

Volume XI, Number 8 - August 2009

DRAG RACING

MAGAZINE *Online*

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How a haircut got Tony Schumacher his sponsor in Michael Knight's All Business
Has Force lost the force?
Project 4-Link gets wired!



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Burk's Blast

By Jeff Burk

Back to wondering

Just Wondering ... Did you know that when the NHRA headquarters building was in North Hollywood and Wally Parks was the prez there were just 11 employees total in the building not counting the division directors? At least that's the number some former NHRA employees who worked at NHRA back then tell me. These days I understand that, after many layoffs, there still are more than 200 employees at the Glendora headquarters alone.

Just Wondering ... What exactly NHRA board member Dallas Gardner does on those 12 or so days a year he has to work to justify his \$300,000+ salary?



Just Wondering ... Do any of the board of directors at the IHRA (which includes NHRA promoters Bill and Billy Bader) get a stipend close to what Dallas Gardner does?

Just Wondering ... Am I the only one who thinks that the NHRA ought to do away with the auto-start on the starting line and give the controls back to Rick Stewart? I think the auto-start dehumanizes the sport. When the late Buster Couch ran the starting line like a little kingdom I have to say he certainly contributed to the overall entertainment of NHRA drag racing -- and his word was law!

Just Wondering ... Does it appear that most of those in management positions in drag racing continually underestimate the intelligence of their racers and fans? I think the execs who have never been directly involved as racers themselves are especially guilty of this.

Just Wondering ... If the 300-mph speed number is so important for the attraction and success of NHRA or IHRA drag racing, why then, when either sanctioning body does a promo piece for TV they never show a montage of 300-mph passes but instead they concentrate on the crashes, engine explosions and fires?

Just Wondering ... If NASCAR survived and even grew tremendously despite radically changing their engine rules to basically prevent 200-mph lap speeds, why would fuel drag racing be any less exciting at speeds under 300?

Just Wondering ... Will John Force sooner than later have to give up driving to spend more time promoting and getting sponsorships like his peers and fellow team owners Don Prudhomme, Don Schumacher and Kenny Bernstein?

Just Wondering ... How much longer will the Ford Motor Company continue to support four John Force Funny Car teams and two Tasca Ford FC teams? That's six teams and a lot of money to invest in just one class where, if we weren't told the cars are Mustangs, no one would know.

Just Wondering ... Why the NHRA sees a need to engineer a completely new engine combination to slow down their Top Fuel and Funny cars when the nostalgia nitro burners have proven beyond any doubt that mandating a single fuel pump with less volume, a smaller supercharger with less overdrive, a single mag and a smaller tire, or any combination of these, will slow down nitro cars? It's not rocket science, people.

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 ... Could it be that the NHRA finally listened to the fans and gave the ESPN2 crew orders to give the viewers more of a professional auto racing broadcast and less of a TV drag racing-themed variety show? One broadcast doesn't prove anything, but let's hope the Sonoma broadcast wasn't a fluke.

Just Wondering ... Isn't it time for the drag racing industry and their rival sanctioning bodies to face the reality that the ADRL is a legitimate, very successful drag racing sanctioning body? Right now at least it is the most successful drag racing series extant. The number of major corporate sponsors, pro teams, and the number of fans the series attracts can no longer be considered some kind of experiment.

Just Wondering ... When are the owners of national event tracks going to realize that it's just not the cost of a ticket that's keeping fans away but the cost of something to eat and drink that is also too expensive? You can charge a lot for food and drink or charge a premium for seats and parking, but not both. The ADRL has proven that.

Just Wondering ... The ADRL reported a combined 151 pro cars entered at Virginia. When was the last time any other sanctioning body in motorsports had that many professional entries?

Just Wondering ... Is the main attraction of a nitro car flames and engine noise or ET and speed? Give me flames over the roof/wing and 98 percent in the tank every time!

Just Wondering ... Why the upcoming NHRA Hot Rod Reunion features a qualified field race for AA/FC but apparently won't offer the AA/FC folks the same program? I can't figure it out.

Just Wondering ... Wouldn't it be a big fan draw if one of the Midwest tracks that have a Nostalgia race next year holds a 32-car Top Fuel cars-only race? It would make the race an instant classic and I believe that all nitro fans will pay to see a race with a 32-car qualified field whether the engines are in front or in back of the driver.

Just Wondering ... Would the Goodguys ever consider adding an AA/FC or AA/FC field to one of their West Coast events again? Or are there just too many bad feelings for that to happen?

Just Wondering ... Why would anyone want to start another sanctioning body that even faintly resembles the current NHRA or IHRA? Those two organizations are having trouble making their deals work as they currently are. There just aren't enough racers, sponsors, pro race teams, tracks or anything else to start yet another sanctioning body ... even a new AHRA.

Just Wondering ... With all of the dates during the summer that are available, why the hell did Spokane and Salt Lake schedule Nostalgia Funny Car races on the same weekend?

Just Wondering ... Is there anything that the current IHRA management can do to get their Pro Stock and Pro Mod teams to return? Somebody in that organization badly miscalculated the level of pain their racers would take and still support the IHRA.

Just Wondering ... How confusing will it be to the press and fans when all of the doorslammer classes in the ADRL feature cars that run the eighth in under four seconds? Right now the only visual difference between a Pro Nitrous, Pro Extreme and Extreme 10.5 car is a few inches of tire width and working headlights. Might it be time for some rule changes in that organization to insure all classes retain their own identities? [DRO](#)

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DEAD-ON

by Jok Nicholson

Safety reminder and more



Before I get into this month's subject, how about a safety reminder!

Last week a racer in California died of injuries doing something that was totally preventable in my opinion. I do not know every detail and won't tell you that I do. In the simplest form here is what happened. He was

warming up his car in the pit area, whether it was sitting on the ground, on a floor jack or on jack stands is not known for sure. That is not the important part. The important part is this: He was testing his trans-brake or "putting it against the chip" to test something and the throttle hung wide open. At that point one of two things must have happened.

- ▶ (If it was sitting on the ground): He let go of the button in an attempt to shut the engine off and when he did the car took off through the pit area.
- ▶ (If it was sitting on a floor jack or on jack stands): He had the tires rotating very fast or they were held by trans-brake until he had to let go of the button to reach the shut-off switch and the car either lurched and fell of the jack or jack stands and it took off.

Can you imagine the instant that happens how much momentum got transferred to him? He probably did not have a helmet on so he no doubt banged his head off the roll bar and was not ready for that. He probably did not have his safety harness on so he was instantly thrown back and probably up into the seat and roll bars. In an instant he was at wide open throttle and headed through the pit area, probably dazed if not already knocked out. The end result was a terrible crash into another racer's trailer and the loss of life to the driver.

That is terrible in itself, but what if he had crashed into a family and a bunch of kids sitting beside the trailers he was headed for? PREVENTABLE? Absolutely. YES.

I am not here to condemn the driver but I am here to remind all of us to think about what COULD HAPPEN when things go wrong. Have I ever warmed my car up on a jack? You bet. Did I ever floor it with trans-brake on while on just a jack? NO WAY. Have I done it on jack-stands? YES. Will I do it again? NO WAY.

We have all probably seen guys warm up cars that are sitting with the tires off the ground on a 10-year-old floor jack that is sitting on grass or an uneven surface. Even with jack stands on grass or dirt they are not stable. I watched a guy last week who got out of his dragster while it was idling in gear and the rear tires were spinning about 2000 rpm in high gear and NOBODY was in the car! That is beyond dangerous and stupid, it is reckless and should be grounds for instant disqualification.

I know there are NHRA and IHRA rules about this. I don't care if there are. Like so many safety rules, they are not enforced. It is time for all of racers to speak up when they see these unsafe practices. What if a car took off through the pits at your track and YOUR FAMILY STOOD IN THE WAY?

All of us must be more diligent on safety, especially if the result could be a car going through the pit parking area at 50 to 100 mph!

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It wasn't the falling off the jack stands or the jack that caused this. It was the throttle being stuck wide open. Two ideas I think we all need to consider.

- ▶ Wire up a "kill switch" on your steering wheel that will instantly shut off the ignition. Something like the motorcycle racers use. It has to be close to where your hand is.
- ▶ Never put your car to wide open throttle in the pit area, PERIOD! Why risk it? If you want to make sure the throttle is OK, shut the engine off and try the throttle a few times to make sure it doesn't stick.

Think about it. Everything involved in causing this accident took place in less than a second. The driver didn't stand a chance to save it. If the throttle has stuck and he had a kill switch in easy reach he could have (maybe) left his hand on the trans-brake button and hit the kill switch with the other. Lots of second-guessing, but it was a preventable accident with correct planning and preparation. And please don't give me the "racing is dangerous", "accidents happen" and "I have never had a problem and I do it all the time" excuses. If it was your family that gets hit by a runaway car in the pits those "excuses" will be as worthless then as they are now.

HOW ABOUT A RACER-DRIVEN STIMULUS PACKAGE?

I have been doing a lot of traveling lately to and from races and for my business, Trailer Toad LLC. During the time behind the wheel my brain is thinking about everything but the miles that are ahead of me. I bounce around from my own race cars to can our sport become "better" for more people and everything in between.

The economy seems to be on everyone's mind and it has had a very real effect on our sport in a lot of different ways. From the local racers who have been laid off from their jobs and cannot participate as much to the professional teams that have been forced to park their operation until they find a sponsor.

When I walk around the pits and talk to racers it is evident that they have a real passion for the sport and whether the economy is being kind to them or not, they want to keep racing as long as they can afford it. I would imagine it is the same passion a fisherman or a golfer has. Quite simply, it is what they love to do.

The economic impact that this recession has had is as widespread as it can get. It has affected corporate budgets for companies that want to support drag racing events, sponsor teams and advertise their products in different types of media to promote their products. The spinoff has probably had a direct effect on all of us. Higher fees from NHRA, higher entry fees at tracks as they struggle to keep the doors open and the sportsman racer who may have to make the decision to stay home a couple weekends a month as money gets tighter and tighter and the job market shrinks.

Is there anything we racers can do to help? I think there are a few things we can all do that sure as heck won't hurt anything. Here is my idea to start creating a "real stimulus package" that doesn't have to be paid for on the backs of taxpayers and the next generation of our families.

- ▶ Start buying products that are "Made in the USA". Remember those? The rebuilding of our economy must start inside our own borders.
- ▶ Race as much as you can afford and try to support local tracks. Some tracks are being forced to make decisions they never thought they would face. Track owners are faced with the same issues we are: how to reduce expenses and remain functional. Most track owners are every bit as passionate about the sport as the racers are.
- ▶ If you own a company and are thinking about hiring some part-time or full-time employees, why not start advertising the openings at the local drag strip? You will find some of the best people I have ever met at the track. (They might want some weekends off but, hey, they will probably work extra hours during the week to get the weekend off!)
- ▶ As racers we can make sure we support the companies that are investing in our sport and are selling us American-made products. Look at local sponsors at your local track. Do they offer a product or service you are getting somewhere else? Even if it is a dollar or two more you would be helping the sport and the local track if you bought something from them. Make sure you mention that you noticed their sign at the local drag strip and that helped you decide to become their customer.
- ▶ Nothing is more difficult for a company than trying to find out what form of advertising is paying off for them. If you can tell the company where you saw the ad or why you chose their product or service; it will really help them target more advertising towards the drag racers.

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John Nicholson



Ch-Ch-Changes

Sing with me! You all love David Bowie, right? Ch-Ch-Changes, Turn and face the strange Ch-Ch-Changes... It's never dull here at Getting Nostalgic ground zero. First of all, like many of you in this crazy economy, I have a new job. I want to publicly applaud Bobby Hansen for putting up with me for ten years. We split up. Hansen Chassis is still in business and is ready for all of your chassis needs. (626) 969-4054. Nothing to see here folks, move along, no drama.

Ok, the new job. I can't say too much about what I do at this point. It's not at Area 51 and doesn't involve the government or anything dark and mysterious. I could only hope to get back into that circle. However, I'll take back the mysterious part.


I'm working on maintaining doorslammers. For me this is mysterious. Not just any doorslammers, mind you, but a pair of NHRA doorslammers. A Super Gas car and a Super Stock car. I'm quickly learning just how technical these things are. I have a new found respect for the folks that build and run these types of cars, especially the class cars like Super Stock. Just what does this have to do with Nostalgia, you might ask. Both of these hot rods are late '60s Mopar products with 440 big blocks in them. American iron, kids. That's what it's all about. I'm finding some similarities to the 426 nitro motor. Block size, bolt patterns and firing order. After that, you can throw your lame ass nitro pre-conceived tribal knowledge out of the window. I guess this means you'll be hearing more from me on the bracket and index side of things. Hey, it's all new to me and I'm not afraid to look stupid in front of my friends. I do it all of the time in front of the Things...

