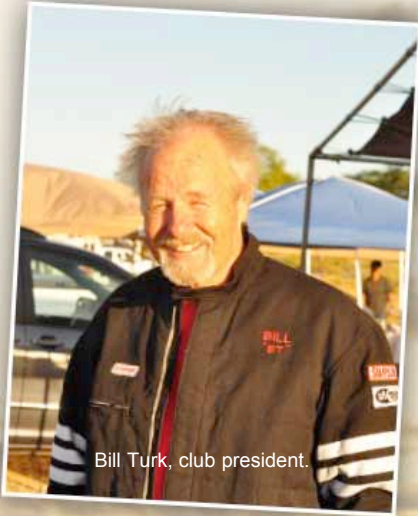
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We hung around as long as we could before we had to leave to catch the last plane back to Honolulu that night.

As we pulled out of the track and took the dirt road back to the highway I couldn't help but think that 40-year-old Kauai Raceway Park and the club members that run it represent the best of what drag racing can be: a drag strip operated and maintained by and for racers in the truest sense of sportsmanship, fellowship and competition. I can't wait to go back.

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Bill Turk, club president.

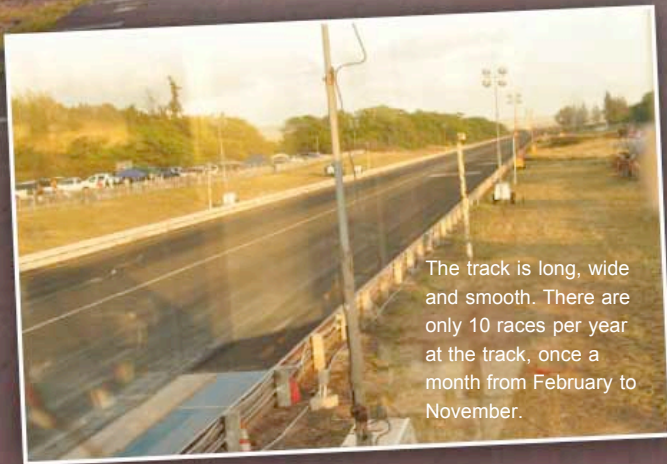


The one bad sign we saw at the track.

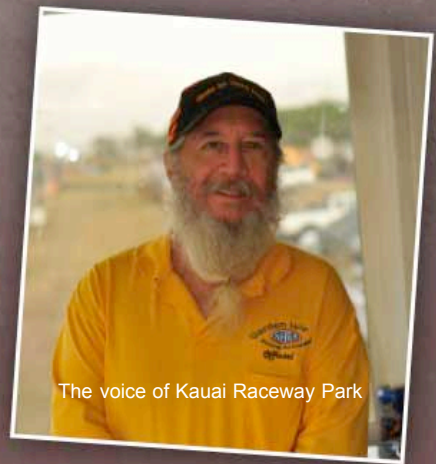


The pit area.

Tower in background used to be Bill Turk's garage.



The track is long, wide and smooth. There are only 10 races per year at the track, once a month from February to November.



The voice of Kauai Raceway Park

Mahalo and Aloha!

Rain Cools the Action at The Rock

Words and photos by Tim Hailey

The Honda/Suzuki of Sanford Spring Bike Open was held March 27-28 at in Rockingham, North Carolina.

The rain that was supposed to wash out the entire day of racing finally materialized in the middle of the afternoon, allowing Steve Earwood's hard working Rockingham Dragway staff to fit in two full rounds of Mickey Thompson MiRock Superbike Series competition.

Defending Orient Express Pro Street champ Vinnie Demito qualified number 1 with a 7.23, while Pro Street rookie Jeremy Teasley nailed down second spot with a 7.31 on a nitrous Kawasaki ZX14. Teasley's Adams Performance bike burned through some ignition parts in the process and wasn't around to race on Sunday..

Demito had the bye in round 1, and number 2 plateholder Rodney Williford ran low ET for the round with a 7.40. But Williford broke in the water box in round 2 and gave way to Rickey Wood, whose 7.38 was low for that stanza.



When racing resumes May 22, Wood will face Dimey Edinger, who went rounds on a little GSXR streetbike. Edinger's Hayabusa wasn't ready for the April weekend, but the ladder fell his way with Teasley no-showing in round 1 and a scheduled bye in 2. Demito takes on Lil' Curtis McDougald in the other semi.



