

Volume XII, Number 3 - March 2010

DRAGRACING

MAGAZINE

Online

TECH
Trailer Monitor
Installation

**A Look Back at
Darrell Gwynn's
1990 Gatornationals**

**IHRA Lets the
Good Times Roll
at Baton Rouge**

Complete March Meet Coverage: Sorokin, LeDuc Top Fields

Burk's Blast

By Jeff Burk

MORE WONDERING

Just Wondering ... How many lawsuits will be filed against the track, the NHRA, and the traction compound maker after the fiasco of a national event at Phoenix?

Just Wondering ... Is there was any doubt after the Phoenix broadcast that NHRA calls the shots on the content of the NHRA/ESPN broadcasts? Even the dean of auto racing editors, Chris Economaki of National Speed Sport News, took ESPN and the NHRA to task over the coverage in his column.



RO MCGONEGAL PHOTO

Just Wondering ... One last Firebird bit. Did you know they cancelled their scheduled drag racing at Firebird International Raceway until the third week in March because they are still trying to make the track serviceable?

Just Wondering ... If faulty traction compound was the only problem with the Firebird track, how can it take a month to fix that?

Just Wondering ... Will Warren Johnson get a single NHRA Pro Stock win this year?

Just Wondering ... NHRA Worldwide. Was that just something NHRA did for the benefit of the Yas Marina group?

Just Wondering ... Will we see an ADRL Pro Extreme run a lap in the 3.50's this season? The Burkster says the odds are very good we will.

Just Wondering ... Will 250-mph passes become common in NHRA Pro Mod? Odds for that are the same as the ADRL question: Very good.

Just Wondering ... When will TV production companies realize that races featuring AA/FC and AA/FD and other nostalgia appearing cars are the hottest act in drag racing?

Just Wondering ... Isn't the real issue that the IHRA Nitro Jam faces not whether they can get crowds to attend their truncated "races" this year but whether fans will come back next year?

Just Wondering ... Wouldn't NHRA have served themselves and their fans and the racers better by paving the pit and parking area at their Gainesville facility instead of spending money on luxury suites and a new tower? When it rains hard at Gainesville there is no place to park the racers and fans except on dirt. Duh!

Just Wondering ... How many NASCAR Sprint Cup and Nationwide teams ever have to park their rigs on anything but asphalt?

Just Wondering ... What does it say about the popularity and profitability of NHRA's sportsman series when their Southeast division can't get Bristol Dragway, South Georgia Motorsports Park, or Orlando Speedworld Dragway to have an LODRS race and the only way they could get five races in the division is to have two of them at Atlanta Dragway?

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.

EDITORIAL

Editor & Publisher, CEO [Jeff Burk](#)

Managing Editor, COO [Kay Burk](#)

Editor at Large [Bret Kepner](#)

Editor at Large, Emeritus [Chris Martin](#)

Bracket Racing Editor [Jok Nicholson](#)

Contributing Writers [Will Hanna](#), [Darr Hawthorne](#),
[Susan Wade](#), [Dale Wilson](#)

Australian Correspondent [Jon Van Daal](#)

European Correspondent [Ivan Sansom](#)

Poet Laureate [Bob Fisher](#)

Cartoonists [Jeff DeGrandis](#), [Kenny Youngblood](#)

Copy Editor [Marissa Gaither](#)

PHOTOGRAPHY

Senior Photographer [Ron Lewis](#)

Contributing Photographers [Adam Cranmer](#), [James Drew](#),
[Todd Dziadosz](#), [Don Eckert](#),
[Steve Embling](#), [Steve Gruenwald](#),
[Zak Hawthorne](#), [Bret Kepner](#), [Tim Marshall](#), [Mark Rebilas](#), [Ivan Sansom](#), [Jon Van Daal](#)

PRODUCTION

Creative Director/ Webmaster [Matt Schramel](#)

Graphic Designer [Marissa Gaither](#)

Production Assistant [Clifford Tunnell](#)

Site Programmer/ IT Consultant [Adrienne Travis](#)

ADVERTISING

Director of Sales [Darr Hawthorne](#) (818-424-6656)

FINANCIAL

Chief Financial Officer [Richard Burk](#)

Accounts Manager [Casey Araiza](#)

[Agent 1320](#)

[At the Back Door](#)
(caption contest)

[Letter to the Editor](#)
(for publication)

[New product press releases](#)



Racing Net Source LLC

114 E. Elm St., Ste. 8

O'Fallon, MO 63366-2642

636.272.6301 / fax 636.272.0412

ADVERTISEMENT

Just Wondering ... Will NHRA prez Tom Compton invest some of NHRA's assets into the sportsman program to revive it? It requires a lot more than just raising fees to racers and racetracks. The exodus of primo tracks and racers from the sportsman series in my opinion is reaching a crisis point.

Just Wondering ... With a majority of NHRA racers being sportsman and a majority of the NHRA tracks operating solely as a sportsman racing operation isn't it very strange that Tom Compton's senior management team have a VP of Sportsman Racing?

Just Wondering ... Is it time for the NHRA to sell the sportsman program to, say, Forrest Lucas or at least offer it for sale? NHRA officials will tell you "off the record" that the sportsman series as it is now either just pays for itself or loses money. If it weren't for the Lucas Oil money it would definitely be a money loser. It's painfully obvious that the current professional class-oriented NHRA management team has no real passion for sportsman racers or racing.

Just Wondering ... Everybody does understand that the only thing nostalgic about today's "Nostalgia" AA/FD, AA/FC, AA/GS and most other classes in that form of racing is the body or location of the engine, right? In every other respect 99% of "nostalgia" race cars and racing is strictly state-of-the-art.

Just Wondering ... Has AA/FC and AA/FD nitro racing in the Hot Rod Heritage Series, Goodguys Midwest races and the DRO/Lucas Oil AA/FC series replaced the IHRA as the place for racers who want to race nitro cars without needing a seven-figure budget? The answer is emphatically yes!

Just Wondering ... Why can't the NHRA tech department just take a look at the rules that current AA/FC and AA/FD cars run under, look at the results and the effectiveness, and just adopt something similar?

Just Wondering ... Same subject. How can the brilliant guys charged by the NHRA with making changes to the rules to level the competition and lower the cost of nitro racing not be able to find a solution after more than three years of R&D? Kind of reminds me of the companies designing \$10,000 toilet seats for NASA!

Just Wondering ... With all of the "nostalgia" racing and with virtually every class represented why hasn't there been any "nostalgia" Pro Stock racing or races to speak of?

Just Wondering ... What the temperature is in Hell today. Just found out that that the ESPN TV guys have footage in their hands from Jamie Jackson's NostalgiaDrags.com of the just-completed March Meet and they say the chances are very good they will use some of the tape in their weekend NHRA broadcast. No guarantee but it looks good!

Just Wondering ... How to explain the attraction of AA/FC racing to some of drag racing's elite drivers and tuners. At the March Meet some of the name talent tuning and driving in the nitro pits included Roland Leong, Bob Brooks, Mike Cavalieri, Gary Densham, Ron Capps, Paul Romine, and Gary Beck, among other well-known NHRA hitters.

Just Wondering ... What exactly is the difference between the professional drivers in the NHRA's Full Throttle classes and the Get Screened America Pro Modified class? All are racing for a "Wally" and an NHRA championship, and have the same license requirements. The reason I'm wondering is that, as I understand it, Full Throttle pros can only drive in one Full Throttle pro class (Top Fuel, Funny Car. Pro Stock or Pro Stock Motorcycle), but a Get Screened America driver can drive a Pro Mod and in a Full Throttle class, ala Melanie Troxel at Gainesville.

Just Wondering ... When will NHRA schedule Pro Mods at other West Coast tracks other than Las Vegas?

HISTORY WILL BE MADE!
32,000 HORSEPOWER AT 320 MPH

ZMAX DRAGWAY
4 WIDE
NATIONALS
 INAUGURAL
 NHRA
 MARCH 25-28, 2010

ZMAX FAN FEST
 MARCH 25-28, 2010

DRAG RACING 4 WIDE ALL WEEKEND!

- 8,000 HORSEPOWER FESTIVAL OF SPEED
- HISTORIC DRAG RACE CAR EXHIBIT
- AUTOGRAPHS
- LIVE MUSIC
- EVERY TICKET IS A PIT PASS

1-800-455-FANS **ZMAX DRAGWAY** **ZMAXDRAGWAY.COM**

DEAD-ON

by Jok Nicholson

NOTE FROM JOK NICHOLSON ADDED MAR. 11:

Since I wrote my Dead-On, the NHRA in all their wisdom has amended their oil policy. When we arrived at the Gatornationals instead of threats of \$1,000 fines and the need for separate hazardous waste disposal containers, we were met with the Safety-Kleen trailer.

To quote the Safety-Kleen guy I talked to: "Bring your used oil, dump it here. Thanks for bringing you used oil to us. Here is some of our biodegradable solvent spray for you to try. If you have a separate container with solvents, we have a container for them too."