Up next is a new 2009 NHRA rule amendment that has had the web buzzing with fervor for awhile now. The heinous nonsense begins in Section 4B- Advanced E.T. Page 68 Support Group: 9 Fire Extinguisher System. They have a Delete: Blah, Blah, Blah, with the zinger, Replace With: "Minimum 5-Pound NHRA accepted system mandatory on front engine open-bodied alcohol non-supercharged/turbocharged car and on any rear engine car with an enclosed cockpit. Minimum 20-pound NHRA accepted system mandatory on all front engine open-bodied alcohol burning supercharged/turbocharged cars. See General Regulations 9:3 for accepted agents." SAY WHAT? You now want hordes of A-Fuel, 7.0 Pro and Nostalgia Eliminator 1, 2, and 3 car owners to install a costly and cumbersome 20 pound system on cars that really have no room for such an addition? True, A-Fuel and 7.0 Pro have had to run a 10 pound system just like Nostalgia Top Fuel. So what gives? Why the change? I can't recall anyone getting seriously burned (all burns are serious by the way) in a front motor car except for my buddy Brendan Murry and that might have been because he was upside down with a slow responding safety crew. I'm just saying.... Ok, I'll take a stab at why they have done this. You all have seen the pictures of Mike Fuller trying to keep Mike McLennan's eyebrows from growing out, I'm sure. DRO had some awesome ones in a slide-show. I have a hunch someone in the legal department at NHRA saw those pictures and deemed all front engine dragsters Satan's Slaves. Never mind that Larry Dixon, Antron Brown, Doug Kallitta and scores of other Big Show Top Fuel cars have no fire system. Never mind that they have 20 gallons of fuel in front of their feet. Never mind that they have a 3 1/2 inch fuel line running between their legs under forty thousandths of aluminum. Never mind that when one of these cars does blow up (and they ALL do), the low pressure pulls the fire into the cockpit. Just never mind. You are fighting city hall.

So, what do you do? Where can you mount the extra bottle on a car that didn't have the room for the first 10 pounds to start with? Well, you could take a page from the Funny Cars and mount the bottles one on each side of the chassis forward of the motor. Hey, it doesn't say that the bottles have to be inside of the frame rails anymore, only the activation cables need to be. If they argue, I would bring up EVERY Fuel Altered running today with a modern chassis with the fire bottles outside of the frame rails flappin' in the breeze. I might even fabricate up a little air deflector to clamp on the blunt end of the bottle. Just for looks, of course.

I don't have an answer for this. Some say these folks should just show up with the ten pound system and try to tech. Some say they should just stay home. Others have singularly tried to contact NHRA for a solution to this problem, but to no avail. Sorry guys. You are not Kenny Bernstein or John Force. Your sponsors' advertising revenue within the Glendora confines doesn't buy you a "get out of jail free" card.

This is a tough one. I really feel for the sportsman racers who have been unjustly singled out with this "rule." I think you racers can resolve this. I think there is hope.

Recently our country celebrated the 40th anniversary of Apollo 11 landing on the moon. The Flight Director for the landing was Gene Kranz. He was also the Flight Director for Apollo 13, the greatest recovery and rescue mission NASA has ever experienced. Kranz headed up the "Tiger Team" that problem solved and brought the astronauts home despite seemingly hopeless odds. I'm stretching here to get it to relate to Nostalgia racing, but hey, you dragster folks need to set up a "Tiger Team." Work the problem. Keep your emotions in check. Remember, "Failure is not an option". 




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With Jeff Utterback

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Michael Knight's
ALL BUSINESS

War Stories

It was a different world when Tony Schumacher rolled out in the Army Top Fuel car for the first time, at the 2000 Mac Tools U.S. Nationals.

September 11 was an unthinkable that became reality the next year. Wars in Afghanistan and Iraq followed. Suddenly, many of us looked at soldiers in a much different – I hope, a more appreciative – way.

Schumacher already had fought to the first of what now are six NHRA Top Fuel championships when he got word he was a candidate for the prestigious Army sponsorship.

“They (marketing agency) had come down to 12 teams,” Schumacher remembered during a conversation with me earlier this Full Throttle season. “Then they narrowed it down to three teams. We were one of them. The Army showed up (around the Sonoma race) to tell us we were not going to get it. I walked into the meeting with my head shaved. I was not going to let anyone else drive the Army car.



“My dad (Don) puts together an incredible team, so the plan was laid out. But closing the deal is when I walked in there and said, ‘I’ll do anything for my team. Don’t forget that.’”

So “Sarge” Schumacher not only got a sponsor. He got the responsibility to help recruit volunteers who would be willing to die for America.

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“The U.S. Army car – that’s the point. It’s so much bigger, the vision of what it was going to bring was incredible. I’ve said it a million times: You’re as good as the people you surround yourself with. I appreciate the Matco tools distributors. I appreciate the people that make Budweiser. But these are U.S. Army soldiers. The training, the discipline, the values of those people are what matters. It didn’t matter if it was war or not. You’re still recruiting people who are willing to put themselves in harm’s way for their country.

“You can’t fake sell the Army. You can ask someone to drink a beverage. So what if they don’t like it? I’m asking them to put themselves in harm’s way for us. Now that we’re in the middle of battle, people ask me the same question, ‘How can you ask kids to do that?’ I’d be standing right there next to them if I could. I love what they do. If I could go back to high school, I would leave high school before college, to fly helicopters.

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(Ron Lewis photo)

"I think part of the reason the Army does this recruiting is to let kids know these opportunities are available. I had never even thought of that. My job is to show kids that there are choices."

Schumacher, 40 this Christmas Day, has carried the flag well. The Army team has battled to five consecutive championships and made its driver Top Fuel's No. 1 all-time winner.



On 9/11, Schumacher was at a high school in Reading, Pa., set to speak to students.

"The principal called me in (his office) and said, 'You've got to see this.' Three fighter planes flew right over the top of our building when that plane went down in Pennsylvania. Incredible.

"It was unfortunate because I remember the kids watching on TV and some of them said, 'Oh, we've seen this before.' (Video games.) I thought, 'What has the world become that kids don't recognize what is happening?'

"No question, we were going to be at war. All the people I had recruited were going to go do battle. But that's why you have an Army: You plan for something, you don't react, you prepare. I watched the kids come back (from overseas deployments) and they talked about what was really happening, not just what was in the media. It was a little prouder moment to drive the Army car."

What has he taken away from this association and the chance to visit with troops in war zones?

"They (soldiers) work for the people around them. That's incredible. Who do you meet in the civilian world like that? It's not about the money. It's not about anything but the guy standing next to them. It's so impressive.

"To be able to give back to them the wins is incredible. To help them out when maybe they're a little bit down, haven't seen their family in a long time. Hanging out with them in their tents. Not bitching. Not complaining.

"It's awesome." 

Michael Knight

 **Statistically Speaking**
By Jim Hawkins

It hasn't been John Force's best year

HAS TEAM FORCE LOST THE FORCE?

Photo by Mark Rebilas

John Force's team is attempting to turn this year around after a disappointing year for the drivers. Stats are stats... and they aren't good this year.

In fact, since my stat keeping started in 1987, this is John's only year where his win/loss average is below .500.

He's 13-15 for a 46% win average... and it's been going down in the past years: 2008 (1000 ft) was 9-9 or 50%. 2008 (1320) was 14-10 or 58%... 2007 25-14 64%. (Of course, somebody like Bob Gilbertson would kill for those stats... Bob is 57-137 or 29% in NHRA stats.)

But back to JF, these are not good numbers compared to his win/loss records from the '90s. In 1996, JF was 65-6 or 92%, 1993, 56-7 or 89% and 1994, 50-8 or 86%.

Actually the whole JFR team, this year (except Ashley) is below .500. Robert Hight is 11-14 or 44% and Mike Neff is 11-15 or 42%.

Just a few more JF stats from my database from 1987 to now.... I bet you didn't know that in JF has NEVER qualified 16th. I bet you didn't know as well that John has won more final rounds than lost first rounds. Yes, he's won 126 events and lost 88 times in the first round. He's actually lost more in the second round (92 times) than the first round.

Finally, you don't normally think of John as a holeshot artist, but his record (again in my database) is 40-26! This is since and including 1987. These are all rounds, but yes, he's won 40 times on holeshots and lost 26 times, total of 66 holeshot type rounds.



I break rounds into four types (both good, aborted runs, holeshot and redlight) and then of course by round. You wouldn't think that about him.

- By round:
- 1st 9-8
- 2nd 12-7
- 3rd 7-5
- 4th 12-6

Here is the list of final rounds where a holeshot was involved, year, stats and opponent. [DRO](#)


Event	Year	EI	Mph	Rt	Type of Run	Driver	Opponent
DALI	1997	5.054	299.10	491	Hole Shot Loss Rd # 4	FORCE	ANDERSON
POMNA II	2006	4.697	319.75	059	Hole Shot Win Rd # 4	FORCE	BECKMAN
BRISTOL	2006	4.786	310.13	104	Hole Shot Loss Rd # 4	FORCE	CAPPS
ATL	1993	5.201	284.50	455	Hole Shot Win Rd # 4	FORCE	ETCHELLS
SONOMA	1994	5.147	293.97	482	Hole Shot Win Rd # 4	FORCE	ETCHELLS
CAJUN	1990	5.452	268.09	488	Hole Shot Win Rd # 4	FORCE	HARTMAN
CHICAGO I	2006	4.530	233.60	052	Hole Shot Win Rd # 4	FORCE	HIGHT
INDY	2002	5.028	280.02	492	Hole Shot Win Rd # 4	FORCE	JOHNSON
READ	1969	5.239	273.36	436	Hole Shot Win Rd # 4	FORCE	LARSON
BRIND	2005	4.787	321.12	151	Hole Shot Loss Rd # 4	FORCE	MEDLEN
READ	1990	5.331	271.32	440	Hole Shot Win Rd # 4	FORCE	OSWALD
ETOWN	1993	4.676	308.24	520	Hole Shot Win Rd # 4	FORCE	PEDREGON, C
VEGAS II	2004	4.754	332.81	091	Hole Shot Loss Rd # 4	FORCE	SCELZI
CLMS	2005	4.776	324.51	073	Hole Shot Win Rd # 4	FORCE	SCELZI
SEATTLE	1991	5.280	270.63	473	Hole Shot Win Rd # 4	FORCE	WHITE
POMNA I	1993	5.216	288.00	474	Hole Shot Win Rd # 4	FORCE	WORSHAM
CHICAGO I	2001	4.805	321.19	434	Hole Shot Loss Rd # 4	FORCE	WORSHAM
GAINVL	2004	4.977	304.26	093	Hole Shot Loss Rd # 4	FORCE	WORSHAM

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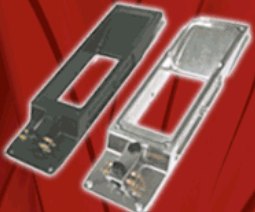


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Since we put up the first issue of DRO back in 1999, people have bugged us to make it so they could print the magazine out and take it with them to the bathroom...Er, we mean *library* to read. Well, DRO webtech guru Matt Schramel has finally made it happen. Today you can go to the new Max Chevy, Mopar Max, and DRO magazines and print them out in their entirety for your own reading pleasure. For the full rundown, go [here](#). Enjoy. [08/12/09]

EXTREME TEN-FIVE CADDY



The Agent wanted you to see the latest Ultimate Streeter. Cadillac currently offers a model that you can buy from the factory with a 600-hp engine. That's really cool, but we like the Scott Lowry engine option better. Instead of a 600-hp fuel injected engine Scott opted for the 632 cubic inch engine option for his 2007 Caddy. The Festus, Mo., racer had his car entered in the XTF competition at Gateway International during last weekends ADRL race. He didn't make the show but did run a respectable 4.735/169.98. What a moonshine runner this car would have made! (Don Eckert photo) [08/12/09]

A CLOSE CALL FOR THE 'BUBBLETOP'



Both of these Pro Extreme cars had "twilight zone" qualifying laps. Tommy D'Aprile almost set the '63 Bel-Air on its lid at the top end. He got it about as far over as you can without putting a car on its roof.



At the same time Todd Martin saw a 3.69 come up on the boards only to have the time disallowed. (Don Eckert photos) [08/12/09]

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LARSON TO DRIVE FOR INJURED MATUSEK AT INDY



Racecar builder and fabricator Larry Larson will drive Aeromotive's twin turbo Ford Mustang in AA/AT at the NHRA U.S. Nationals in Indianapolis Sept. 2-7.

"We're really excited to have Larry drive the car. After all, he built this car and I think anytime that he has behind the wheel and on the track will be invaluable for our racing program down the line," said Steve Matusek, Aeromotive President and current driver of the car.