His contract done aboard the struggling Muzzy Kawasaki NHRA Pro Stock Motorcycle, Ryan Schnitz returned to The Rock aboard the Real Street championship winning HTP Performance Suzuki GSXR1000. Schnitz failed to disappoint in qualifying, nailing down the number 1 spot with a 7.94. But after

beating Eddie Chapman in round 1, Schnitz lost to New Jersey's Ashon Dickerson in round 2. Dickerson and his Hayabusa will face Jeremy Teasley on one of Roger Starrette's ZX14s when racing resumes, while Rickey Gadson faces nephew Richard Gadson in the other semi.



Boo Brown beat Jimmy Shifflett for the FBR Shop Quick 32 win, Dave Young won Saturday night's NX Pro ET race, and

Mike Herman Sr. won Saturday's Schnitz Racing Street ET. Purses were split amongst remaining competitors in all other classes.

Saturday night's Grudge Racing crowd was fat with bikes and spectators, all thumping along to the bass of Afterdark Underground's first DJ.

The MiRock Superbike series races next at Maryland International Raceway on April 24-25, and back at The Rock on May 22-23. **DRO**

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Check Out That Chassis

By Scott Weney of S & W Racecars

I have a top sportsman car that had 980hp and ran 8.50's. It was hitting the tire too hard at the end of last year. The 4-link was 58 out, 5.125 up, and 52% on rear. This year I am making 1485hp and have lost 80lbs off the front of the car. Its total weight is 2576 with driver and 53.5% on the rear now. I changed the 4-link to 60 out and 3.125 up. Am I going in the right direction for this much rear bias?

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Canada

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The 2010 action packed Justice Brothers Racing Calendar is now available. Number 34 in the annual series, the photos cover the many facets of motorsports competition that Justice Brothers has sponsored and supported over the years. Thus the theme "We've been around the block", and around the racetrack countless times. Justice Brothers has won the coveted International Automotive Media Gold Medal Award several times for prior racing calendars.

All the powerful action photos have been hand picked by Ed Justice, Jr., assisted by a panel of motorsports experts, covering vehicles from Indianapolis to Baja. Designed by Ed, and the graphics staff at Justice Brothers, this calendar is a must have for any racing enthusiast's office or home shop. Race into the new decade with your copy, only available at the Justice Brothers Racing Museum in Duarte, CA, or order it online at www.justicebrothers.com.

CUSTOM "PERFECT LAUNCH" GM AND FORD DIFFERENTIAL COVERS FROM PROFORM

Proform/Specialty Auto Parts has added this newly designed PERFECT LAUNCH differential cover to their ever growing line of GM and Ford performance parts. These covers are available for the GM 10-bolt, the GM 12-bolt and the Ford 8.8-inch rear ends. Suggested retail price for these black finished aluminum covers is approximately \$98.00.

You can lose a little weight in your rear end with these PERFECT LAUNCH reinforced lightweight covers. They have been specifically designed to add strength to the rear housing case, particularly during heavy torque situations. The aggressive PERFECT LAUNCH logo is machined on the raised reinforcing surface, announcing your latest victory! Each cover includes two bolts to stabilize bearing main caps, two magnetic drain plugs and mounting bolts. Less weight equals more speed!



For complete information on these lightweight covers and all of Proform's internal and external engine parts and inexpensive tools, visit www.proformparts.com.

MARK 12 CARBON INJECTOR HAT



Like its predecessor the Mark 11 (tall version), the Mark 12 is fully 3D modeled and designed. Carlo Gandolfi, owner of C.G. Composites stated,

The Mk 12 was designed with visibility in mind for alcohol funny cars and Outlaw Pro Mod racers alike.