Now that is how it should be done. I don't know what NHRA official got the clue they were wrong but I must tell you, NOW THEY GOT IT RIGHT. Tip of the hat to NHRA for fixing a flawed policy.

Sometimes 'the rules' make writing this column too easy

Sometimes this is just too easy.

Some of you may have read my column from last month that contained a pretty harsh rant about the "new" NHRA oil disposal rules, fines and procedures. Well, sometimes writing my column is just too easy... See if you agree.



After the Bradenton race a lot of talk in the pits was about the "oil policy, \$1,000 fines, etc." After the race, actually about halfway through the race, the talk was about how slippery the track was and how the final rounds they did complete were a joke. Both cars sideways in the Super Street final, Super Gas finals had the look of an ice-skating championship with the bravest... or craziest driver getting the win because the other guy just shut it off.

Then the crashes started. Lee Sharp destroyed his Comp eliminator car as it "spun out" just before the scoreboards and Ray Miller junked his new dragster in the S/Comp semis when the rear of the car passed the front at the 1200-foot mark. FINALLY, they stopped the carnage and scheduled the finals to be held at the Gainesville race the following weekend. Thanks, I can think of several car owners who finally relaxed a little bit.

Gainesville track prep seemed much better as the fields were fast and cars all looked pretty good. One Comp car did get loose (out of the groove early) and the driver decided he could drive through it... wrong choice. Destroyed car, barely missed the other car, Life-Flight helicopter and two hour delay and that was it for Saturday. Thank God the driver was OK and at the track Sunday, albeit about \$50K lighter in the wallet.

Remember the title of this column... Sometimes it is just too easy. What I mean is it is easy to come up with things to write about. Here is another example of how far NHRA and a lot of track owners and organizations have fallen when it comes to customer service.

I went to the NHRA trailer to check on contingency decals. I arrive and ask for a sheet with the list of 2010 contingency sponsors. "Sorry, we don't have those but for a dollar I will print you a copy." I say, "You're kidding, right?" They tell me they are not kidding, the dollar goes to D.R.A.W. OK, I am good with that deal.

They give me the list, I circle what I need and hand it to them. Here is the response: "Sorry, we only hand out decals from 10 until 2 and it's 3:30; the decals are all put away."

I asked them, "Didn't you just take a dollar from me for the list knowing I was going to need decals? Is it that difficult to get me the five decals I needed since there was nothing going on right then?" Their reply was "Come back tomorrow, early."

AEROMOTIVE™
Fuel Systems

5 to 5,000 HP

A2000 Drag Race Fuel Pump
P/N 11202

if it makes POWER...

P/N 11105
Belt Drive Fuel Pump

WE CAN FUEL IT!

Real Performance.

**FUEL PUMPS REGULATORS
FILTERS COMPLETE SYSTEMS**

913.647.7300
www.aeromotiveinc.com

Do the manufacturers who sponsor the LODRS know about this policy? If I was a sponsor -- and I was in 2008 -- I would be pissed if a racer needed my decal and the officials were "too busy" to find a few decals.

See what I mean? Sometimes writing the things I do is just too easy.

The next week we were in Gainesville. Same rules on oil disposal are in effect but NOW there is a vendor on site that is there to "help the racers out." I have twelve quarts of oil and a friend has about the same amount to get rid of. We go to the disposal company and ask how we get rid of the oil. Again, this is just too easy for me... We find out it is \$45 to register with them and \$20 to have the oil tested. If it is contaminated with fluorocarbons or antifreeze they cannot accept it.

We still pay the test fees, though. Oh, I almost forgot. They cannot accept oil in our milk jugs. Used oil has to go into one of their "accepted containers" that cost \$15. That is \$80 to get rid of twelve quarts of oil that I paid \$47 for! No, thanks, I am not interested.

The disguise for this is being run under a Florida law or EPA rule. Fact is I took that same oil to a Apalucha County ran solid waste disposal station about fifteen miles from Gainesville and dumped the oil into their "approved" 200-gallon metal tank that had a homemade flapper on it. The guy there said "thanks for dropping the oil off, they don't want it to end up in the ecosystem." No registration fees, no \$1,000 fine and certainly no high-tech disposal system.

Wonder why the state or county can do that but we are told that when we are at NHRA events there is a whole different set of rules? By the way, who gets the \$1000 fine should one ever be levied at an NHRA event? The EPA, the state, or NHRA?

One more thing that drove me nuts and probably did the same to a few others.

A lot of us are racing the three or four NHRA races in Florida. You need parts sent from Jegs or Summit to continue racing. I have some jets and small parts sent to the track for Thursday delivery by UPS. The UPS guys stop and the shipments are "refused" by the track. They aren't COD, all they need is a signature that they have been delivered. Nope, nobody at the track will do that.

I found this out late in the afternoon after tracking the shipment and I learn that the UPS facility is open for three hours from 4:30 to 7:30. We took the street car (most guys probably don't have that option, so how do they get their parts?) to the UPS facility and the guy there asked if I could take some other packages with me for people sent in care of Gainesville Raceway. Sure. I signed for them and went to the track, found the guys and handed out several packages that weren't delivered on the day they should have been.

I just received an email this week that NHRA will be charging a "surcharge" to accept deliveries to the National events. Five dollars for packages up to eight pounds and \$8 for heavier packages and \$55 for anything on a pallet.

Is it that difficult to have a spot in their trailer for UPS and FedEx deliveries for their customers? They have an on-site vendor who now handles all that "pressure-packed business" for them. (Customers... I think that is the catch phrase. We are just a source of revenue, not to be confused with customers.)

As I said, finding things to write about is getting too easy. I know this column didn't try to solve the problem or delve deeply into the reasons for customers being treated poorly, but then again this is a just my editorial opinion on real-life experiences doing what I love, drag racing.

I had one racer tell me drag racers suffer from the *Beaten Wife Syndrome*: "We take a beating, we are unhappy but we keep coming back for more because we love it." Accurate analysis, but I think I am about to go to a *Beaten Racer Syndrome* shelter, called local bracket racing.

I am glad this early racing tour is coming to an end. I wonder every day why I put myself through this. I guess as long as I keep going to the events, "they" win -- right? **DRO**

ADVERTISEMENT

Titan
SPEED ENGINEERING
OIL PUMPS • FILTERS • CLUTCHES • ROCKER ARMS

BLACK STAR

**AVAILABLE IN
8 INCH & 10 INCH**

8 IN. FLYWHEELS AVAILABLE:
CHRYSLER • GM/CHEVY
SB/BB FORD • FORD PINTO
TOYOTA 2JZ • LEXUS 1UZ

10 IN. FLYWHEELS AVAILABLE:
CHRYSLER • GM/CHEVY
EARLY PONTIAC • BUICK
MAZDA ROTARY • SB/BB FORD

MADE IN U. S. A. **ORDERS ONLY 1.800.308.4826** MANUFACTURED WITH SOLAR POWER

WWW.TITANSPEED.COM

Jim Baker's

Then & Now

It's just business... and a few other thoughts

IT IS A BUSINESS CALLED ABC/ESPN... The Walt Disney Co. and Hearst News are the parents of ESPN. My motivation for writing this is the considerable concern shown by DRO readers who take time to post on 'We got Mail'. Please consider that most of the suggestions and criticisms you have directed toward NHRA and other organizations too, are mainly the result of their huge television contracts! Consider this, from Wikipedia, the free encyclopedia: "Advertising on ESPN is sold out for months in advance. Major advertisers such as Apple, FedEx, and United Parcel Service are continually buying advertisements to reach the 15-35 year old male audience. ESPN's ad revenue averages \$441.8 million with an ad rate of \$9,446 per 30 second slot."



**We Innovate.
You Win.**



PRO-X
Ultra Shaft Powerglide
W/ Rear Oiling Technology

Patent-Pending Oiling, 1.125" Ultra Input Shaft & Redesigned Internals Unlock A New Level Of Powerglide Performance & Consistency.

LEARN MORE



PRO-X
Steel Front
Bolt-Together Converter

New Steel Front Design Offers Superior Strength, Patent-Pending Ultra Diode™ Sprag & At The Track Tuning.

Applications:

Turbo Spline: 9 1/2", 9 5/8", & 10"
Ultra Spline: 9 1/2", 9 5/8", & 10"

LEARN MORE



PRO-X
9" & 10" Converters

The Ultimate Race Converter That Includes All The Best Internal Parts, Superior Craftsmanship & The Latest Tuning Tricks.

BUY NOW

Racer & Builder
Programs Available



Here are John Force and Ron Capps at the Winternationals. Just count how many 30-second commercials, aired on the ESPN broadcast, are represented here. (Ron Lewis photo)

The largest poker event in the country is the World Series of Poker (WSOP), owned and operated by Harrah's Entertainment. After acquiring the WSOP brand in 2003, they too sought TV exposure and were welcomed by ESPN.