Aeromotive's decision to bring Larry into the mix came after Matusek suffered a season-ending injury. While Steve will make a full recovery, surgery on his Achilles tendon will keep him out of the driver's seat for most the remaining '09 season.

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Three Weeks in March

By Mickey Bryant

Three weeks in March of 1959 in Bakersfield, California, were the beginning of modern "National event" drag racing. Don Garlits arrived from Florida for the March Meet and the sport ...

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For Larson, the timing is impeccable. Larry is the owner of Larson Race Cars (LRC) based out of Oak Grove, MO, and has built cars for ADRL Pro Extreme driver Travis Swearingen, the quickest and fastest turbo powered Pro Mod, Mike Moran and others including David Schorr and Tony Nesbitt. In addition, Larry is gearing up for the annual Hot Rod Drag Week starting in his backyard at Kansas City International Raceway on Sept. 11. Larry and his Nova are reigning champions and are looking to be the first ever repeat champs. [08/12/09]

NATIONAL GUARD ADRL LOOKING FOR A FEW GOOD MEN AND WOMEN

The National Guard ADRL's Human Resources department is looking for several motivated people to fill key positions in the fastest-growing motorsports property on the planet.

The departments looking to expand include Competition, Tech, Merchandise Sales and Sponsorship Sales, with both full- and part-time positions available. Qualified individuals are asked to send their resume and the department they're interested in to careers@adrl.us or call 636-272-ADRL. [08/12/09]

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MONACELLI PASSES AWAY

Robert John "Bobby" Monacelli, a member of the R2B2 Racing team, passed away Monday morning (Aug. 10) after suffering cardiac arrest.

He joined the team in November of last year and worked on both Roger Burgess and Melanie Troxel's Pro Mods after most recently worked with Pro Mod driver Ed Hoover.

A visitation and wake are scheduled from 9:30-10:30 a.m. at Epiphany of Our Lord Church at 3050 Walton Road in Plymouth Meeting, Pa. A mass will follow.

Monacelli is survived by his father, Clem Monacelli, his sister, Mary Beth, and nephews, Nicholas and Timothy. The family has requested contributions be made to the American Heart Association in Bobby's memory. (www.americanheart.org)

(photo courtesy R2B2 Racing) [08/12/09]



NEOPMA RETURNS TO MIR



The Northeast Outlaw Pro Mods will be at Maryland International Raceway this Saturday, Aug. 15.

"Our last race at MIR in May of this year was spectacular, with huge crowds, and with Tommy Gray and Fredy Scriba (above) both breaking track records," said John Mazzorana, the association president.

This event will consist of two classes, Blower/Turbo's and Nitrous/Aspirated. (DRO file photo) [08/12/09]

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The Agent got word that ADRL Veep Bert (call me Bubba) Corzine is trying to put together a 200-mph club for the first eight ADRL Pro Nitrous cars to break the 200-mph barrier at an ADRL sanctioned eighth-mile race. Interested parties should contact Bubba through the ADRL switchboard. [08/12/09]

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ADRL returns to St. Louis



Words by Jeff Burk Photos by Jeff Burk, Don Eckert and courtesy of the ADRL

In over 30 years of covering National Event drag racing at Gateway International Raceway last weekends ADRL event was the only one I have ever seen where the grandstands were truly and absolutely full. It was also the first ever National Event held at that track in more than 40 years of operations that drew huge crowds just to watch cars that didn't burn nitromethane! And it was the first crowd I have ever seen at the track that applauded every run and stayed until the last car had went down the track Saturday night

The race marked the triumphant return of the ADRL to Gateway International Raceway and solidified the ADRL as the premier doorslammer sanctioning body in drag racing. The race was a huge success for everyone involved -- unless you were one of the fans who came late in the day on either Friday or Saturday, waited a couple of hours in line only to have an Illinois State trooper tell you the track was FULL and you wouldn't be allowed to enter. That was the scenario faced by DRO staffers and fans on both days when GIR was literally filled to capacity and beyond with drag racing fans.

The most impressive performance came from Extreme Ten-Five racer Chuck Ulsch, who put his name in the drag racing record and history books becoming the first racer using to run an eighth of a mile in under four seconds and over 197 mph. His supercharged, Hemi-powered Camaro ran the record setting 3.986/197.88 in a semifinal thrashing of Jeff Naiser.



But Ulsch couldn't close the deal and lost in the finals to Billy Glidden's small-block Ford-powered 2006 Pontiac GTO despite a .014 RT. Ulsch's Camaro overpowered the track, shook the tires and limped to a 4.336/187.47 while Glidden ran a 4.076/176.74.

Ulsch could dominate the class the rest of the year.

Other winners besides Glidden were Mike Janis in Pro Extreme, his second this year, Mike Castellana in Pro Nitrous, Brian Gahm in Pro Stock and, getting his first career ADRL Minuteman, Travis Davis in Pro Extreme Motorcycle. Second generation racer Ty Tutterow got the win in Jr Dragster.

PRO EXTREME RESULTS



Once again Jason Scruggs, National Guard ADRL Pro Extreme 2008 champ, was the dominant performer in the class and, as sometimes happens, he just ran out of time and parts before the racing was over.

In a bizarre semifinal matchup against Cody Barklage, Barklage's Firebird broke a fuel fitting after firing up and was spewing alky down on the track and was shut off by the starter giving Scruggs a bye run to the final. Instead of easing down the track Scruggs hammered the Hemi-powered Camaro to a stellar 3.741/207.18. That pass was crowd-pleasing but costly as Scruggs wounded his Hemi powerplant to the extent that it required at least an hour and a half to repair for the finals. .



In the other semifinal pairing Janis eased by Texan Frankie Taylor with a 3.967/192.66 that easily covered Taylor's troubled 4.087/178.57.

The final round ended up being a single as the ADRL had told the racers they had 45 minutes to service their cars and bring them back to the line at 10.50 p.m. Scruggs had hurt his second engine of the race and told ADRL officials his team needed an hour and a half. The Scruggs team couldn't answer the call and Buffalo, NY-based Mike Janis made a single for the dough and the Minuteman trophy, and by the way the second ADRL National Event win for the New York team that publicizes the fact they use a traction control device as a tuning device.

The unanswered question here is why didn't Jason Scruggs make a half-pass in the semi-finals and save his parts for the final round instead of making a near record lap that burned his engine up ?

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PX NOTES



Three cars ran over 200 at Gateway they were those driven by Scruggs, Josh Hernandez and Todd Tutterow ... A 200-mph club for the Pro Nitrous cars is rumored to be in the works ... The only woman driving a Pro Extreme car at the Gateway event was Cathy Belcher, who was .005 off the bump spot ...



Todd Martin had a 3.689 ET in the third round of PX quals! The time was disallowed because of the .718 60-ft. ET he was credited with ... 33 cars were entered in PX. The bump for a 32-car field would have been Neal Wantye with a 4.278 ... Mike Janis has been very public about the fact that he has installed a Davis traction control device on supercharged Hemi in both of the last two ADRL races he has won.

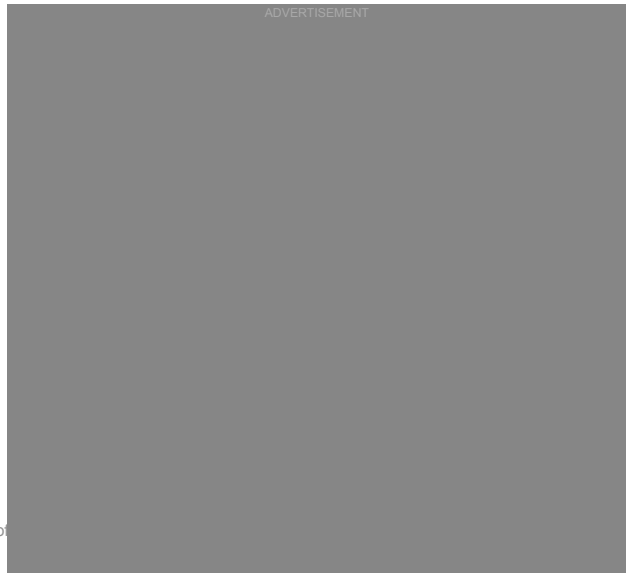
PRO NITROUS RESULTS



Team Al-Anabi has most of the premier drivers, tuners, and engine builders in their camp and the strength of that team is finally being felt by the rest of the nitrous racers.

A driver and team that is really coming into its prime is the Qatar-based Pro Nitrous team that has Khalid Al-Balooshi as its driver. Al-Balooshi had low ET of the meet for nitrous cars with a 3.909. "Tricky Rickie" Smith serves as crew chief for Balooshi. In fact the top three qualifiers all were Al-Anabi backed teams with Reher-Morrison powerplants. And in eliminations they dominated the action with Balooshi and Mike Castellana going for the title in final round.

Balooshi may have succumbed to a little nervousness in the final round brought on by racing in front of a full house of fans for his first ADRL title. He left before the tree was activated, giving the automatic win to New Yorker Castellana, who coasted to a 4.57/118.45 win after he had traction issues.



There were a couple of long-shot teams that qualified for the 16-car field that had a 4.125 bump spot. Hometown favorite John DeFlorian driving for the Bankston Brothers qualified 13th and went to the semifinals before red-lighting against Balooshi.

He told one reporter that he was concentrating so hard on the tree that after he turned the pre-stage light on, a flashbulb went off in the crowd and he stepped off the clutch. "I knew it was a bad deal as soon as I did it," said DeFlorian, who works at Jerry Haas Race Cars and built the car he drives at Haas' shop at nights and on weekends.

Another St. Louis group of Pro Mod racers led by car owner Dennis Price with Kansas City car builder Terry Murphy driving and ex-driver/ nitrous guru Donnie Little tuning, got in the field on their last qualifying shot with a respectable 4.125/177 effort.

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PN NOTES



The Bankston Boys took the engine out of DeFlorian's car after he had qualified when they blew up the engine in their primary car ... Detroit racer Bob Rahain qualified at St. Louis with a respectable 4.09 ET but he also became the first powerglide-equipped nitrous car under 4 seconds a week ago when he ran a 3.99 last week at a race at Norwalk, Ohio ... Every car that qualified in Pro Extreme was either a 'Vette or a Camaro ... Nine of 16 qualifiers had a Reher-Morrison powerplant, three had Gene Fulton engines.

EXTREME TEN-FIVE RESULTS

In the Extreme Ten-Five class Chuck Ulsch, driving his relatively new supercharged Hemi-powered Camaro, was the dominant performer but he couldn't convert that performance into a class win despite the fact that he became the first Ten-Five car in the nation to make an 1/8th mile lap in less than four seconds at speeds over 197 mph.

The Minuteman trophy went to perennial winter Bill Glidden. In the finals he drove his Mickey Thompson Tire-backed Pontiac straight down the track recording one of his best ETs of the meet (4.076), which still wouldn't have covered Ulsch had tire spin not slowed him to a way-off-the-pace 4.336.



Despite his win, Glidden knows he has to find some power if he is going to compete against Ulsch for the rest of the season. "It's nothing I did," Glidden insisted. "If they hadn't had trouble over there, there's no way I can run with the kind of horsepower they're making. So, yeah, I'm kind of surprised to win here."



Ulsch was in a league of his own as a driver at this race. The car and driver either spotted their opponents a lead and ran them down at the finish line or Ulsch had superior reaction times to his opponent in every qualifying session or in eliminations. In the final round against World Champ Glidden Ulsch had a great .014 RT against Glidden's .039 but the track simply wouldn't hold the Camaro's three-second/197-mph power and Ulsch was forced to lift doing away with any chance for him to win the title at GIR.