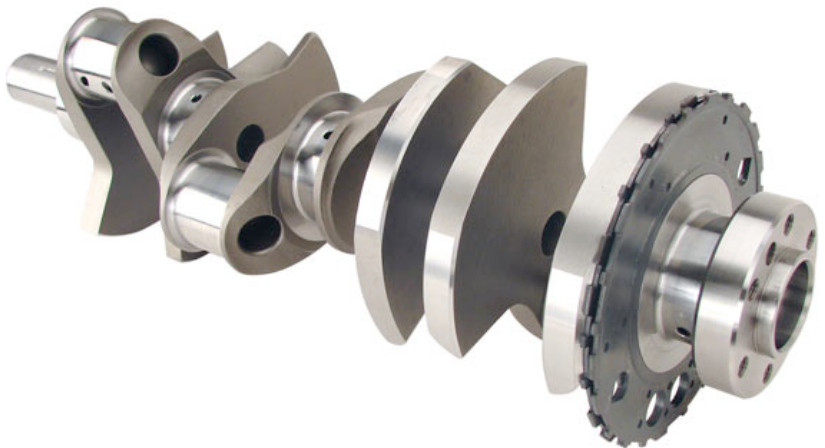
The hat has a unique bolt pattern and requires a special restraint plate that attaches to the PSI screw charger in both its C and D versions. The plate also allows for the use of DMPE's stealth axial insert if one chooses to use the complete package or move in steps as the racer decides to move forward.

The Mk 12 weighs in at 6 pounds and a total vision height of 6.375 inches. For more info on the Mk12 injector hat and or any of the other

DMPE screw blower components please contact DMPE Inc, or log onto dmpeinc.com.

AFTERMARKET LS BIG BLOCK CRANKS FROM LUNATI

When General Motors introduced their LS engine it is said with fair authority that Lunati had ambitions to pioneer new performance parts for the engine's internals—pistons, rods, crankshafts. Then luck intervened on Joe's side when he discovered the LS shared the same crankshaft forging as the Windsor and suddenly found himself in the LS performance crank business. Though the cylinders are numbered differently both engines, apparently, share the same firing pattern. Now thirteen years later Lunati has added to their substantial LS inventory with the introduction of eleven new long-stroke crankshafts for large-capacity aftermarket LS engine blocks.




For more information visit www.lunatipower.com.

JIFFY-TITE QUICK-CONNECT FLUID FITTINGS FOR CLUTCH SYSTEMS AND NITROMETHANE FUEL SYSTEMS



Forty-seven years ago, in the cellar of his 150-year-old farmhouse near Buffalo, NY, Robert Zillig developed his first Jiffy-tite quick-connect fluid couplers. They were made of brass and conceived originally for the rapid connecting and disconnecting of coolant lines for plastic mold-injection equipment. Then in the mid-1990s Jiffy-tite was introduced to General Motors. By switching from threaded fluid fittings to Jiffy-tite's efficient, quick-connectors, GM's warranty troubles on transmission oil coolers and engine oil coolers were reduced to half of one percent.

Six years ago, Jiffy-tite, who also provides for US military applications, opened its Motorsports division and today reveals their latest quick-connect fluid fittings for racers—developed for hydraulic clutch systems and for nitromethane fuel systems.

For more information go to www.jiffy-tite.com. 

WE'VE GOT MAIL

FOUR-WIDE FIASCO

BURK IS 100% ON TRACK... It is all about Compton's vision of the business of drag racing. I think the only end to this fiasco will be a catastrophic failure in the traps at 300 mph that takes out all four cars. Maybe then the NHRA will realize that racer safety is the main reason for its longevity, not corporate profits.

Robert M. Denny
Marshall, Illinois

THE BETTER TO SEE YOU WITH...

Great just great, we finally buy the big screen TV with HD & then "whomever is in charge" goes 4-Wide on us, so here I am back to squinting at the TV to see what going on! If this "novelty" (Thanks Tim W.) doesn't go away, then maybe Tylenol will sponsor it as the "Migraine Nationals".

Later.

Chris Greig
Lake Stevens, Washington

MORE IDEAS FOR BRUTON

IDEAS for the future: Let's try it eight wide. It will move the show right along. Or how about four wide with two going one way and the other two going the other way. Just think, what a show stopper. And if this gets slow and the clowns in the ESPN booth run out of things to say, please!

We always could run them in an X, two going up and two going down and we can make it a clamor class. HONEST.

Fast Eddie Bergstrom
Woodburn, Oregon

JUMPING THROUGH HOOPS?

For all the hoopla of the "Entertainment for the simple minded" in NC. There were a LOT of empty seats all through the program. I only watched the whole thing because it was my weekend to "Stay on the couch with the remote" weekend.

I kept looking for Barnum and Bailey to drop in and chat with Paul and Mike, and hopefully a short appearance by the Ringling brothers, to no avail.

Keith Lewis
Carlsbad, New Mexico

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IS THIS POLITICAL HUMOR?