In 2006, the best players asked for and were granted a so-called 'players' Championship. It has five different games and is called HORSE. In poker tournaments, the players (racers) pay an entry fee, which creates the prize fund for the winners. The entry fee for HORSE was **\$50,000** per player! The Main Event is No Limit Holdem with an entry fee of \$10,000 per person.

While drag racing struggles to fill 16-car fields in our present economy, the 2009 WSOP attracted 6,494 entries at \$10K per and turned away several hundred would be players. How much did the winner receive? Can you believe, **\$8.5 million!** After three years, ESPN made an edict for 2009 that they would no longer televise the HORSE tournament, due to Nielsen ratings. This resulted in a low turnout for the 2009 HORSE. In 2010 it no longer exists thanks 100% to the business decision of ESPN.

Drag racing is far better off having the National events televised. Tom Compton does a heroic job in keeping 15-18 major races going year after year. When your class or the new Pro Comp category does not receive the TV coverage you wish it did, remember the statement above about the ESPN advertising dollar! And if you tire of watching the crew lift John Force's body off the car after a run, just consider how many of the ESPN's sponsors are brilliantly listed in color on that body. **IT'S JUST BUSINESS!**

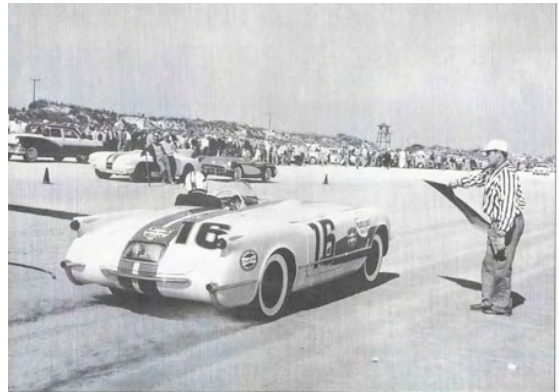
DIRT & SAND...

My story would not be complete without a trip back to a time when drag racing was held on *dirt* and even *sand*. Of course there are organized sand drags today, but I'm talking about the pristine packed sand of the Atlantic Ocean, at Daytona Beach, Fla. and the *plain dirt* drag strips that once dotted the Midwest. Stock car (IMCA and ARCA) champion Ernie Derr earned considerable fame dominating the small half-mile dirt ovals in the early '60s. His tutoring helped me cope with several totally *dirt* drag strips and the 'beach' at Daytona!

NASCAR DRAG RACING AT DAYTONA... To quote an earlier article in DRO, "You can go back to 1956 for NASCAR's first mess-around with straight lining. In that year, the Daytona Beach Speed Week was hosted and a five-mile stretch of beach (as in oceanfront property) of 500-foot width was set aside for drag racing from the dates of February 19th through the 25th. Art Chrisman, the racer who won the first Bakersfield title way back in 1959, was the winner at this clambake, taking three trophies and running as fast as 118-mph." The article continues with this headline:

Feb. 8, 1960 -- NASCAR enters drag racing by sanctioning a meet at the Flagler Airport in Flagler Beach, just north of Daytona

In 1960, NASCAR founder Bill France and NHRA founder Wally Parks put their heads together for a joint production at an old airport in Flagler Beach, Florida. This was indeed the original Winternationals! I was there too, and my memory is brightest (or dimmest) about the lighting used for each night's racing. Flagler Beach was yet another air strip that ringed the United States for protection during the Second World War. The lighting was a huge floodlight shining down the runway behind the cars.



1955 serial no. 399 stirs up the sand at the start of the standing mile. Note the exhaust outlets in the center of the rear fenders. In the background: a stock Ford, Corvette 6901, and the Corvette

This was the drag strip starting line too. Drag racing continued after the one-mile speed trials, until the tide came in.

ADVERTISEMENT

CLICK HERE FOR COMPLETE DETAILS

Muscle Car Reunion & Nostalgia Drags
Gateway International Raceway May 28-30 573-644-3272 MuscleCarReunion.com

I made a run in my Pontiac powered 32 Ford B/A coupe and the shadows got longer and longer. During one eliminator run, the operator of the flood suddenly pointed the light into the sky, plunging both of us into total darkness at speed. A second later he lowered it again, Whew. It was really spooky!

In 1961, the racing was moved to Ormond Beach with somewhat better conditions. However NASCAR then really stepped up, and transferred the drag races to the backstretch of the Daytona Motor Speedway for 1962. They ran seven consecutive nights of separate programs with a special prize for those who fared the best overall.

My first *dirt* drag racing was at the newly opened (and short lived) QUADS in 1958 (Quincy Urban Area Drag Strip), Quincy, Ill. We did not know until we arrived that the track was indeed quarter mile *dirt*! During the early years, there were several *dirt* eighth mile and shorter tracks that I attended, but Quincy was the only full quarter mile *dirt*.

The next *dirt* racing came after accepting a challenge to race Jerry Childers at Scotland County Fairgrounds in Memphis, Mo. It was a 440-foot drag strip in front of the grandstand during an intermission at the stock car/jalopy races. Jerry (ala Mike Marinoff, of Milwaukee, Wisc.) ran a Latham supercharged red and white 1955 Chevy, which was undefeated in the local area. Using Ernie Derr's stock car tires and sand bags on my '58 Pontiac, I managed to beat Jerry that day.

THE CHUCKLE: Jerry wanted one more chance and offered me \$100 to race him again. As we lined up, I heard extra loud exhaust from his Chevy. His 'friends' had picked up the car so the rear tires could spin freely and when the flagman made his move, the 'friends' dropped the car. This resulted in Jerry digging a large rut in the track and dragging a 'friend' about 50 feet; thankfully, the 'friend' was uninjured, but Jerry lost again.

SO, TRI STATE DRAGWAY WAS BORN... during the early spring of 1960, a group of disgruntled local drag racers decided to find some way to race on a solid surface. We found such a place just east of Kahoka, Mo., on U.S. Hwy 136 at the Clark County Fairgrounds. The county used this site for mixing asphalt road patch material. It was 1,500 feet long from the Fairgrounds entrance gate to the back fence of the property.



TRI STATE DRAGWAY, Kahoka, Missouri as it looks today, Feb. 2010. The ageless 'Clark Co. Fairground 1882' entrance is just the same as it was during the drag races. Everyone entered just to the left of the new ticket building. The strip is on the right behind the new red gate. The light poles are still there, but 'street' lamps have replaced floods. Farm equipment is an added attraction. (Photo by Kay Biggerstaff)

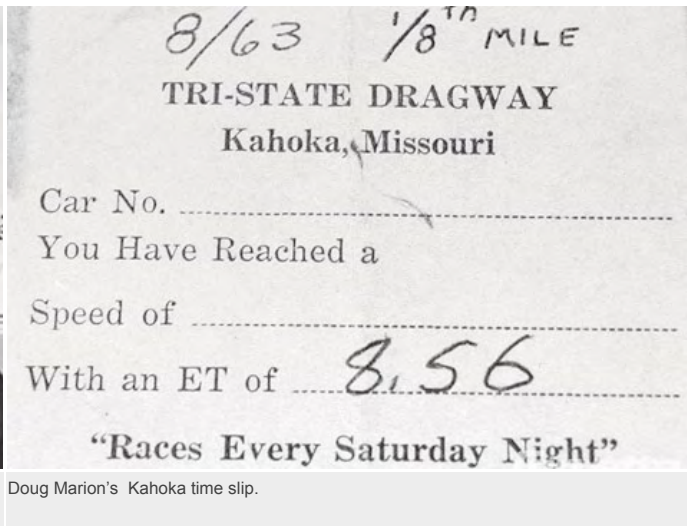


Tri State Dragway – Action photo, depicts a Crosley A/Gas wagon doing a large 'wheelie' on the improved Kahoka, Mo. track in 1965. The owner/driver is Tommy Johnson, Sr., the 'Godfather' of Iowa drag racing himself.

The layout was not the ideal set up, but after sweeping it off, filling a few holes, and marking the boundaries, we had a real drag strip and it WAS NOT DIRT! In 1960 it did not have much traction either. Popular Corvette racer Doug Marion stated, "One of the most successful eighth-mile drag strips in the Midwest was 'Kahoka', in northeast Missouri. It often had little traction. Our '61 Corvette's ET seen here equates to about a 13.30 ET in the quarter mile.



A young Doug Marion exhibits some of the hardware collected by his rapid CX Corvette in the early '60s.



Doug Marion's Kahoka time slip.

Tri State Dragway, Kahoka, Mo. lived for seven seasons from 1960 –1966. It succumbed, as many others have, to 'community improvement'. As my adventure with DRO continues I'll bring forward more memories of one of the Midwest's first and most popular eighth-mile drag strips.



By popular demand, here is the "Possum Chaser" A/G 444. Ed Bruegge from Fairfield, Iowa, built and drove this injected 362 cu.in., small block Chevy-powered beast to three season titles at Kahoka, Mo.. It was 'hairy' but a bona fide winner.