XTF NOTES



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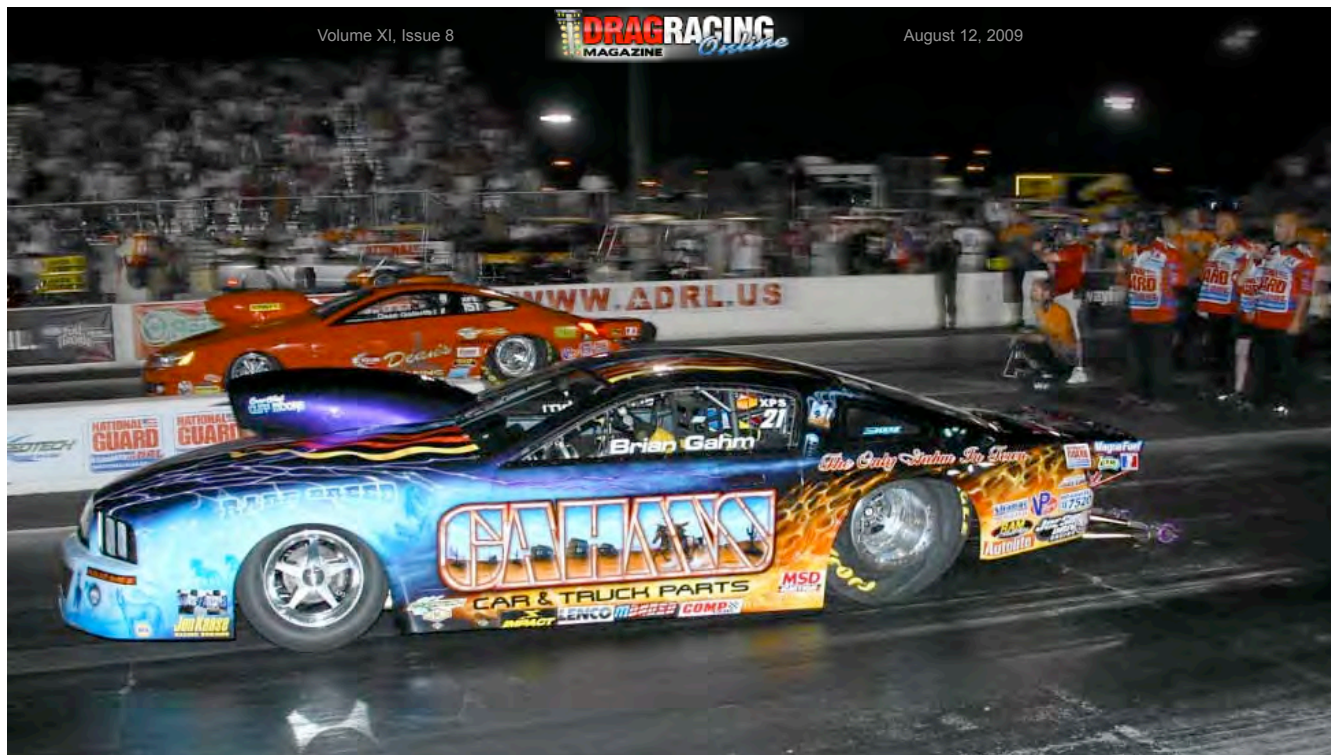
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Nineteen teams were on hand for the XTF competition ... Taking Ulsch out of the combination there were less than three-tenths of a second and six mph between the number 2 qualifier, Gary White driving his turbo Scion, and the 16th qualifier Joel Bayless ... Ulsch, on the other hand, was almost four-tenths of a second and 30 mph faster than the 16th qualifier ... The smallest engine was Gary White's 186 Toyota and the largest was Jeff Paulk's 833 cubic inch Fulton "rat motor."



EXTREME PRO STOCK RESULTS

ADRL's Extreme Pro Stock class is a clone of the IHRA Pro Stock class, so for some the Pro Stock racers in attendance this was their fifth race in seven weeks. The Pro Stock cars, drivers and teams were showing a little of the strain that comes with a NASCAR type of schedule. So it was no surprise that the veteran teams fared better than the less experienced or that the ADRL class would find itself short by one car of having a full field.

Qualifying was led by perennial Extreme Pro Stock polesetter Robert Patrick. His '08 Mustang GT powered by an 820 cubic inch engine eked out a pole by being just one-thousandth of a second quicker than Brian Gahm's '07 Mustang. Patrick ran a 4.143 and Gahm a 4.144. Both men had 173+ speeds with Gahm faster by .02 mph.

The first round saw Matt Hartford in his Wilson Manifolds-backed '07 Cobalt have a scary top end crash where Jason Collins just avoid running into Hartford.

"It just started to haze the tires, then took a sudden, hard right into the wall. I probably stayed in it longer than I should have," Hartford admitted after the first wreck of his career. "But when you're trying to win these races you have to go for it." An often expensive but not uncommon philosophy in ADRL's ultra-close doorslammer racing.

Meanwhile, points leader Gahm continued his dominance of the only none power-adder class in the ADRL. Gahm trailed Brad Waddle, Steven Boone and John Montecalvo before ending the hopes of Dean Goforth who had top speed of the meet for Pro Stock checking in with a 174.13.

The win was Gahm's fourth of the 2008-2009 ADRL year. (Remember ADRL's 2010 season begins with the last race of the 2009 season at the Texas Motorplex.) Gahm set low E.T. of the meet with a 4.13-second blast in the final, while Goforth suffered a flat left front tire halfway into his run that threw his '09 Pontiac GXP across the center line, where it hit the finish line markers.

"I hate to see that. We already lost one (car) today and don't need our guys tearing their stuff up out here," Gahm said. "That was a good run for us and it's great to keep the momentum going toward the championship."

EPS NOTES

With another race in just two weeks the Extreme Pro Stock teams could race as many as six times in eight weeks ... Fifteen cars total seven were Fords, the rest GM no Mopars ... Best RT was John Montecalvo against Collins, a .013.

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PRO EXTREME BIKE RESULTS

Twenty-Four teams representing 15 states made the trip to National Guard American Drag Racing League's St. Louis race where only sixteen would get to race for the cash and the coveted Minuteman trophy.

Travis Davis put on a driving clinic at this event. He qualifying number two, took out current class champ Billy Vose in the first round, overcoming Vose's .005 RT, put a 004 light on Keith Dennis and the won using a holeshoot against Monte Campbell in the semifinals and another one to Ron Procopio in the final round.

In the semifinal win Davis put a massive holeshoot on Campbell making his 4.286 hold up against a better 4.272. Then he encored in the finals. Procopio had a 4.265 elapsed time, and Davis a 4.268, but a .052 advantage off the starting line made Davis the winner over Procopio

Eric McKinney from Hamersville dropped the hammer on the field in qualifying (please forgive me I couldn't resist) setting both Top Speed and Low ET with laps of 4.226 and 173.29. Pretty fast for a nitrous bike. McKinney got to the semis before being eliminated by Procopio.

PRO JR. DRAGSTER



They invited 16 Pro Jr. Dragsters and qualified them based on RT's. Hallsville, Mo., driver Skyler Daly qualified number one with a perfect triple-oh light. Two other drivers, Alexander Open and Janna Vogler, had double-oh lights. The best the winner, Ty Tutterow, could manage was an .052 good for 11th position.

During Eliminations Tutterow had RT's of .150, .037, .141, and a .186 in the final against Trevor Haisma, Wonder Lake, Ill., who had a .104. Tutterow ran .009 over his dial of 7.93 with a 7.942 and Haisma broke out by almost six hundredths.

The best reaction time and win in eliminations was recorded by KJ Nowling driving a brand new Jr Dragster. He had a .004 light in the quarters against Robert Vogler and won the race when Vogler went .001 red. Nowling lost to Tutterow when he broke out, running an 8.009 on his 8.02 dial. In the other lane Tutterow ran an 8.006 on his 7.93 dial.



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The finals matched Tutterow against number 5 qualifier Trevor Haisma. Haisma had a superior RT recording a .104 to Tutterow's tardy .186 but Haisma ran way under his dial-in of 8.06 turning in an 8.005 breakout that gave the win to Tutterow.

PJD NOTES

Ty and Tia Tutterow are, of course, related to Pro Extreme racer Todd Tutterow ... KJ Nowling is the son of ADRL pres Kenny Nowling ... Top Speed honors went to Bryce Beeler, who scorched the clocks with a 86.07 lap in losing to Trevor Haisma ... Low ET of the meet honors Cody Jeffs of O'Fallon, Mo., with a 7.847. [DRO](#)

PHOTO EXTRA



FIA/UEM European Championships Round Three, Veidec Festival, Mantorp Park, Sweden

Words and photos by Ivan Sansom and Rose Hughes
Thanks to TSI Timers (Europe) for access to the timing data

The third round of the FIA/UEM European Drag Racing series, held at Mantorp Park in Sweden, came to a frustrating end as successive rain showers halted action just before the final rounds of eliminations in all the Pro categories, and, despite the best efforts of the track crew, the shutdown area refused to dry before the last remnants of daylight were lost (Mantorp, like so many of the tracks in Europe, lacks the lighting necessary for racing after dark). Despite the absence of a finish to the meeting, the Mantorp quarter mile (and 1000 foot, and eighth mile, depending upon the class and braking requirements) produced record setting fields, major upsets and potentially significant moves in the points championships.

FIA TOP FUEL DRAGSTER



Risto Poutiainen arrived at the Veidec Festival third in the points and needing to make a move on the two drivers ahead of him. Qualifying on top of the heap in Rune Fjeld's primary car, Poutiainen progressed to his first final of the 2009 season with a 4.081/282.66 mph to 4.276/258 victory over Micke Kagered in the opening round of eliminations, and then outran Urs Erbacher with a 4.216/265 to the Swiss driver's 4.280. With Stig Neergaard falling in the first round, Poutiainen moves into second spot behind current championship favourite Andy Carter who he was due to race against in the final. Both drivers wanted it go at it and spent some time in discussion with the race director asking to run over the eighth after the meeting was called.

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Andy Carter booked a spot his fourth final in a row (and sixth out of seven events since the start of 2008) in the Lucas Oil car with not a little luck this time around. After dominating this event from start to finish last year, Carter was reasonably satisfied with second spot on the ladder which meant a first round match-up with Anita Makela. This is where Carter's championship run could have taken a massive dent as the slicks went up in smoke at three quarter track, shortly followed by Makela's blower belt which slowed the R20+ Energy Drink car to a losing 4.226/234 to Carter's 4.125/261.91. The final four was another monster match-up for Carter, this time alongside Lex Joon, but the Dutchman's slicks started spinning at half track giving Carter the winlight with a 4.142/263 to Joon's 4.206/251. "It was a shame we didn't get to run the final as it would have been a great race with Risto, but we leave this race with the points lead heading into Germany next month".



Urs Erbacher shipped back his reserve rail, last seen taking Scott Weis to the victory lane on the IHRA tour back in May, from the States to race at Mantorp and Hockenheim. Perhaps a measure of how strong the Euro Top Fuel field is getting, Erbacher only managed fifth spot in qualifying, but gained a round win when Stig Neergaard pulled both drivers through the starting beams with a huge red light, Erbacher running a consistent 4.131/283.14 but lost lane choice to Poutiainen in the semis. A loss of traction in the second half of the track ended the day for the Swiss driver at the semi-final stage, but he'll be back at Hockenheim looking for revenge.



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Linda Thun Tonseth had her best showing to date in what is one of the older cars in the European fuel racing fleet. A final session 4.120/275 was only bested by Rune Fjeld team mate Poutiainen's pole setter in that qualifying round, placing the Norwegian rookie third on the ladder behind Carter. A first round win on the FIA tour wasn't to be as a loud metallic clang after reversing from the burnout indicated something awry in the drivetrain and handed Lex Joon a freebie into the semi-finals.

FIA Top Fuel Dragster qualifying and results

1.	Risto Poutiainen	(Fin)	4.055/447.12 km/h	(finalist)
2.	Andy Carter	(UK)	4.108/460.57 km/h	(finalist)
3.	Linda Thun Tonseth	(Nor)	4.120/443.67 km/h	(first round)
4.	Stig Neergaard	(Den)	4.123/458.21 km/h	(first round)
5.	Urs Erbacher	(CH)	4.135/449.49 km/h	(semi-final)
6.	Lex Joon	(NL)	4.141/441.66 km/h	(semi-final)
7.	Anita Makela	(Fin)	4.245/435.58 km/h	(first round)
8.	Micke Kagered	(Swe)	4.352/385.01 km/h	(first round)
9.	Tommy Rostgaard	(Den)	4.372/351.93 km/h	
10.	Jari Halinen	(Fin)	4.420/353.15 km/h	
11.	Timo Lehtimaki	(Fin)	4.631/339.95 km/h	

Low ET 4.055 seconds Poutiainen Top Speed 460.57 km/h (286.18 mph)

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FIA PRO MODIFIED



FIA Pro Mod is always a gem at Mantorp, this year it was bigger than ever with 31 drivers trying to qualify for the 16 elimination spots. The pace of qualifying was startling and led to a record bump spot of 6.408 and surprisingly left heavy hitters like Roger Johansson and Marc Meihuizen on the outside. The sharp end saw five runners in the 6.1 second zone, including Mats Eriksson, Andy Robinson, Patrik Wikstrom and Micke Gullquist. The quickest of the quintet? Fast Freddy Fagerstrom who brought the house down with a simply astonishing 6.144/227.04 from his C10 pick-up making his first appearance of the 2009 FIA tour. Now equipped with a data recorder and revised aero at the back end, Freddie was able to rip off another 6.1 with a 6.162/227 defeating Graham Ellis in the opening round of eliminations, but then shake did for him in the quarterfinals as Urban Johansson bested him with a 6.179/230, but the truck is clearly flying.