Barack Compton has taken over drag racing. It's the "Chicago Way".

Henry Charest
Visalia, California

HOW ABOUT TAKING TURNS?

Put me down on the negative side of 4-Wide racing. Too much going on to really concentrate on what's going on in the race.

Most people I see at a race are watching both lanes to see what each car is doing. With 4-Wide all you really have time to do is watch half the race and then see who wins.

The strip itself would be good to speed up the proceedings. Run two lanes and then the other two, probably cut a lot of time off by the end of the day.

Wayne Loomer
Worcester, Massachusetts

WHAT WOULD PAPPY SAY?

I truly enjoyed your assessment of the 4-Wide event in Charlotte. Funny, but I had the same thought about what C.J.(Hart) and the gang would have thought about it. That after the dual funny car body "blow offs" I could see "Pappy" getting on that scooter of his and heading to the tower, grabbing the mike, and proclaiming, "Okay, that's enough of this nonsense... Larry (Sutton), shut down the other two lanes and let's get back to real drag racing!"

But like you, I was torn between the obvious awesome sight of four fuelers tearing up the 1,000 feet, and keeping all of it in focus. It was... impossible! I found myself just wanting to be there to take in the sights, SOUNDS, and smells. Yet it tore at my traditional side, which didn't allow me to fully ACCEPT the concept.

I guess my only hope is that they do this only once a year... doing it more will start to make it too much of a gimmick, catering to the 18-24 demographic. But that's an old fart's opinion for better or worse.

Mark Wales
Phoenix, Arizona

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Almost immediately I was handed a glass of refreshment rimmed with salt from Bonneville itself. Ah...I was renewed.

Kurt Baue
[Click here for racing info!](#)

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Life Changing Events!

By Tracy Winters


D.R.A.W. Board of Trustees Member since 1991

Everyone has a life-changing event that provides a wake up call and makes you realize what is truly important. Many of the racers we assist tend to experience a life-changing event from their accident. It makes you realize what is really important and what matters the most. Shirley Muldowney's accident in the mid 1980s provided the start of the Drag Racing Association of Women. During the year 1985 the charity D.R.A.W. was formed by a group of women to help assist Shirley Muldowney and other drivers with their medical expenses. The original Board of Directors was composed of Mrs. Beadle, Lynn Prudhomme, Linda McCullough, Pat Gartlits, Diane Herdrich, Laura Earwood, Etta Glidden, Janie Oswald, Gere Amato and Penny Beck.



The first annual action was held during the year 1985 when Don Gartlits, Shirley Muldowney turned out to support the event. A football autographed by Dan Pastorini was part of the silent auction. Today, the silent and live auction still take place as part of the fundraising efforts for D.R.A.W.. The silent auction was originally held at the NHRA US Nationals but later was moved to the NHRA event in Chicago, Illinois due to the popular Car Craft Banquet. This year the auction will be held on Saturday evening at the NHRA national event held the first week of June in Chicago, Illinois.

In recent years one of the popular events is the annual D.R.A.W. Florida Golf Tournament. This year marks the 15th year the tournament has taken place on the Wednesday prior to the NHRA Gatornationals held in Gainesville, Florida. The past several years one team in particular has dominated the event with their talent. The team is composed of a group of sportsman racers from the Southeastern United States. The FLIGHT A TEAM composed of sportsman racers winners is Jeff Adkins, Steve Cohen, Jeff Strickland and Mickey Whaley. The FLIGHT B TEAM winners were Bubba Link, Jeff Serra and Mark Young. The Longest Drive was awarded to Mickey Whaley and the Closest to the Pin was awarded to Jeff Atkinson. The Best Dressed Team was awarded to Seth Conger, Billy Freeman, Jim Kalicak and Mark Mullins. The caddy for the team was Justin Brum. Several of the D.R.A.W. volunteers were on hand to assist with the event. Those volunteers who helped make the event a success were Vicki Aswege, Diane Cole, John Cole, Rosalee Noble, Terry Noble and Tracy Winters.

2010 marks the 25th anniversary for the Drag Racing Association of Women. The organization has passed the three million dollar mark in providing aid to the injured racers and their families. The organization started with one life-changing event that took place with Shirley Muldowney's accident and has continued for over two decades. It is a great feeling to be part of an organization that truly makes the difference in lives of drag racers around the country. 