PLEASE HELP... Hopefully some of what I have presented resonates with you. If it does, I need your help; I did not realize that finding photos, people, and reliable information would be so difficult. Do you have pictures or stories about Tri State Dragway that you would be willing to share with DRO readers? How about pictures etc. from Mel Larson's tracks in Phoenix, AZ? And early 1970's Pro Stocks on the West Coast? Please send such items to the DRO web site and thank you!

ADVERTISEMENT



ADVERTISEMENT



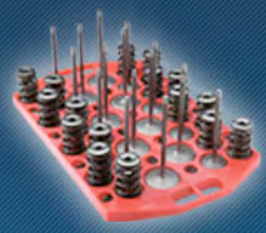
PRO STOCK/PRO COMP... Just wondering too! When will someone who wants to win a National title in pro comp start a new trend of using Pro Stock style drive train, including the Liberty five-speed transmission to go really fast, like mid fives? Of course this would require the assistance of a car chief such as Tommy Utt or Roy Simons to make it happen. And it might require a Pro Stock driver who is used to the five speeds, making a change or picking up a ride in the popular new class. A guy named Dave Connolly comes to mind.

Until next time, *Be on Time!* **DRO**



LARGEST SELECTION OF SPECIALTY TOOLS FOR RACERS & ENGINE BUILDERS

SAFE, SECURE ONLINE ORDERING 24/7



SHOP NEW ARRIVALS

HOLIDAY SPECIAL



ON ALL ORDERS OVER \$100
In the continental U.S.



Darrell Gwynn's Last, Best Gatornationals

Words and photos by Steve Gruenwald

After setting the national record at 4.909 at Houston just weeks prior to the 1990 running of the Gatornationals, Darrell Gwynn was at the top of his game.

Darrell, his father Jerry, and their crew led by Ken Veney rolled into Gainesville Raceway to defend their 1989 Gatornationals win. With the Gainesville, Florida, track being the closest to his home of Miami, many of his fans and friends would be in the stands to witness their home state hero win what would be his last NHRA race.

He really gave the highly partisan crowd something to cheer for after he ripped off the first four-second pass in Gatornationals history and put himself number one with a 4.985 at 281.95 mph.

ADVERTISEMENT

FLATOUT Gaskets "REUSABLE!"

"ALL SEASON"

"BIG BLOCK CHEVY INTAKE"

BENEFITS ▼

- Molded fluoroelastomer rubber with steel-core
- Aluminum compression limiters at bolt holes
- Blowout proof under high manifold pressure
- Double "raised" beads at all ports
- Fits most aftermarket Rect. port head -- REUSABLE!

877-837-9200 FLATOUTGROUP.COM

668 Tower Rd. • Mundelein, IL. 60060

ADVERTISEMENT

8TH ACTION PHOTO SPECTACULAR

Drag Racer
MAGAZINE

The *Mongoose* vs. the *Snake*

Bob Tasca Sr. Competition Carburetor Architect
Technology with Barry Grant

Cobalt Super Casser - \$750,000
Big Goodyears - \$900
1,200 HP at 6,500 RPM
-Priceless

~~\$59.88~~ **\$27.95**

12 Issues only \$27.95

6 issues only \$14.95

call

1-800-883-8851

or click

www.dragracermag.com

Drag Racer
MAGAZINE

LIMITED TIME OFFER!

[click here]



In round one he laid down a fine 4.982 to take out a tire smoking Richard Holcomb. This would give him Low ET of the race and lane choice over Don Prudhomme. He deep staged and shut down the Snake with a 5.124 to a 5.206.



Back in the "Beer Wars" days. Gwynn's Coors Extra Gold dragster up against the Miller Lite mount of Dick LaHaie.

It didn't get any easier for Gwynn as he had to face Dick LaHaie in the semi-finals. Again having lane choice, he deep staged, left first and trounced an up-in-smoke LaHaie with a 5.02.



That gave Gwynn lane choice over Eddie Hill, whom he had defeated in the 1989 final round. Hill had run a 5.12 in his win over Gary Ormsby and was always a crowd favorite especially since his win at the Gators in 1988. But the crowd was clearly in Gwynn's lane and went completely nuts when he again deep staged and was out on Hill, who smoked the tires at the hit, back pedaled but could not catch up. Gwynn won his second straight Gatornationals Top Fuel title with a great 5.011 to Hill's ever so close 5.087.

HUGHES PERFORMANCE

YOUR SOURCE FOR WORLD CHAMPION COMPONENTS

NEW!

EXTREME PRO-GLIDE PACKAGE

THE BEST JUST GOT BETTER

- 10 Clutch
- Pro-Mod Drum
- 15% Wider
- Pro-Mod Band
- Complete Roller Bearing
- Billet Tailhousing

PERFECT For HIGH HP Applications!

[click here](#)

DELIVERING UNSURPASSED STRENGTH & RELIABILITY!

Converters

[click here](#)

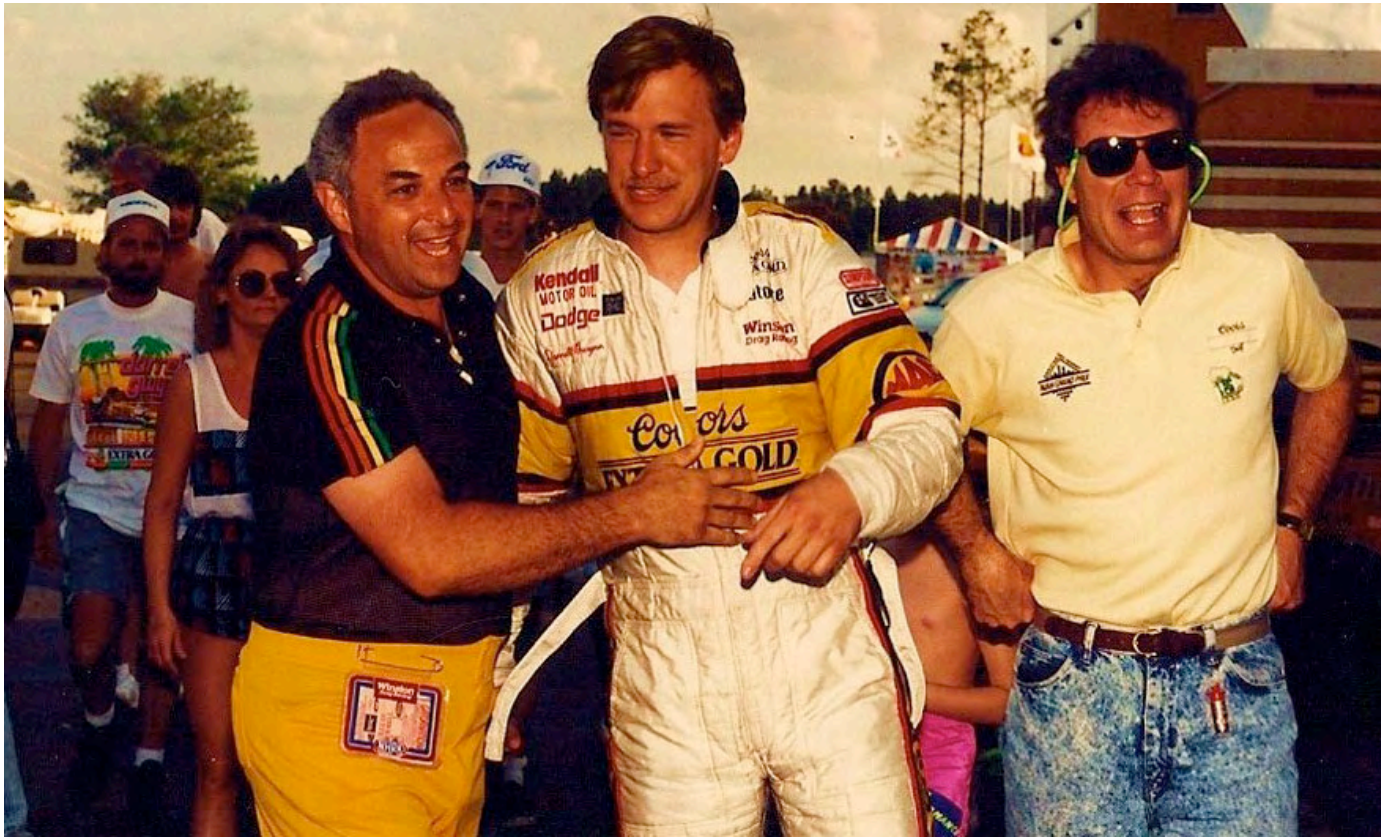
Hardened Input Shaft

[click here](#)

HUGHES PERFORMANCE

1-800-274-RACE


www.HUGHESPERFORMANCE.com



The winner's circle was filled as Darrell asked all his friends and fans to

Join himself, his family, and crew for this special win. It couldn't get much better than this. There were at least 100 people in the winner's circle photo. That day, Darrell Gwynn was the people's champion and he was on top of the world.