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Mats Eriksson was low qualifier at the previous round in Finland and a fifth spot 6.187 was a decent effort going into eliminations. The Green Goblin 56 Crown Victoria carded low ET of the opening round with a 6.122/233.28 to defeat Niclas Andersson and then faced off with Norbert Kuno in the quarters. This race would prove to knock the FIA eliminations out of schedule due to a required re-run after the staging problems that had manifested themselves throughout the weekend reared their head again. When finally a legitimate race was run, Eriksson carried on in the 6.12s with a 6.125/234.49 and booked a spot in the semis against Urban Johansson. Ubbe redlit and Eriksson maintained his low ET form with a 6.129/234.29 to earn lane choice over one of the real surprise packages of the 2009 Veidec Festival.



What a difference a year makes. Jan Gunnarsson and the immense '59 Coupe de Ville Caddy were the bottom of the pile at their debut at the 2008 Veidec Festival. This year it was PBs galore as a 6.219 gained Gunnarsson seventh on the eliminations ladder. A first round win at FIA level was gained over alternate Roger Johansson with a 6.222/222.46, and a second came at the expense of Micke Gullquist with a picture perfect 6.129/228.50 (to Gullquist's 6.174/228.19); the sight of a Cadillac flying to the eighth mile with the front wheels up was a joy to behold. Not content with these scalps, Gunnarsson then accounted for Patrik Wikstrom with a 6.202 to book a spot against Eriksson in the un-run final. A '59 Cadillac vs a '56 Crown Victoria, isn't that what Pro Modified racing should be all about?

FIA TOP METHANOL DRAGSTER



British veteran Dave Wilson was on strong form and frustrated by the weather having made the final in FIA Top Methanol Dragster. The Silverline Tools car picked up the low qualifying points with a 5.312/433.42 km/h (269.31 mph), defeating Esko Raisvuio in the opening round of eliminations and then reset his own European ET record with a 5.301/446.92 km/h (277.70 mph - although this was too fast to be backed up within the necessary 1% margin it confirmed Wilson's earlier qualifying speed as a new European speed record), in defeating Swede Krister Johansson in the semifinals. Wilson would have had a chance to make a strong move in the points chase in final round against current championship leader Timo Habermann from Germany. WE caught up with Wilson for a few words after the race, "right now the car is running great !! We have been through a learning year (16 runs in 2008) and 6 test runs at Easter this year before making the changes to the chassis which has stepped our whole performance up a gear. Now we can get down the track instead of blazing the tyres everywhere, that makes the motor work harder and that has lead to some engine damage that we are now beginning to get on top of. Our aim is to cut down on engine damage and keep the motor happy, cause when its happy I'm happy,the crews happy and above all Silverline tools and Playstation are happy and without there support and encouragement we wouldn't be here. Thanks have also got to go to Bill Reichert for his excellent tune up and answering my really basic questions about a-fuel."

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Despite the rule change concerning blower drive ratios on the Whipples after the opening event of the year, Timo Habermann is the form act in FIA Top Methanol Dragster reaching his third final in the row despite a comparatively lowly qualifying effort that gave him sixth on the eight car ladder. This meant a first round match up with younger brother Dennis, and bragging rights were returned to the older with a holeshot victory in a pair of 5.437 second passes. Habermann earned his spot in the final round with a 5.459/254 defeat of last year's champion Peter Schofer; Schofer having earlier carded his PB with a 5.428/263 suggesting the Bavarian Thunder team had made the right call in back halving their car and skipping Finland in order to find a cure for a dose of the bad shakes.

FIA TOP METHANOL FUNNY CAR



Top Methanol Funny Car had six competitors at Mantorp (where have all the others gone?) and by the end of qualification we were down to five as Leif Andreasson's engine woes continued. On top of the pile was Ulf Leanders who moved into the points lead ahead of Andreasson after qualifying low (with a 5.802/241), and then having two byes into the final, the first coming when Per Hakan Troa left stuff on the track after the burnout and the second a result of the lopsided ladder.



Dan Larsen missed the Alastaro meeting to try and search for some consistency in his new for 2009 Dodge Stratus. The hunt clearly paid off as the Dane clocked 6.0s in each of the four qualifying sessions, but then

stepped up with a 5.896/240 in the first round of eliminations. When Jarmo Kuutniemi broke off the startline, Larsen was able to book his spot alongside Leanders in the rained off trophy run off.

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7th Annual Kook's Custom Headers NMCA Muscle Car Nationals
June 5-7, 2009 - Reading, Pennsylvania

4th Annual NMRA/NMCA Super Bowl of Street Legal Drag Racing
July 16-19, 2009 - Joliet, Illinois

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August 6-9, 2009 - Charlotte, North Carolina

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15th Annual Nitto Tire Spring Break Shootout
March 5-8, 2009 - Bradenton, Florida

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6th Annual Aeromotive NMRA Ford Nationals
June 12-13, 2009 - Milan, Michigan

4th Annual NMRA/NMCA Super Bowl of Street Legal Drag Racing
July 16-19, 2009 - Joliet, Illinois

Inaugural Nitto Tire NMRA / NMCA All-Star Nationals
August 6-9, 2009 - Charlotte, North Carolina

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FIA PRO STOCK CAR



An off the trailer 6.799/202, over a tenth better than anyone else in the session, indicated that the Pro Stock class (15 entries being the biggest field seen in FIA Pro Stock) were going to spend another under the cosh wielded by Jimmy Alund. However, by the end of qualifying three had clocked 6.79s and Alund was in second spot with a 6.792/203. First round of eliminations and again Alund was second in the performance stakes but into the semis after a 6.854/202 defeated a redlighting Eero Knihtila. The final four saw Michael Malmgren try and stop Alund, but a 0.031 light put Alund ahead at the start and a 6.773/203 saw him take the win going away and on course for another event win.



Of the 6.79s carded in qualifications, Richard 'Nixon' Sundblom carded the pole setter with a 6.791/202, and thus marked a remarkable comeback for the Finnish driver after impacting the wall at Alastaro. Sundblom, the defending event champion, earned a semifinal berth by six foot in overcoming Michael Callin's substantial holeshot in the opening round of eliminations (a 6.818/202 to 6.928/199 being a lot closer at the stripe than the ETs would suggest), but then slowed at half track to end his day against Magnus Hanssen.



After a couple of seasons looking for a raceday setup Magnus Hanssen managed to get one at this year's Veidec Festival, converting a fourth qualifying 6.865 into a final round spot against Alund, after defeating Tommy Leindahl and Sundblom with a pair of 6.9s, a pace that would need stepping up considerably if he was to pose a threat to the points leader.

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UEM TOP FUEL BIKE



The two wheeled fuelers run over the eighth at Mantorp, and by the end of qualifying Peter Svensson and the Team Kendall Billet bullet was on top of the lot by over a tenth with a 4.089/189.34 mph (the latter being a new Euro Top Fuel Bike speed record over the eighth). Svensson turned it up a tad in the first round with a 4.061/193.23 lowering the ET record he'd set last year and raising the speed mark by close to four mph. The hunt for a third Veidec title in a row ended in the semi-finals when the bike slowed dramatically just before the finishline against Rikard Gustafsson.



Rikard Gustafsson skipped the first round of the season at Santa Pod back in May, but then won in Finland and was on very strong form in Mantorp clocking a very nice 4.258/173.90 to qualify the RG Engineering Suzuki Funnybike in fourth, surrounded by six nitro fired multicylinder entries. Gustafsson enjoys the challenge of racing against the pure fuel bikes and accounted for Peter Andersson Strom in the eliminations opener with a 4.301/171 to Stromma's 4.43, and then booked a final round spot when Svensson broke alongside Rikard's 4.373.



Sverre Dahl spent a lot of time trying to chase down the problems that were causing a drop in oil pressure at the previous meeting and reappeared during the first qualifying day at Mantorp. A third session 4.204/181 made the Sunshine Express camp a lot happier and put Dahl second quickest behind Svensson. Sverre improved to a 4.189/182 to defeat Rene van den Berg and then had a wild ride on an even quicker 4.169/179 to overcome Ian King's holeshot and out run the reigning Euro champion's 4.287/176 by three feet at the finishline.

UEM SUPER TWIN BIKE

The 2009 points in Super Twin Bike is starting to see Per Bengtsson and Lorenz Stauble gradually pull away from the nearest contenders, and the Mantorp final would have seen a rematch of that at Alastaro between these two. Bengtsson gained a point on Stauble qualifying one spot ahead in third place with a 4.435 in what was another bumper 18 bike field. Bengtsson slowed slightly into the 4.5s in eliminations, but a pair at this pace was good enough to defeat Greger Johansson and Samu Kempainen in the quarters and semis and is now under two rounds of eliminations behind the points lead with two events to go.



Lorenz Stauble booked a spot in his third Euro final in a row, having won the Main Event at Santa Pod and then runner-upped at Alastaro at the start of July and is nudging closer to a second Super Twin title to add to that earned in 2007. A 4.499 put the Swiss rider in the top half of the eight bike field, and a 4.442 defeated Svein Olaf Rolfstad in the first round of

eliminations and led to a semifinal bye when Matti Vahasaari was unable to make the call after blowing a motor in the opening round. Stauble would have lane choice over Bengtsson having a 4.410/172 timing ticket.

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The quickest pass of the weekend in UEM Super Twin put Hans Olav Olstad on pole with a 4.317/177.85, this being recorded alongside Job Heezen's 4.333 which gained the Dutchman second spot, both being PBs over the eighth mile. Olstad's weekend ended prematurely when he broke off the line against Matti Vahasaari, which was further than Heezen's managed as a fuel pump failure stopped him after the burnout also in the opening round.

UEM PRO STOCK BIKE



Pro Stock Bike was vying with FIA Pro Modified for the class with the biggest upsets over the course of the weekend, with Norwegian Kenneth Vik, at his first meeting of 2009, ending up in what would have been his first final at UEM level after victory over Gabriella Nikolovska and then what we are pretty sure is a new PB of 7.414/178 in defeating current Euro champion Fredrik Fredlund and low qualifier in the semifinals.

After a weekend he'd like to forget at Alastaro, Anders Abrahamsson was having a better event at Mantorp on his return to UEM competition after a year away. Third qualifier behind Fredlund's 7.418 and Martin Bishop's 7.455 with a 7.458, Abrahamsson took the winlight with the race of UEM eliminations against points leader Ulf Ogge. With RTs of 0.0241 and 0.0279 and ETs of 7.3868 and 7.3892 respectively, Abrahamsson prevailed over Ogge by about a wheel width, and then lowered the weekend's best ET mark to a 7.356 in the semifinal victory over a broken Bishop.



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Not just one Nostalgia Funny Car appeared in the staging lanes. The Wamo Racing team, headed by Erik Wallinder and Anders Molund, have spent the past couple of years getting the ex-Bifrost Pro Comp Corvette body into shape having found it in a forest (the full saga can be read at the team's website www.wamoracing.se), and are in the early shakedown phase with the setup on the Rimfrost car.

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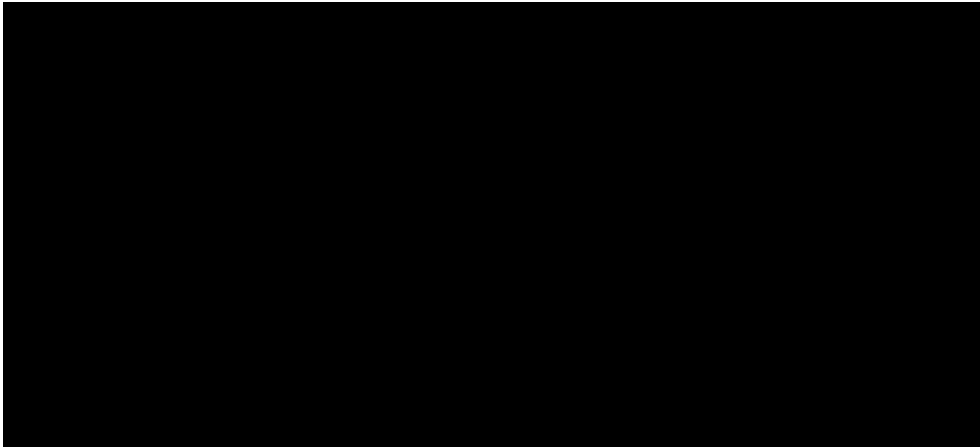
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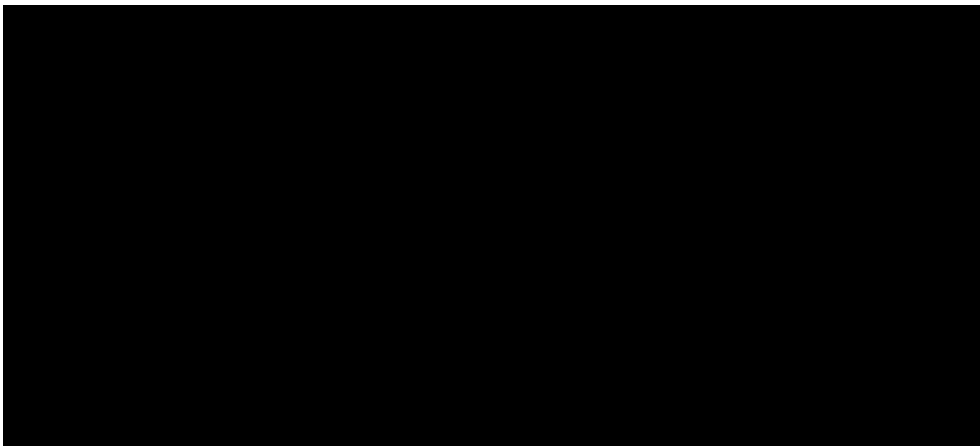
PRO MOD SKITTLES



Joran Persaker had a wild ride in his twin turbo Pro Mod during qualifying, but he wouldn't be the only one...