Stars Turn Out For DRAW Auction



DRAW (Drag Racing Association of Women) held a special silent auction on Thursday after qualifying. Many special items were on the list, including Shirley Muldowney's custom signed autographed photographs of Shirley and "Big Daddy" Don Garlits, and a football autographed by Dan Pastorini. In the above photo are DRAW members (top row, left to right) Don Amato, Helen Oswald, Mrs. Holly Herdrich, Pat Gartlits, and Penny Beck. Below (left to right) are Linda McCullough, U.S. Nationals Grand Marshal Shirley Muldowney, Holly Beadle, Lynn Prudhomme, and Etta Glidden.

Whaddya Know?

Test Your Drag Racing Knowledge

Well, the old Quizster has noticed that even though they have yet to run a race, the new American Hot Rod Association has a schedule of events for the 2010 season that includes racing for Fuel Funny Cars. So, because the old Quizster was an AHRA regular early in his career this month's quiz will be based upon the records and accomplishments of racers who competed in the old AHRA.

#1 Everyone knows that the NHRA held its first Nationals at Grand Bend, Kansas, in 1955, but did you know that the AHRA held its own World Championships at that same facility beginning from 1956 to 1960? Who was the Top Eliminator winner of that first AHRA World Championship?

- A: Don Garlits/Art Malone C: Karamesines/Maynard
 B: Cook and Bidwell D: B.J. Rutledge

#2 The AHRA started naming Top Fuel World Champs in 1970 and continued to do so through 1984. Don Garlits dominated this sanctioning body's Top Fuel class like no racer did before or since.

How many times did Garlits win the AHRA Top Fuel Champion title?

- A: 12 C: 5
 B: 10 D: 8

#3 Drag racing historian Chris Martin gives the AHRA credit for developing the class known as Nitro Funny Car. Who was the last AHRA Funny Car World Champ?

- A: Pat Foster C: Raymond Beadle
 B: Don Prudhomme D: John Force

#4 The old AHRA featured all oprofessional classes including Pro Stock, and in 1969 named its first Pro Stock World Champion. Who was that masked man?

- A: Arlen Vanke C: Greg Kimball
 B: Matt Johnson D: Jerry Haas

#5 The recent 32 AA/FC qualified field at the fabled March Meet at Bakersfield, CA has created a big buzz in the drag racing world. Well,

32-car fields of Funny Cars were something that the AHRA had back in the day. In fact they had a 32-car Funny Car Eliminator at their '68 Winternationals at the legendary Lions Dragway. Who won that race?

- A: Gene Snow C: Don Schumacher
 B: "Jungle Jim" Liberman D: Dickie Harrell

Full name:

Email address:

Congratulations to our March quiz winner, Chris Horn, who was the first to answer 4/5 questions correctly! Below are the March answers.

MARCH QUIZ ANSWERS

1. C, Rickie Smith, 2. B, North Carolina, 3.C, Dave Chenevert, 4. B, Herm Petersen, 5. A, Piedmont Dragway. **DRO**



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At The Back Door

DragRacingOnline.com Caption Contest!



Jeff Burk took this photo of driver Paul Romine a few years ago. What's the caption?

Write Your Own Caption!

Name

Location

Email

AND THE WINNER OF LAST MONTH'S CONTEST IS

"OK! NOW WHO STOLE MY GOD DAMN SPATULA?!?!?!"

- Eddie Ray, Michigan (who sent in his caption right after April 1st)

HONORABLE MENTIONS

"The Mother of every burnt piston ever was trolling the pits - and was she pissed!!!" – Mike Gamache, Montreal, Quebec, Canada

"Even though the NHRA has mandated the new style fire suits, I had no trouble recognizing John Force." – Jeff Hayes, Lyons, New York

"When was the last time you saw Art Arfons at a drag race? Jet Shoes can be very entertaining!" – Mike Lacelle, Ottawa, Ontario

"The Aluminum God requires a sacrifice! Bring me a set of pistons!" – Mike Schwartz, Raleigh, NC

"If it rains I'm gonna need Castrol, Valvoline or Lucas Oil so I don't seize up." – Peggy Granger, Winter Park, FL

"Without my 7 brothers I just feel incomplete." and "Hey baby, how would you like me to fill your cylinder?" – Brian Bednar, Ocala, FL



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