What happened on Easter Sunday at Santa Pod Raceway in England, just one short month after his triumph at Gainesville, changed Darrell Gwynn's life forever. Although he would never walk again, Darrell overcame adversity and in the years since his accident has given hope to so many through his foundation that gives wheelchairs to those in need.

He is still a champion to all his fans and friends for all that he does. 



Darrell shares a few thoughts with Dave McClelland as Miss Winston, Becke looks on.

A Wild Weekend of Incredible Racing!

Words by Jason Reiss

Photos by Jason Reiss and Scott Sparrow

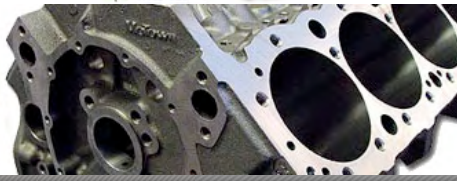
Wow! That's really the first thing to say about the season-opening Nitto Tire NMRA Ford Nationals Spring Break Shootout, because the race action was hot and heavy all weekend long. Wheelstands, crashes, record-setting performances, and the most incredible True Street field that the NMRA has ever seen highlighted the action.



In the headline class, Turbonetics Pro Outlaw 10.5, six cars showed up to do battle on the sticky Bradenton 1320'. Once qualifying was complete, 2008 class Champion Conrad Scarry took the top spot with a stout 6.78 at nearly 215 MPH, right off the trailer. Jim Blair, who had qualified with a 6.94 on Friday, loaded up and went home, as he had broken some parts during that passes, which took him out of competition. Mike Murillo's 7.11 put him third, but he too left and went home early after damaging a cylinder head beyond repair. Dwayne James, Billy Driscoll, and Jim Brown rounded out the field heading into eliminations. With two racers out of the mix before the hit, there were two single passes, taken by Driscoll and James, sending them to round two. Scarry had to face off against Jim Brown, and Brown got out of shape, handing Scarry the win with a 6.81. Driscoll and James faced off in round two, with James hitting the tires hard on the hit and getting wildly out of shape, sending Driscoll on to his first NMRA final against Scarry, who wisely took it easy on his bye run. The big-block power of Scarry was simply too much for Driscoll to overcome, as Scarry scored a 6.80 and a half-track wheelie for the win.

Awesome record-breaking action took place in the ProCharger Super Street Outlaw class. During qualifying on Friday, John Urist clicked off a 7.29, only to be surpassed by Sammy Vincent's 7.28 during yesterday's sessions. Chris Tuten turned in a 7.40 to take over the third spot, while John Macdonald put a 7.45 on the board for fourth. Filthy Phil Hines went 7.62, followed by Chip Havemann, Andrew DeMarco (driving Mike Dezotell's borrowed car), newcomer Dan Pachar, and Anthony Lawson (who purchased Gianni Papakosmas' hotrod in the offseason). The first round of competition was a barn-burner, as Lawson got out of shape and into the wall, sending Hines on to round two. Macdonald took a single after Pachar couldn't make the lane call, and Tuten's 7.56 sent DeMarco back to Massachusetts. Vincent had the bye run and took it easy, bringing up the last pair. Urist and Havemann, friends for years, had to face off. As the tree dropped, Havemann pedaled the car, while Urist broke the converter around half-track, allowing Havemann get back in it and run him down. The second round had Hines and Tuten facing off, with Tuten taking the win (and move to the final via the bye) with a 7.54 as Hines carried the wheels past the 330' marker. Macdonald and Vincent were next up, with Macdonald taking the win in a great side-by-side race – 7.34 to 7.38. Havemann's single brought him in and out of the groove to a shutdown pass. Macdonald and Havemann staged, but Havemann got out of shape, while Macdonald put a 7.37 on the board to head to the final round. Tuten took his bye run, testing the track's grip, but threw too much at it, shutting down early and preserving the car for the finals. There, JMac put a 7.42 blast on the board to take home his second NMRA win.



**WORLD
PRODUCTS****HIGH PERFORMANCE
SUPERIOR QUALITY ENGINE CASTINGS**

HOME

NEWS

VIDEOS

TECHNICAL CENTER

CUSTOMER RIDES

ABOUT WORLD

CONTACT US

SEARCH OPTIONS

> MOTOWN LS IRON BLOCK

MOTOWN LS IRON BLOCK

The unique **MOTOWN LS** block lets you utilize a full complement of standard small block Chevrolet components with the decided advantage of being able to employ high flowing LS style cylinder heads and manifolds. In addition to the internal components, the **MOTOWN LS** allows use of expensive, already-purchased items like pulley kits and external accessories. The block also boasts a coolant capacity in excess of 150 fluid ounces per cylinder bank to provide superior cooling.

GET IT PREPPED!

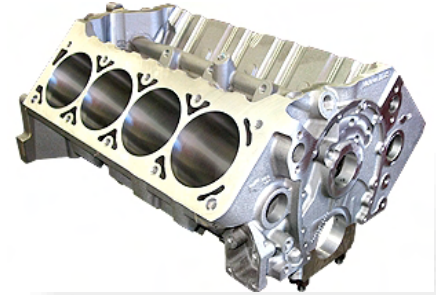
For the enthusiast who is planning to assemble an engine in their home garage, getting the block in a RACE-PREPPED state is a no-brainer. Our experienced staff performs important basic operations like:

- Deck milling +/- .0025"
- Main journal honing +/- .0004"
- Cylinder bore plate honing .001" oversized +/- .0005"
- Lifter bore honing +/- .0005"
- Block hot tanking
- Cam bearing installation
- Freeze plug installation
- Dowel pin and pipe plug installation
- Block deburring
- Machined surfaces sprayed with rust inhibitor
- Protective wrapping

More and more professional engine builders are also recognizing the benefits of ordering race-prepped blocks instead of endeavoring to perform these many tasks themselves. Many have realized that their time can be better spent doing critical assembly work such as degreasing in camshafts and setting up the valve train. By employing race-prepped World blocks the shop's through-put can be accelerated, and there are demonstrated savings in terms of personnel, shop equipment, space and cash flow. Whether you're an enthusiast or engine builder, save time and money!

Please Note:

Motown LS blocks require the purchase of a mandatory block kit. (includes valley adapter casting, valley cover plate, cylinder head adapter plates, screws and o-rings).

**Part # 832880 Block kit, SBC Motown LS block****BUY NOW FROM A LOCAL DEALER**
CLICK HERE TO USE OUR DEALER LOCATOR

Click to enlarge

PRODUCT VIDEO



PRODUCT INFO

- [Technical Bulletin](#)
- [Part Number Chart](#)
- [Comp Custom Cams](#)

SEARCH OPTIONS

Keyword / Part# By Product Type By Engine Type

PRODUCTS

Intake Manifolds >>

Valve Covers >>

Cylinder Heads >>

Engine Blocks >>

Short Blocks >>

Engines >>

Engine Builder Program >>

Accessories >>

Apparel >>

TEAM WORLD

SIGN UP NOW!
Be part of the team and get:
free parts
product updates
new product info
team wins
tech tips

CLICK FOR DETAILS

Sign up for our newsletter.

Full Name: Email: Subscribe Unsubscribe

DiabloSport's EFI Renegade class had a wild weekend as well, with Bart Tobener turning in a wicked record-setting 8.301 to take the top spot in qualifying, followed by 2009 Champion Alton Clements' 8.34 pass. Dan Rawls put a .39 on the board, followed by Chris VanGilder's 8.39. Brian Mitchell, Mike Catapano, and Victor Nieblas finished out the field heading into Sunday. Once eliminations began, Clements' 8.60 took out Mitchell's .61, and Rawls put Catapano on the trailer when Catapano struggled down the track. VanGilder turned in a strong 8.47 to take out Nieblas, while Tobener took the tree and backed out. In the semifinals, VanGilder and Clements faced off, with Clements turning in an 8.35 to VanGilder's 8.48. Rawls and Tobener faced off next, with Rawls' 8.37 taking the win light over Tobener's 8.42. In the final round, Rawls got out of shape and had to lift, sending Clements to the winner's circle.

In the Edelbrock Hot Street class, Charlie Booze Jr. took the top qualifying spot with a stout 8.40 at over 160 MPH, followed by Robbie Blankenship's 8.448, identical with third-place qualifier Rob Valden's ET (driving the SAM car), with the higher MPH of Blankenship giving him the nod. Tim Eichhorn clicked off an 8.46, Don Bowles followed with an 8.48, and Max Gross put an 8.52 on the board to round out the field. In the first round of eliminations, Bowles and Blankenship faced off, with Blankenship's 8.49 getting the nod over Bowles 8.55. They were followed by Eichhorn and Booze, who ran the closest race of the weekend – 8.462 for Booze, 8.476 for Eichhorn. 'Ike' nailed the holeshot, but Booze was able to sneak by at the top end, with a MOV of .0011. Valden had broken the engine beyond repair during qualifying, allowing Gross to take the single run and move on. Blankenship and Gross faced off in the first semifinal, with Gross putting the car hard on the bumper to the 200' mark, while Blankenship put an 8.47 on the board to move on to the finals. Booze had a single, but didn't take it easy, putting an 8.46 up and setting up the final round. In a final-round battle of the #1 and #2 qualifiers, Booze put the car on the bumper and drifted towards the wall. He made a valiant effort to recover but couldn't, giving Blankenship the win.