Finland's Marko Lantto spun out his Pro Mod in a vain qualifying attempt...



And then Mattias Wolcan, having earned a spot in the Pro Mod field at number 15, lost the chance to compete in his first FIA eliminator when his Corvette turned turtle at halftrack and slid into the wall.

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PHOTO GALLERY



Mats Jacobsson, Sweden FIA Pro Stock car



Adam Flamholc, Sweden, FIA Pro Modified



Peter Andersson Strom, Sweden, UEM Top Fuel Bike

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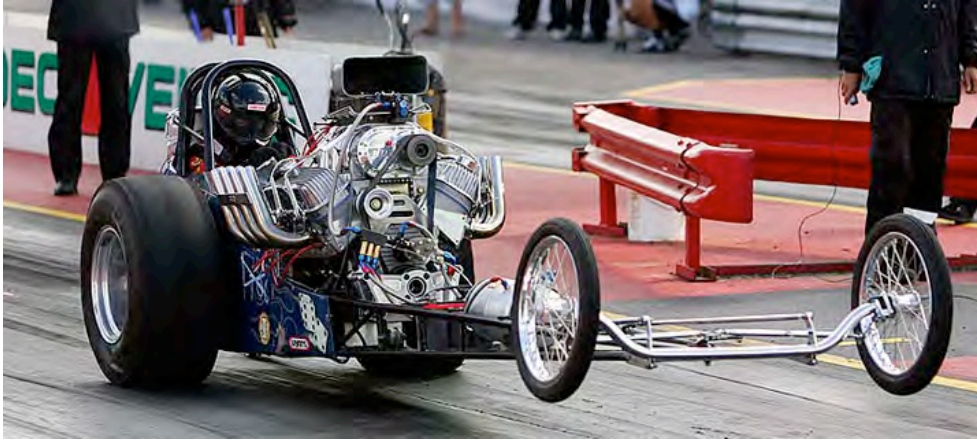



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Pierre Rydberg, Sweden, FIA Pro Modified



Kari Rajala, Finland, UEM Super Twin Bike



Michal Ponca, Czech Republic, UEM Top Fuel Bike



Peder Haraldsson, Sweden, nostalgia demo

Remaining FIA/UEM European Championship rounds

August 14th-17th NitrolympX, Hockenheimring, Germany (FIA only)

August 21st-23rd Extreme Weekend, Kunmadaras, Hungary (UEM only)

September 10th-13th European Finals, Santa Pod, England [DRO](#)

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Words and photos by Jok Nicholson

It has been eight years since we wired "Project 4-Link". My, how things have changed! Now there are pre-wired kits that include everything you need to do it right the first time. With quality components comes reliability and that can add up to winning rounds, not searching for wiring gremlins in late rounds of competition.

We chose to go with the new Digital Delay Elite 500 Delay Box, Mega Switch Panel and installation kit. We also got the Mega-Dial option that puts getting your dial-in to the tower as easy as touching a button. I have to admit, it is pretty darn cool!

To rewire a car that has had the same wiring in it for eight years I have one suggestion: REMOVE ALL OF THE OLD WIRING! Leave nothing and start fresh; it is something you will not regret. We ended up with a big box of old wiring that was about two feet square and weighed about 25 pounds. I had no idea I had that much wiring in the Project 4-Link dragster!

Once we had it all removed it became a "planning party". What wires will I need, where will I run them to get them there, where can I mount the new Mega Switch Panel and Power/Circuit Board? The instructions are excellent and the drawing that comes with it is even better! I do much better with pictures, and the drawing made sense of it all.

We mounted the Power/Circuit Board on a panel that is above my knees and we attached the Mega Switch panel to the left lower side of the dash. The Mega-Dial-in Board was fastened to the existing scoop-mounted bracket and the LED lighting makes it easy to read in the sunlight or at night. Once we had the mounting locations figured out the next thing we had to determine was where we would run the wires to get to our water pump, trans-brake, tail lamp, ignition, etc.

The Digital Delay wiring kit comes with a wide selection of quality wire in correct size, length and colors as well as the connectors you will need.

We started off getting everything mounted and then proceeded to hook up the battery cables to supply the Power/Circuit board with power, starter cables. We ran 4-gauge cable for the ground circuits to the frame, the Digital Delay Circuit board, each cylinder head and the starter mounting bolts. That will give us plenty of quality places to get our other power items correctly grounded.

We used 1/0-gauge cable for the power side of the battery to our remote starter solenoid and to the starter. We used the supplied 2/0-gauge cable to power the Digital Delay Power/Circuit board. All the other wires are the sizes that Digital Delay supplied.

The Digital Delay Elite 500 Delay Box has all the bells and whistles the racers need and want. Separate screens for Bracket Racing and Pro-light racing. Settings within those screens stay with those screens. This makes it easy to switch from Index racing (like S/Gas or S/Comp) to bracket racing as you do not have to reset all the timers or delay settings. The Elite 500 also features a built-in Practice Tree with LED bulb. You can use your regular trans-brake button while sitting in the car and practice with the same switch you race with and it does not activate anything but the practice tree. It records your instant reaction time and even averages it out for you to look at. Are you getting "slower" as the race day turns to night? Now you can tell quickly and accurately.

The Mega-Switch panel and Power Board can handle up to 100 amps with no voltage drop. This is due to superior circuit board design and the use of the best relays available. Indicator lights on the fuses let you know if the circuit is active or if there is a blown fuse. No guessing, no testing, just take a look and you know if there is a problem or not. No longer do you have to worry if your circuit/power board can handle the water pump, fan, trans-cooler fan, electric fuel pump, tail lamp, electric shifter, throttle controls and nitrous controls without a voltage drop. This panel is designed to perform under the most severe racing conditions.

The Mega-Switch Panel comes with six switches to operate your accessories. Three of them have dual-position switches. This means if you want to run just the water pump you just push the switch up and if you want to run both the fan and the water pump you just push the switch down and it runs both circuits.

Normally with all the accessories you are activating with the switches on the Mega Switch panel there would be a big thick bundle of wires, right? Well, think again. On the Mega Switch panel they use very small wires from the switches to the Power/Circuit board. The Mega Switch panel comes with a pre-wired small (about 3/8" diameter) cable that plugs into the circuit board and that is all there is to hooking the switch panel to the Power/Circuit board. This makes wiring from each switch to relay or fuse panel a non-issue since Digital Delay did all that for you.

We ran our wires down both sides of the chassis and held them in place with P-fasteners that we riveted to the frame rails where we could. My suggestion is to run all the wires where you think you want them, sit back and think about it again, then finish them up.

The Mega-Dial Board is a cool option. If you order the Mega Switch panel with the Dial Board option it is all on the same panel. You can change dial in with one finger, from the seat of the car and lock the display in a matter of seconds. (Now, if I could just quit changing my mind about the dial-in every two minutes while I am in the staging lanes!)

We use Weather-Pack connectors on our electrical items so changing them out is easier and moisture becomes a non-issue. You can get these connectors at most electrical stores or through performance mail-order outlets. You will need to buy a special crimping tool but the expense, in my opinion, is a bargain for the quality connections you end up with.

We use a 16-volt battery and no alternator on Project 4-Link. This means we have very little chance of electrical interference and all the Digital Delay products are 16-volt compatible.

If you are wiring a race car, chances are it is not your first time working with automotive wiring. It takes patience, good tools and top quality products to end up with a trouble-free wiring system. In my opinion Digital Delay has produced a top quality product from start to finish.

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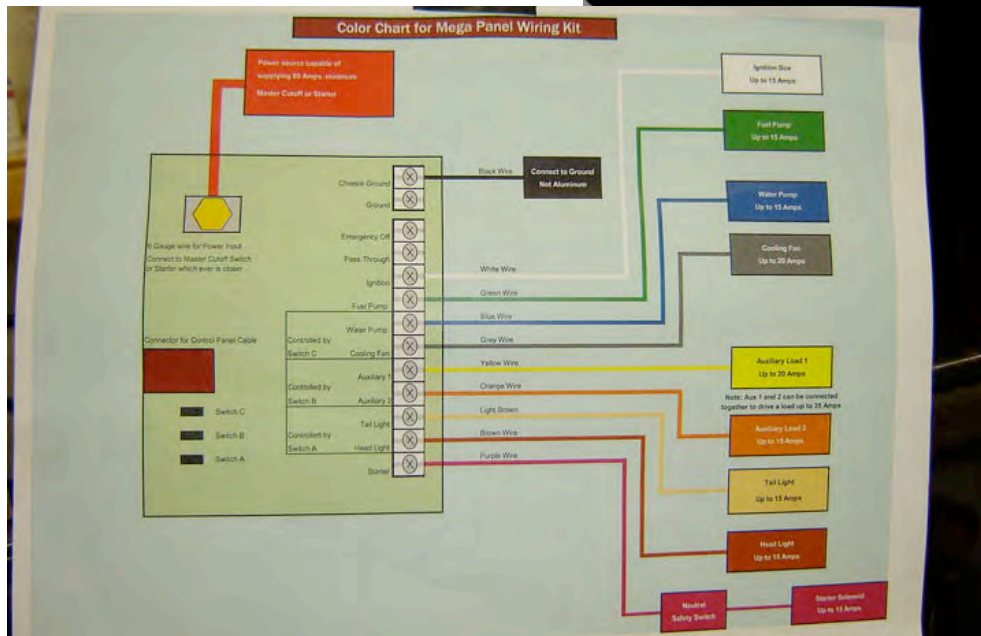


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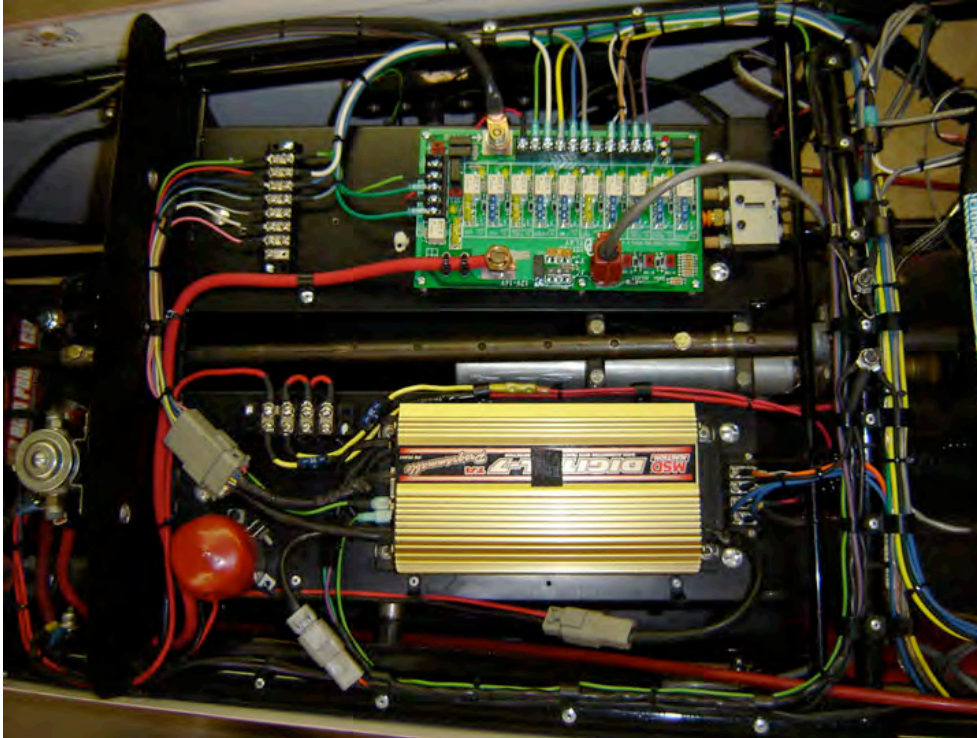
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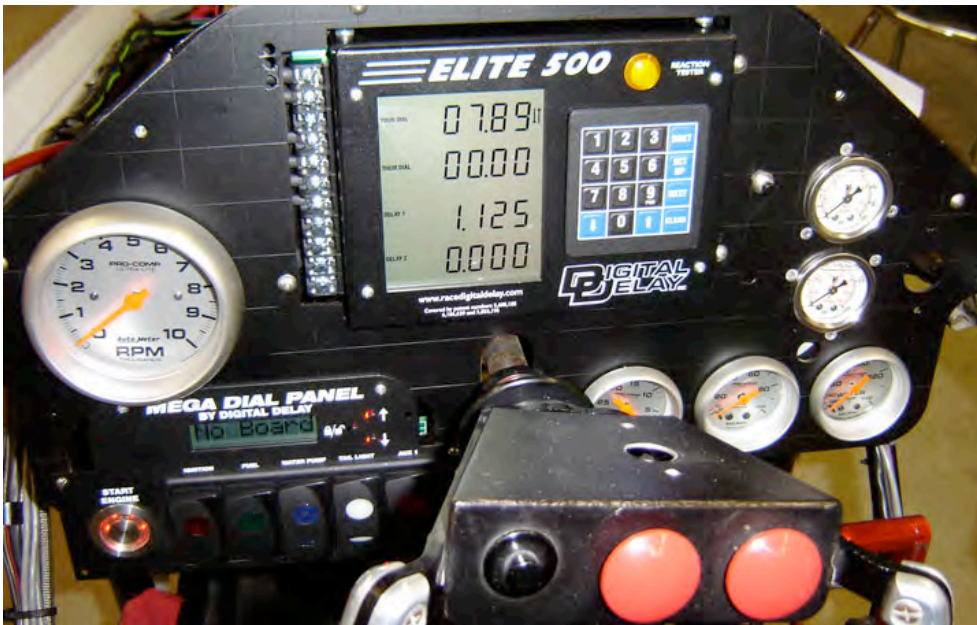
Strange



This is the schematic drawing that I used to wire Project 4-Link. Nothing beats a simple-to-understand drawing for me. Color-coded wires are supplied and it made the task much easier.



The power/circuit board mounted and wired up. The board can handle 100 amps and includes relays and built-in fuse circuits with green indicator lamps when that circuit is OK. Mounting was easy and the attachments for the bulkier battery cables was easy the way it was built.



This is the driver's view of the Mega Switch panel and built-in Mega Dial controller. Simply find a place to mount it and that is about it. It comes pre-wired and the quality of the switches is superb. The starter button is relay-operated and a very light touch is all that is needed to crank the engine over.

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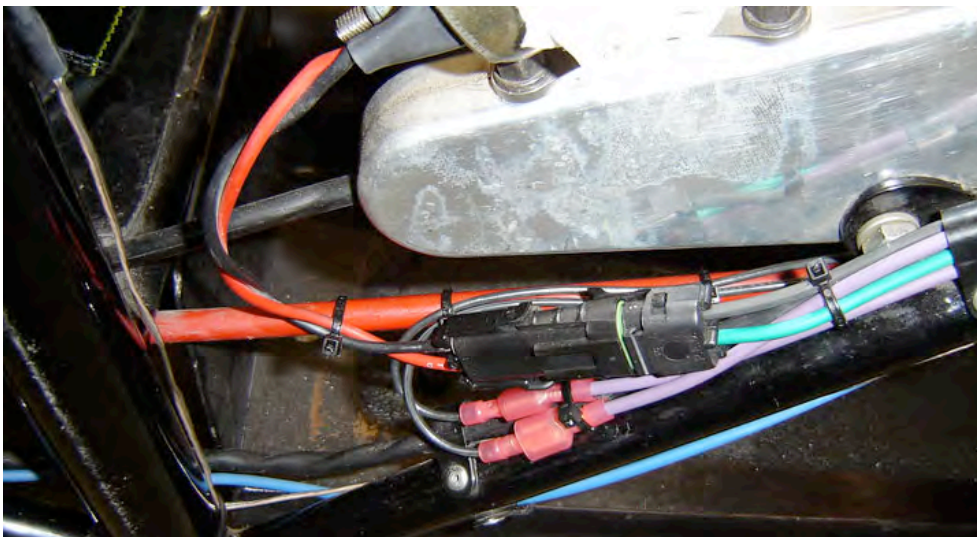
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This is the back of the dash panel. We ran the wires along the top bar and you can see the two ground studs we used to ground Elite 500 delay box wires, trans-brake button wires and dash light wire grounds. There is a lot of wiring to get a car functional and in today's Super classes and bracket classes the wiring is the foundation to reliable performance. You can have a 1000 HP engine but if the trans-brake won't hold or the Delay box blows fuses you lose. Everything starts with solid, reliable wiring.



Here are the Weather-Pack connectors we use. This one is on the power to our electric shifter solenoid. **DRO**

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Tranny Tech

by Mike Stewart

Hi,

I am building a smallblock Chevrolet FED that will not put out any more than about 500hp. What type of transmission setup do I need? How do I setup a direct drive?

Chris Barber

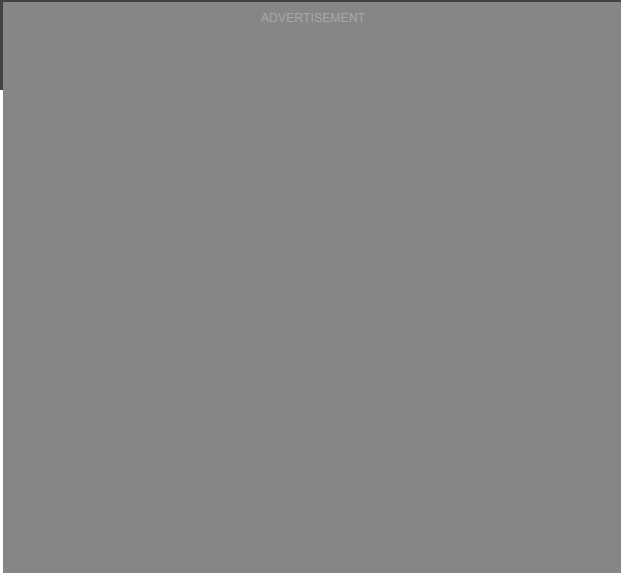
Chris,

For your dragster, I would recommend a powerglide with a custom torque converter built to match engine torque, a transbrake for reaction time, just basic stuff. It is hard not to make this kind of car go fast. Direct drive is best left to the Top Fuel guys with the big horsepower.

Hope this helps.

Thanks, Mike

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ASK THE EXPERTS **TECH Q&A**

Check Out That Chassis

By Scott Weney of S & W Racecars

Scott,

I have a '69 Camaro, frame is mild steel with a funny car driver's cage, 2x3, ladder bar, a-arm. Front-clip is all fiber & hood and doors. All lexan windows. The roof rear qtrs. are factory steel all gutted to the steel, you know ole school stuff, built in 1992, BBC 572 alky injected, glide and the car weight with me @ 200lbs. It's a whale @ 3140. What can a man do? I know just start over, but this car was before its time. You gotta see the paint scheme, done in 1994, truthfully THIS car was before its time. Runs 5.40's 8th, 8.30's qtr. go's straight as an arrow, it's just TOO heavy. Thanks for any insight on this whale of a problem!!!

P.S. I run hot/rod 10.90, cause I'm so FAT and break a bulb on the stop for 3.8 sec, runs 10.90's @ 158 mph.

RW Massoletti, Div 4, Texas

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RW,

Well everything is BIG in Texas, why not your car. The truth is you can do small things to lose a small amount of weight but it all adds up and will make a difference. A new Chrome moly cage will save you about 120# total using your 2x3 frame, some of the other parts could be a new 9" ford rear instead of a Dana like the older cars had. The best way to really look at the weight issue is to look at every part and ask yourself will the car go down the track with out this part if the answer is yes leave it off. Good luck with your Quest. I have a Camaro roadster for sale it would be 2100 even with you in it, call me.

Scott Weney
President, S & W Race Cars
610-948-7303X111

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IT'S NEW TO US!

FORGED PISTONS FOR THE VORTEC 8100 8.1L MARINE BIG-BLOCK



Like the 454 and the 502 big-blocks, the 8.1 (RPO L18) is founded on a 9.800-inch-tall deck cylinder block though it deviates from the other two powerplants via a 4.225-inch bore x a 4.370-inch stroke (the 454 and 502 maintain a 4.00-inch stroke).

There are three versions of the 8.1 marine engine: HP 1 (375hp/490lb-ft), HP2 (425hp/505lb-ft) and HP3 (525hp/560lb-ft). There is also a truck version of the 8.1 rated at 340hp and 455lb-ft of torque. All engines are equipped with 4-bolt nodular iron main bearing caps, nodular crankshaft and forged steel 1141 connecting rods that are magnafluxed and fitted with 9mm connecting rod cap bolts.

Unlike the GM piston, which is a cast aluminum hypereutectic construction, the Diamond offering is a forging with side reliefs (notches at either side of the skirt that accommodate a shorter, lighter piston pin, said to increase stability under high load). The forging is hewn from 4032

alloy, weighs 515 grams, and incorporates a single 0.107-inch-deep pocket for the 2.19-inch diameter intake valve. Like the factory casting, the new Diamond forging retains a 9.1:1 compression ratio and the standard ring pack: 1/16-inch (top), 1/16-inch (second) and 3/16-inch (oiler). Premium 8620 case hardened chrome molybdenum wrist pins (1.040 x 2.930-inch) are supplied. Optional 9310 endurance alloy pins are also available as are H13 Tool Steel pins, which are recommended for drag racing applications, notably those with power adders.

For quieter cold starting, the wrist pins are offset by .030 inch. This bias is directed toward the thrust side of the bore, inducing positive thrust. On race motors with open headers, this benefit is irrelevant but in the more tranquil setting of marine life, quieter cold starting leaves a most favorable impression. To avoid incorrect installation, Diamond denotes each piston with the letter F, indicating front.

As the Diamond 8.1-liter piston is a shelf-stock item, it is available for immediate delivery. For more information visit www.DiamondRacing.net.

NEW - 1964-1972 GM A BODY TIGERCAGE

The TigerCage is constructed entirely from 304 stainless steel and requires absolutely no welding or fabricating. In fact it installs in a matter of hours with simple hand tools and without altering your current interior.

Features

- ▶ Increases chassis rigidity
- ▶ Patent pending TigerClamp system allows for easy installation
- ▶ Engineered to conform tightly to interior panels
- ▶ No welding or fabrication required
- ▶ No need to alter or disassemble interior
- ▶ All 304 stainless construction

For more information, go [here](#).



WELDON RACING PUMPS 9200-A SERIES EXTERNAL OIL TRANSFER PUMP.

Flow rate for the 9200-A is 30 gallons per hour of 300-degree F 80-90W differential gear oil or ATF. Further, the current draw is only 5.5 amps. At 3 pounds and measuring 2.50x5.40-inches, weight and dimensions are compact.

Why contemplate the 9200-A pump? Although very few are willing to divulge the information, the 9200-A is presently being used on a number of front runners' superspeedway cars in Cup and Nationwide series. In fact, it is the only pump known to be used in circle track racing for transmission and differential cooling.

Further, it has been approved for use in export C5 and C6 Corvettes destined for warmer climates. Weldon is also working on a prototype high-temperature oil transfer pump for the new Cadillac CTS-V. This pump can be found in the GM Motorsports catalog under PN 12480080.

Features

- ▶ Internal Relief Valve prevents system damage (relief valves are normally closed and use a spring and diaphragm to monitor process pressure. The valve is designed to lift sufficiently to relieve fluid pressure build-up over setting. These valves help protect vessel and piping system damage from over pressurization. To ensure that oil pressure does not exceed the rated maximum, a spring-loaded pressure relief valve routes oil back to its source once pressure exceeds a preset limit.
- ▶ Pumps are 100 percent serviceable/repairable
- ▶ Internal components are 100 percent metallic—no plastics or composite materials are used
- ▶ Compatible with all types of hot oils
- ▶ Resistant to contamination
- ▶ Blades self-compensating for wear



The Weldon 9200-A fluid pump retails for \$390 and is ready for immediate delivery. For further information visit www.WeldonRacing.com

XBASE NITROUS CONTROLLER



xBase manufactures popular electronics for motorsports. Primarily we specialize in traction control and data acquisition add-ons. We are taking our knowledge in electronics and applying it to a new Nitrous Controller. This unit will drive four nitrous stages, all in a .72"x4.00"x1.25" housing.

Instead of having to rely on digiset timers, our controller uses a digital timer to control the outputs. Each stage utilizes solid-state switching technology that replaces bulky relays. Each switch is rated to 85Amps. Say 'Good-Bye' to a firewall full of relays and timers.

Besides the four outputs capable of driving nitrous stages, it offers four other stages that can operate other functions of your race car. All eight channels can be activated and deactivated by either elapsed time and/or engine rpm. So you can use this to shift your transmission as well. Also the stages can be stacked so one stage turning on will activate the timers for another stage.