16V BATTERIES

\$249.99

CLICK HERE FOR
THE SEASON
STARTING SALE



Long a speed secret among top professional racing teams has been the Rock Racing Battery. The 12 volt 1236 and 1257 batteries were first utilized in drag racing and within the NASCAR Sprint Cup Series. At this point Rock Racing Batteries boast an impressive 99% usage rate in NASCAR Sprint Cup Series vehicles. In the Pro Modified Drag racing ranks folks like Quain Stott, Tommy D'Aprile, Chip King, Rick Ditefano and many other successful drivers have all been quietly using the Rock Battery.



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

Click here for more information
or to find a dealer near you!

rockracingbattery.com
910-895-5511



Even more record-breaking action was up on deck for the BFGoodrich Tires Drag radial class, with Jason Lee's 7.941 leading the pack, followed closely by Bob Kurgan's 7.947 and Sean Lyon's 7.98. Dave Guy clicked off a 7.99 to take the fourth position, and Enzo Pecchini rocked an 8.00 to round out the top five. Steven Biggs cracked off an 8.08, Chad Doyle blazed to an 8.09 (in his first weekend out with the car), Trace Meyer made eight with an 8.17, and James Urban finished off the field with a 9.41. When elimination time came around, Guy and Meyer were up first, turning in a great pairing, with Guy coming out on top – 8.01 to 8.05. Biggs and Kurgan took the tree next, with Kurgan pedaling the car up hard on the hit, allowing Biggs to get by and outrun him to the end of the track, 8.29 to 8.52. Lyon clicked off an 8.19 to eliminate Doyle, while Lee had a single run. Pecchini also took a single when Urban didn't make the lane call. In the third round, Lee and Guy took the tree first, with Guy annihilating the tires off the hit, allowing Lee to take the easy win and move on. Lyon and Pecchini faced off next, with Pecchini getting the holeshot and taking the win, 7.98 to Lyon's 8.48, and moving to the final with the bye. Steven Biggs had a single run, moving on to the semifinals against Lee with an 8.24. Lee and Biggs faced off in a turbocharger vs. ProCharger battle, and Biggs got loose while Lee blasted to an unreal 7.91, setting up the finals with Pecchini. Pecchini put a killer holeshot on Lee, started to drift left, and ended grazing the wall and handing Lee the win. Pecchini is OK and the car is repairable.



In Steeda Real Street, Dan Baumann (who purchased Uncle Robin Lawrence's old notch) took the top spot in qualifying with a 9.54, followed by Jim Breese and his 9.65. Paul Wiley turned in a 9.70 for third, while Dave Ginter clicked off a 9.78 to take the fourth spot. Paul Alfeo and Tim Matherly rounded out the field of six heading into eliminations. There, Matherly was able to solve his gremlins, turning in a 9.63 to Wiley's red light start. Alfeo and Breese took the tree next, and Breese earned the victory with a 9.77 to Alfeo's 9.85. Wisconsinites Ginter and Baumann faced off last, with Baumann getting the win light, 9.63 to 9.75. Matherly faced Breese in the first semifinal airing, with Breese taking the win light, while Baumann took the tree and backed out to get ready for the finals. Breese stood it up off the line, but recovered to take the win over Baumann with a 9.51 to Baumann's 9.69 pass.

ADVERTISEMENT

MICKEY THOMPSON PERFORMANCE Tires & Wheels. Be a Part of The Legend www.mickeythompson.com

ADVERTISEMENT

The World Leader in Race Fuel Technology™. For more POWER, click HERE. And often the cheapest horsepower you can buy. www.vpracingfuels.com

Eibach Springs Pure Street had Steve Gifford taking the top spot on the ladder with an unreal 10.04 blast, followed by Ryan Hecox's distant 10.25 hit for the second spot. David Hill qualified third with a 10.27, while Eric Burkhart put a 10.28 on the board for fourth. Jimmy Wilson, Mark Anderson, and Paul Foster rounded out the field of seven cars. In the first round of eliminations, Burkhart put a 10.34 on Foster to send him home, while Anderson redlit against Hill, ending his weekend. Hecox had a single when Jimmy Wilson couldn't repair his car in time for eliminations, and Gifford followed up with a single of his own.

In the next round, Burkhart and Hecox lined up first, with Hecox turning in a 10.22 to send Burkhart back to Indiana. Next up, Hill launched hard, putting a 10.26 on the board to pass Gifford's shutdown pass, setting up the final round. A wheels-up launch from both competitors saw '09 Champ Hecox put a strong 10.17 on the board for the win over Hill.

40 YEARS OF PERFORMANCE & INNOVATION. LIMITED EDITION WITH LIFETIME WARRANTY. RETRO MSD STICKERS INCLUDED! 40 YEARS OF IGNITION. 40TH-ANNIVERSARY 6AL IGNITION. ONLY 4,000 MADE! GET YOURS BEFORE THEY'RE GONE! 40 YEARS OF IGNITION 1970-2010

ADVERTISEMENT

Even more record-setting action occurred in the ACT Factory Stock class, with Tommy Godfrey becoming the charter member of the Factory Stock 10-Second Club, qualifying number one with an incredible 10.96 blast in the final qualifying round. Jay Dold was hot on his heels with an 11.01, while Carlos Sobrino clicked off an 11.21, his best pass ever, to take third. John Leslie Jr. put an 11.25 on the board for fourth, and Alan Cann ran a .27 to round out the top five. Rick Walsh, Charlie Rankin, and Zane Reed rounded out the field of eight.

Walsh took the win, upsetting #2 qualifier Dold to move on. Sobrino took out Rankin to move to the next round, and Godfrey improved to a simply unreal 10.89 over Cann. In the final pairing of the round, Leslie ran an 11.52 to send Reed packing back to Georgia. The semifinal round saw Godfrey run an 11.01 to eliminate Sobrino, and Leslie took out Walsh with a strong holeshot win. In an all-too-familiar scenario, Godfrey took the wire-to-wire win with a killer 10.92 when Leslie spun off the line.

In the Trick Flow Open Comp class, Greg Essen qualified first with a .001 reaction time, followed by Jon Pickering's .005, Steven Wiczorek's .007, Jon H Pickering's .010, and Randy Conway's .015. As eliminations progressed, it came down to 2009 class Champion Wesley Dalrymple and Brandon Shackelford in the final. There, Shackelford outdrove the champ to take the win in his home state.

JDM Engineering Super Stang is always a fun class to watch, as it's filled with S197 Mustangs with a variety of performance modifications. Mike Sulzbach and Joe Cram dominated the competition, ending up in the final round after running through their respective competition. As the pair powered down-track, Cram drove the finish line better than Sulzbach, earning his first NMRA win.

It seems like we always see the same names on the track towards the end of the day in Exedy Clutch Modular Muscle. E.L. Smith qualified #1 with a perfect .000 reaction time, followed by Stacy Estel's .001, Reggie Burnette Sr. and Susan McClenaghan's identical .006 RT's, and Joe Marini's .008, finishing off the top five of an incredibly consistent field. 2009 Champion Reggie Burnette Jr. and Gary Parker, close friends from their old FFW days, ended up in the final round together in a battle of two of the toughest index-style racers in the country. The battle was over before it started, however, as Parker lit the angry red bulb, starting Burnette's season off right.

Twenty-two Ford trucks showed up to do battle in the Detroit Locker Truck and Lightning class, led by Gary Windsor's .003 reaction time. He was followed by Don Justus, who put a .012 on the board, Brent White's .013, '09 Champ Bob Cochran's .014, and Johnny Lightning's .028 to round out the top five. During eliminations, Florida's Jim Roberts and Johnny Lightning outlasted everyone to meet up in the final round. There, Johnny Lightning ran closer to his dial-in to take the win.

In the Pro 5.0.com True Street Shootout, Chris Escobar repeated his performance of last year, outlasting the stout field of street cars and taking the win with an 8.80 blast over Chris Segura's 9.24 in the final round.

HISTORY WILL BE MADE!
32,000 HORSEPOWER AT 320 MPH

ZMAX DRAGWAY
4-WIDE NATIONALS
 INAUGURAL
 NHRA
 MARCH 25-28, 2010

DRAG RACING 4-WIDE ALL WEEKEND!