Call 303.885.7428 or visit dragtraction.com/NitrousController.html for more information.

BILLET POWERFLOW FUEL PRESSURE REGULATORS FROM PROFESSIONAL PRODUCTS



This solid billet aluminum PowerFlow Fuel Pressure Regulator provides great looks, high-performance and low price. It's a triple win for your ride! PowerFlow is available in bright anodized or blue finish, comes with a stainless mounting bracket and screws, dual 3/8-inch NPT ports and a gauge port. It has all the same features and dimensions as the competition, but is lighter and looks way better! Plus PoweFlow will bolt to a Holley regulator mounting bracket, and all the plumbing ports are the same. Bolt it on, hook it up and go!

Additional features include wench flats on inlet and outlet ports, Viton O-rings and diaphragm, carb models are pre-set to 6-PSI with the EFI models pre-set to 40-PSI. These Professional Products PowerFlow regulators are suitable for up to 450 HP, or use two units for high-horsepower dual-quad applications. The PowerFlow is available in several configurations: #10660 (blue finish) and #10661 (aluminum finish) regulates 4.5-to-9 PSI, and are for use with regular carbs, #10662 (Blue finish) and #10663 (aluminum finish) regulates 2-to-4 PSI for side draft carbs. Suggested retail for your PowerFlow regulator is \$45.00.

For additional information on these regulators and their complete line of quality performance parts, contact Professional Products, 12705 South Van Ness Avenue, Hawthorne CA, 90250, 323-779-2020, Fax: 323-754-1207, or visit them at www.professional-products.com.


QFX GAS METERING BLOCKS



Quick Fuel Technologies QFX Gas Metering Blocks (#34-77) offer more tuning ability for better performance from idle to 9,000+ RPM. The CNC billet marine-grade aluminum 3-circuit, 5-emulsion design allows for more precise fuel curve tuning where traditional 3 or 4 emulsion channel metering blocks fall short.

Emulsion channels work like the main jets, but control the air provided by the high-speed air bleeds, not fuel. Larger emulsion bleeds can be screwed into the channels to lean out the air/fuel mixture. With 5 emulsion channels, the fuel curve can be dialed in with even greater precision than ever before giving the engine a more consistent air/fuel mixture throughout the entire RPM range.

Quick Fuel Technology pre-calibrates the QFX metering blocks to work for most applications and provides mixture screws, vent whistle and gaskets. Just add jets and install like a standard metering block. By changing the various size emulsion channel jets, tuners can use these QFX metering blocks 5 emulsion channels to fine-tune the fuel curve better than before for any application.

For more information, contact the fuel delivery experts at: Quick Fuel Technology, 129 Dishman Lane, Bowling Green, KY 42101. Phone (270) 793-0900. Fax (270) 793-0951. Visit QFT on the web at: www.quickfueltechnology.com, or e-mail quickfuel@earthlink.net. 

We've Got Mail

PINK IT UP!

I know a lot of people do not like the TV show Pinks. Think it's kind of hokey. I for one love it. Grassroots racing at its best. Maybe the NHRA should have watched the show on Thursday night. It was really cool to see four cars running at the same time. I know the NHRA would never allow four cars to go at the same time, but they should seriously consider using all four lanes the next time they are there. Pinks proved you can successfully switch lanes in case one goes down.

Also maybe ESPN should take a note too. Pinks had a camera above the track zipping along at about 100 mph taking some great shots. Something needs to be done to liven up the broadcasts. I for one don't even record them anymore. Please, ESPN and NHRA, bring back Marty Reid.

Dave Grasenick
Gurnee, Illinois

1 ON 4

Burk, ya got it right that Pinks is not the first four across drag races. Rockford Dragway (now called Byron Dragway) was originally run four abreast. There is photographic evidence of four fuelers at once, which are probably the pix you were referring to. And I have also seen four doorslammers in a pic from that era, too.

However, a careful listen to the promo says Pinks has the first "televised" (blah, blah, blah) four lane race. Whether that is true or not I will leave up to those who may or may not know the answer.

Dale Tuley
Hartford City, Indiana

I was referring to the NMCA/NMRA event running four-wide at zMAX not Pinks. - Jeff Burk

2 ON 4

Four fuel cars running abreast? I have seen a pic like that too. One was at Raisen City dragstrip near Fresno, CA. I have also seen a pic of four floppers running together. I believe the Chi-Town Hustler was one of those cars, but I can't remember where.

Mark Elms
Everton, Missouri

3 ON 4

I raced my '39 Chevy pickup at Kingdon Drag strip in Lodi, California, in 1958: four gas class cars side by side. One of the cars was Tom Grove's Plymouth coupe with a Chevy V8. He won. Fresno, California; ran the four Top Fuelers you mentioned in the mid to late 1960s.

Denny Forsberg
San Lorenzo, California



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4 ON 4

New York National Speedway ran four cars at a time, as did Detroit (Same owner).

Bob Snyder
Phoenix, Arizona

5 ON 4

The craziest four-lane drag race consisted of Art Arfons and three other Jet Cars racing at once. I believe it was Dragway 42 in Michigan back around 1964.

See if you can find out the details.

Thanks.

Wesley Young
Kettering, Ohio

YES, YES IT IS

Correct me if I'm wrong, but isn't the Chevy in the 1320 column in the four abreast report actually a '62? (My grandad had a '62) Also, is that Smokey Yunick to the right of the row?

Kerry Blueher
Oklahoma City, Oklahoma

"The IHRA needs all of the cars it can get, allowing traction control will only benefit their program. For that matter considering the fact that their Top Fuel shows are often embarrassingly lame they ought to make traction control legal for that class."

This is one of the most offensive statements I have read on this site in a while. Maybe it's just me, but it seems like the IHRA top fuel guys have stepped up this year especially and put on great side by side racing all year. Sunday racing at Martin was consistent 4.70s-4.90s at 300 mph all day including a 4.67 at 319 mph by Bruce Litton for the #1 spot on Friday. Maybe I am misreading the above statement, but it seems to be pretty straightforward. If you don't like the racing, keep up with another association but don't go and insult the racers of a particular association who bust their butts to put on a good show.

Thank you for your time.

Dom Lagana
New York

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IS THERE ANYBODY ELSE BESIDES FORCE?

For those of you who complain about the ESPN coverage being the John Force show. Maybe you should consider the fact that there are no other big names left in the sport. They all are retired. Force is it. Nobody knows who any of the other drivers are.

John Force and maybe one or two other drivers like Antron Brown spark any excitement when they get out of their race cars. That's why they get most of the TV time. Ashley gets the TV time because she is a Force but the kids love her. My niece who before the Winternationals only saw Ashley on TV, but she is the world's biggest Ashley Force fan. She has now met Ashley twice.

Take John and Ashley off the ESPN coverage and watch the ratings drop to nothing. Here's a better idea for all you complainers: take Force and his whole team away from the series. Watch how many of us fans don't come to the events. Oh yeah, and don't forget your sixteen car funny car field just dropped to twelve. See if you like watching twelve funny cars.

Jeff Burghardt
Oakdale, California

THERE'S NO BUSINESS LIKE SHOW BUSINESS

When I was a young man, the drag strip was the "place to be" on weekends... the sport captivated an entire generation. Over the last half century however, drag racing has failed to realize that its "participant-driven" format severely limits attendance, sponsorship and revenue growth at every level. At its core, drag racing is both electrifying and compelling. There is no doubt that the sport holds the potential to attract and captivate a large audience, but unless the sport introduces a "show business" component, those objectives will never become a reality.

Michael Van Natten
Largo, Florida

ADRL EVENT WAS REALLY ENTERTAINING

Kudos to Kenny Nowling for this weekend's ADRL race at Gateway. I've been going to drag races since the fifties, and this one was one of the best. The stands were absolutely packed, and the announcer, Brian Olsen, knew how to get the fans into the race. He reminded me of one of the best announcers we ever encountered when we were match racing, Bob Fink. He would gather enough information on the racers to let the fans know they were real people. He is an entirely different league than Paul Page.

It's a shame that the NHRA is incapable of learning from Kenny. He's going to kick their asses before it's over.

What a tremendous show!

Again Kudos to the whole ADRL gang!

John Martin
Nixa, Missouri

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NHRA 6-time Pro Stock World Champion Warren Johnson chooses the 16 volt Rock Racing Battery in his Pro Stock NHRA Cars.

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MAKE 'EM SAFER

Drag Racing is dangerous. This is a fact. Why do you propose such drastic changes be made to the nitro classes? The danger is still there even if they were racing to 330 ft.

When drag racing was REALLY dangerous decades ago, they made improvements to the safety features of the car. They didn't slow the cars down and complain about the length of the track. Remember what a failure the nitro ban was? When they dealt with fire, they designed a fire suit. When they started having horrific clutch explosions, they redesigned the entire race car and got away from the slingshot.

They never sacrificed what this sport was based on - being the fastest.

Scotty Davis
Redding, California

CANCEL HIS SUBSCRIPTION

I honestly wish NHRA had a membership rate that did NOT include the magazine. Mine goes straight to the trash after their non coverage of Bowling Green. Of course it's not going to happen as how would they sell ads with everyone dumping the magazine? The Mag has basically taken on the same look and feel as the ESPN broadcast.

Bob Bradley
Florida

CUTTING BACK TOO

Just wondering if this will be my last year as a dues paying member of the NHRA. No printed rule books for next year? Do those empty suits at NHRA understand demographics?

Ask Mr. Polburn at IHRA when he tried online only rule books! I am 65 and have been a member since 1964 on and off, and since 1989 to present haven't missed a year of sending more and more of my money to them for less and less. I attend two national events a year and next year I am going to just one. Will use the money saved to go to Bakersfield and Sacto.

R. J. Regan
Silver Springs, Nevada

FANS SHOULD VOTE WITH THEIR DOLLARS

I agree with Charles Doan's letter, do a poll on it and then send it to NHRA, IHRA, ADRL, AHRA, etc. Let them know what the paying customer wants, let them make the call. Stay or go.

If they don't want to sell the customer what they want, they should go under. Maybe they would get a bailout, then the government could tell them how to run it.

Randy Schulze
San Antonio, Texas

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5TH ACTION PHOTO SPECTACULAR

Drag Racer
MAGAZINE

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**Three Weeks
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By Mickey Bryant

Three weeks in March of 1959 in Bakersfield, California, were the beginning of modern "National event" drag racing. Don Garlits arrived from Florida for the March Meet and the sport ...

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D.R.A.W. PREPARES FOR ANNUAL MEETING

By Tracy Winters

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

The NHRA U.S. Nationals are a fun-filled and jam packed event for drivers, manufacturers and media. The members of D.R.A.W. will have a rare opportunity to attend an annual membership meeting where they can meet fellow board members, D.R.A.W. members and share their ideas and opinions to help shape future events for the organization. The membership meeting will also keep the members informed.

The annual meeting will take place on Saturday, September 5, at 9:00 a.m. in the hospitality tent of Levi, Ray and Shoup. Tim Wilkerson Racing and their sponsor were kind enough to offer this location as the meeting place for the annual D.R.A.W. meeting.



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Aside from the membership meeting the D.R.A.W. Board of Trustees will meet during this event to prepare for the D.R.A.W. annual auction where the D.R.A.W. Person of the Year, Volunteer of the Year and Company or Organization of the Year will be recognized.

D.R.A.W. recently made their debut online at FACEBOOK.COM. You can find out more about D.R.A.W. by becoming a supporter on FACEBOOK at I SUPPORT DRAW DO YOU to find out the latest news and receive e-mails on updated events and news. **DRO**

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AT THE BACK DOOR

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Photographer Marty Reger saw this little Road Runner during action at the Hot Rod Heritage race at Surprise, Arizona.

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LAST MONTH'S WINNER

After much debate, the winner is Glen Mortensen from Charlotte, NC.

"You know, maybe hooking up the microwave tot he car was a bad idea."

GETTING HONORABLE MENTIONS ARE:

"I know after Garliits came out with that canopy car, he was called the 'Rat Under Glass', but we just took it one step further..."-- Paul Songas, Stacy, MN

"NHRA's new spec hyperbaric cockpit seems to need more research." -- John Godinho, Chino, CA

"No one warned Joan Rivers how hot it can get once the bubble was put down...." -- Mark Brewer, Mechanicsburg, Pa

"Rat Fink is basking in the accolades received for his life-size Jeff DeGrandis sculpture."-- Chase Knight, Daytona Beach, FL

"As a resident of rural Nevada, I recognize this shot. This is a few miles off the Extraterrestrial Highway. It is a picture at the staging lanes in Area 51." -- Bob Webb, Yerington, NV **DRO**



Got a good photo for the Back Door?

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