- 8,000 HORSEPOWER FESTIVAL OF SPEED
- HISTORIC DRAG RACE CAR EXHIBIT
- AUTOGRAPHS
- LIVE MUSIC
- EVERY TICKET IS A PIT PASS

1-800-455-FANS **ZMAXDRAGWAY.COM**

John Force



Words by Larry Crum - Photos courtesy IHRA

The highly anticipated return of nitro racing to southern Louisiana did not disappoint as the IHRA Mardi Gras Nitro Jam at State Capitol Raceway in Port Allen, La.

Four nitro-burning classes including Top Fuel, Pro Fuel, Prostaglia Nitro Funny Car and Nitro Harleys competed alongside Outlaw Pro Modifieds, the “Cool Bus” wheelstanding school bus, the Super Shockwave jet semi and hundreds of Louisiana’s best sportsman racers all weekend long at the legendary facility.

Car count for the pro classes was four Top Fuel dragsters, five Pro Fuel dragsters, eight Prostaglia Funny Cars and eight exhibition Outlaw Pro Mods.

SATURDAY

Nitro was in the air and three new champions were crowned during the third straight sold out Nitro Jam event Saturday night, March 6.

Reigning Top Fuel World Champion Del Cox rebounded from a late arrival to the track to win his first race of the season while Mike McIntire (Prostaglia) and newcomer Buddy Dominigue (Pro Fuel) bested defending race winners to claim their first wins of the year.

Cox, who missed his flight to Louisiana the night before, arrived at the Baton Rouge airport roughly an hour before his run on Saturday. Once at the track Cox had just enough time to throw on his suit and jump in the dragster as the pair in front of him were warming up.

He then proceeded to put down the low elapsed time of the round and eventually go on to win the entire event all just moments from missing his run entirely.

“I was here at the track at 6:50 p.m. and in the pits pulling in after my run a little after 7 p.m. I literally pulled in the pits, ran down the track and now we are here in winners circle,” Cox said. “It was actually a little easier for me mentally. I just jumped in and went. I had a job to do and I did it.”



Teammates Del Cox Jr. and Spencer Massey go head to head in Saturday's Top Fuel final.

After besting Bobby Lagana Jr. in the opening round Cox (Downey, Calif.) met up with teammate Spencer Massey in the final and ran to a sloppy 5.386, 204.77 to take home his first win of the year. Massey ran into trouble much earlier in his run.

"It was a heck of a deal for our team and our sponsors. And getting to race Spencer was a pretty awesome deal," Cox said. "I feel like I need to cut

the Ironman in half and share it with him so we both get a piece. Hopefully we can get another one tomorrow and just share."

In the consolation round Lagana put up the best numbers of the night with a 4.817, 304.98 to defeat Bruce Litton.

Cox reached the final with a first round win over Lagana while Massey took down Litton in a tricky opening round. All four cars ran into some sort of trouble in their first hits at the track, leaving the victory to the best man at pedaling the track.

Cox eliminated Lagana with a 6.161-second pass, good enough for low E.T. of the round. Massey was just behind with the next best pass.

Cox's victory set up a battle of teammates in the final as Lagana, who won both finals at the season opener at Palm Beach, failed to reach a final for the first time this year.

In the Prostagia Nitro Funny Car final Mike McIntire (Chesterland, Ohio) made up for a disappointing opening weekend with a victory over Steve Nichols.

McIntire made a final round earlier this year at the season opener Palm Beach Nitro Jam, but a broken part kept him from making the call. It was a completely different story on Saturday as McIntire bested one of the best in the business in Nichols to claim his first career Ironman.

"At the last race it was a whole new combination and we just missed it. We spent a lot of time and money figuring this new combination out and it worked tonight," McIntire said. "We were disappointed down in Florida, but this sure did make up for it."



McIntire, behind the wheel of the McAttack '69 Camaro, was glued to Nichols and his "Mill Road Boys" entry from start to finish and crossed the line with a career best 5.926, 240.77 pass. Nichols ran a 6.515.

"I never saw him. I was geared up to leave because he is such a good racer and we did that. I left on him hard and the car just ran straight as an arrow," McIntire

said. "I pushed it into second gear and just kept going. We really hit on it tonight."

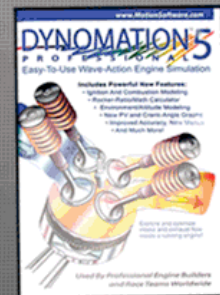
In the consolation rounds Greg Jacobsmeyer defeated Rick Krafft, John Dunn won on a bye and Peter Gallen defeated John Lawson.

ALL NEW 2009 PERFORMANCE RACING SOFTWARE

Drag Race Simulations



Engine Simulations



Closed Course Simulations



BUY NOW ▶

Engineered To Finish First.

COMP
CAMS

ADVERTISEMENT

THEY'RE **ULTRA** LIGHT,
THEY'RE **ULTRA** COOL,
THEY'RE **ULTRA** FAST...

Holley *EFI*

COMING 1ST QUARTER 2010

Nichols, who won the most recent Prostagia race last month in Palm Beach, once again put himself in a final round with a blistering 5.974, 241.15 to defeat Jacobsmeyer's 6.165, 230.88 in the first round. McIntire reached his first official final of the year with a 6.111, 235.04 to get around Dunn.

In other first round action Gallen defeated Lawson and Jon Capps defeated Rick Krafft.

While McIntire's victory was a big plus for the team, the biggest surprise of the weekend came when Pro Fuel newcomer Buddy Domingue toppled two of the best in the class to claim an Ironman in his first time out.

"I just have to thank everyone here and especially my crew. Winning in my first weekend out is a pretty neat deal. We are all very excited," Domingue said.

Domingue (Port Neches, Texas) reached the final with a victory over favorite Bill Evans who dominated the class at the season opener. After getting around Evans, Domingue shifted his focus to the other newcomer to the class, Brandon Pierce.



But after Pierce ran into trouble and failed to make the call, Domingue (shown) was able to cruise to his first win with little issue. Even with the win wrapped up, he still ran a Saturday best 5.452 time at 250 miles per hour.

"It was an exciting night. We beat Bill and then backed that up with the best run of the night. What more could we ask for in our first night out," Domingue said.

In consolation rounds Jeff Hamelink won in a bye and Robin Samsel defeated Michael Manners.

In the opening round of Pro Fuel Domingue knocked Evans from his spot at the top of the Pro Fuel podium with a solid 5.731, 240.38 pass, barely edging Evans' 5.985, 254.45. Pierce occupied the other final spot with a 5.576, 254.09 to eliminate Michael Manners.



Shawn Davis

In the other Pro Fuel round Robin Samsel defeated Jeff Hamelink.

Drivers in the Outlaw Pro Modified class shifted away from two nights of eliminations and elected to instead use Saturday to qualify for Sunday's elimination rounds. After two passes on Saturday Shawn Davis (Lake Charles, La.) led the pack with a 4.214, 137.42 pass in the eighth-mile. Jim Jolley was second, followed by Wayne Collins, Steve Wheeler and Steve Benoit.

ADVERTISEMENT

6 Wheel Standing Heads-Up Classes!

2010 RACE SCHEDULE

JAN. 29-31	LAS VEGAS, NV	THE STRIP AT LVMS
MARCH 12-14	FONTATA, CA	CALIFORNIA SPEEDWAY
MAY 1-2	LAS VEGAS, NV	THE STRIP AT LVMS
MAY 21-23	FONTATA, CA	CALIFORNIA SPEEDWAY
JUNE 18-19	LAS VEGAS, NV	THE STRIP AT LVMS
SEPT. 10-12	FONTATA, CA	CALIFORNIA SPEEDWAY
OCT. 8-10	PHOENIX, AZ	FIREBIRD INT. RACEWAY
NOV. 5-7	FONTATA, CA	CALIFORNIA SPEEDWAY

SCHEDULE SUBJECT CHANGE

For up to date information contact Mel at 661-917-3078 or log on to www.pscaracing.com

Saturday's large crowds began rolling into the facility in the early afternoon and enjoyed an entire day of exciting sportsman action prior to the start of the pro rounds.

By 11 a.m. the parking lot was at capacity and the stands were already full – and not a single professional car had even fired up yet. That was the scene early Saturday morning as IHRA's best sportsman racers put on a show in front of an overflow crowd hours before the start of Saturday's "Night of Fire" at the Mardi Gras Nitro Jam at State Capitol Raceway.



"It is really exciting to see the stands packed full of fans watching every single sportsman pass. It really stands as a testament to the quality of racing in IHRA's sportsman divisions," said Skooter Peaco, VP of Race Operations. "We were almost at capacity by noon today, seven hours before the start of the professional rounds. That speaks volumes about the new format and the racing we have to offer."

SUNDAY

For the second straight year Mardi Gras Nitro Jam provided sold out crowds and thrilling on-track action as State Capitol Raceway hosted two straight nights of packed stands and Mardi Gras fun capped off by the crowning of champions Sunday afternoon.

Three different winners pulled into victory lane Sunday as Bruce Litton (Top Fuel) finally hit his stride with a victory over Bobby Lagana Jr., while Bill Evans (Pro Fuel) and Peter Gallen (Prostalgia NFC) also claimed wins in their respective classes.

In exhibition action Joseph Palmisano bested a field of eight to win the Outlaw Pro Modified shootout.

Joining the quartet of professional winners were the duo of Chris Gulitti (Top Sportsman) and Sheldon Bissessar (Top Dragster), who won in the second ever Harland Sharp Elite 8 Shootout. Gulitti bested a packed field to win for the first time this year while Bissessar continued his domination of the class with his second straight Harland Sharp Elite 8 win.

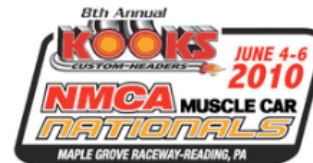
In sportsman action seven champions were crowned on Sunday included Glenn Wright (Top Sportsman), P.J. Vicari (Top Dragster), Tim Herbert (Super Stock), Jody Simoneaux (Stock), Mark Powers (Quick Rod), Chris Arnold (Super Rod) and Marlon Goates (Hot Rod).

Local racers David Dupont (Box) and Chris Chenevert (No Box) also hoisted an Ironman in front of the largest crowd to ever see a drag race in the state of Louisiana.

Litton (Indianapolis, Ind.) spent the first three rounds of the 2010 season trying to get a grip on his Top Fuel dragster with new crew chief Mike Wolfarth at the helm and finally hit a stride on Sunday.



2010 SCHEDULE



VIEW COMPLETE SCHEDULE



After a blistering first round pass Litton returned to the track in Sunday's final against Bobby Lagana Jr. and put down the low elapsed time of the weekend to take home his first Ironman of the year.

"We struggled last night. We had a hard time getting a feel for the track, but Mike and the gang got it figured out this afternoon," Litton said. "We found a combination today and we found a stride and had a big speed, a bigger speed than we ran here last year, so it was good to finally find the car."

Litton ran a 4.741, 314.79 in the final to get around Lagana's 4.822, 308.95 in a tremendous drag race that saw both cars welded together the length of the quarter-mile, a much different scene than the night before.

"Last night I had to pedal it a couple times and broke a few things. We got those bugs worked out and returned with a great run today," Litton said. "I just have to thank Lucas Oil. Lucas is a great group that stands behind me with great products. United Trailers is also on the car, which is now the official trailer of the IHRA, so it was a nice introduction for them. We just feel very blessed today."

In Sunday's consolation round Spencer Massey cruised to a win over Del Cox as Cox ran into trouble early in the run and had to shut it off. Massey ran a season best 4.881, 309.27. Litton and Lagana replaced Cox and Massey in the final on Sunday after Cox won the opening night of competition against his teammate.

In first round action Litton finally found the track with a solid 4.753, 314.13 to get around Cox while Lagana was just behind with a 4.839, 306.64 to eliminate Massey.

In Prostagia Nitro Funny Car Peter Gallen produced similar results as Litton, correcting three rounds of sub-par runs to finally take home an Ironman.



Peter Gallen in the "Poverty Stricken" Vega got the win over Mike McIntire's "Mac Attack" Camaro.

Gallen bested John Lawson in the first round before meeting Saturday winner Mike McIntire in the final. In that matchup Gallen and McIntire put on a tremendous show for the fans with lengthy burnouts and side-by-side passes with Gallen coming out on top.

SPEED WORLD DRAGWAY
PRESENTS the...
18th Annual
REAL WORLD STREET NATIONALS 2010
THURSDAY - SUNDAY
OCT 28 - 31

IF YOU QUALIFIED AT THE 2009 REAL WORLD STREET NATIONALS YOU GET FREE ENTRY FOR 2010!

Click Here for ALL of the info!

2010 SCHEDULE

Up Coming Events

ANDRA ALL HARLEY DRAGS
 February
 27th - 28th

NHRA / LODRS Florida Nationals
 March
 5th - 7th

Battle Of The Imports
 April 18th

CLICK HERE FOR THE COMPLETE SCHEDULE

SPEED WORLD DRAGWAY

www.speedworlddragway.com
 or call 407-568-2717

"I had never run Mike before and obviously he runs good, he proved that last night, but I know our car runs good as well," Gallen said. "It was a great race and a big win for our team to finally come out on top."

Gallen (Broomall, Pa.) ran a solid 5.813, 246.84 to get around McIntire who ran a 6.079, 239.36.

In the consolation rounds Greg Jacobsmeyer defeated Jon Capps and Steve Nichols defeated John Dunn.

"We struggled last night, but I think a lot of that is driver. We had a meeting last night with the crew and we all agreed that this is how it is going to be done," Gallen said. "It seemed to work on both runs here today. I told one of my guys the most work I had to do in the run was push the button to shift. It was as smooth as can be."

In the opening round Gallen got around Lawson with a round best 5.837, 246.44 while McIntire placed himself in his third final in four tries this season with a 5.970, 239.48 to get around Capps.

ADVERTISEMENT

Lenco Transmissions
 congratulates **Alex Hossler**
 for winning the Pro Extreme
2009 ADRL World Finals
 with his stunning
3.73-second
 1/8-mile pass at **202.48 mph**
USING A LENCODRIVE!

LENCO
 RACING TRANSMISSIONS

800-854-2944
LencoRacing.com

ADVERTISEMENT

THE TITAN LABYRINTH FILTER
 PATENT PENDING #60359450

- CAN BE USED AS OIL OR FUEL FILTER
- EASY TO DISASSEMBLE AND CLEAN
- MULTIPLE MOUNTING POINTS
- HUGE FLOW CAPACITIES
- LARGE SEDIMENT TRAP
- MULTIPLE OUTLET PORTS

Titan
 SPEED ENGINEERING
 OIL PUMPS • FILTERS • CLUTCHES • ROCKER ARMS

MADE IN U.S.A. **ORDERS ONLY 1.800.308.4826**

WWW.TITANSPEED.COM

MANUFACTURED WITH SOLAR POWER

In other first round action Krafft defeated Nichols and Jacobsmeyer defeated Dunn.

Pro Fuel had a breakthrough weekend with consistent laps and solid numbers as Evans returned to his dominating ways and won for the third time in four tries.

"Last night in the first round we burnt both heads off of it and my guys worked on the car until 3 a.m. to get it ready," Evans said. "We went out and set low E.T. and burnt both heads off again. We thrashed on the car and got back out here for the final and we were able to hold on for the win.

"I really have to give this win to my guys, they earned this one."

Evans (Miramar, Fla.) defeated Saturday winner Buddy Domingue in the final with a solid 5.927, 252.03. Domingue ran a 5.986, 238.15.

All three professional finals produced side-by-side runs and incredible numbers for the fans.



Evans (near lane) over Domingue.

"What more could you ask for than to get a chance to race in front crowds like these," Evans said.

In the consolation round Robin Samsel won on a bye and Jeff Hamelink defeated Mike Manners.

Pro Fuel's first round saw some of the best numbers of the season as Evans and Domingue raced to the top of the charts. Evans regained his spot at the top of the class with a win over Robin Samsel with a fine 5.486, 250.55 pass. Domingue made a bye run and produced the second best run of the day with a 6.181, 229.29.

In the other first round pairing Hamelink raced around Mike Manners.

Outlaw Pro Modified produced plenty of exciting racing capped off by a victory by Palmisano (Abita Springs, La.) over Steve Benoit. Palmisano ran a 4.347, 163.36 in the eighth-mile final, besting Benoit's 4.459, 161.23.

Palmisano defeated Bill Doucet and Jim Jolley on his way to the win.

For the second straight race one of the highlights of the weekend was the Harland Sharp Elite 8 race. Placing the top eight qualifiers from the sportsman rounds on a heads-up ladder, the shootout has created new rivalries and great racing for fans.

On Sunday Gulitti (Spring, Texas) and Bissessar (Marabella, Trinidad) proved the best of the night with Gulitti besting Scooter Hampton in Top Sportsman and Bissessar defeating John Angelle in Top Dragster.



Palmisano's Corvette got the Outlaw Pro Mod win over Benoit's Camaro.

"It was exhilarating to come out here and win the Quick 8 at a national event," Gulitti said. "To come out here in this field with our car and win is tremendous," Gulitti said. "I am not the fastest car out here, but we can get down the track."

While Gulitti won for the first time, Bissessar once again dominated the eight-car field.

"We were thrilled to win the first one and to win for the second straight time is thrilling for us," Bissessar said. "Hopefully we can keep this up and continue to win this thing."

SPORTSMAN FINAL ROUNDS

Top Dragster: P.J. Vicari, Dragster, 6.755, 192.67, def. **Mark Jones**, Dragster, 6.862, 199.68.

Top Sportsman: Glenn Wright, Pontiac Grand Am, 7.176, 187.14, def. **Larry Smith**, Oldsmobile Cutlass, 7.527, 184.76.

Quick Rod: Mark Powers, Dragster, 8.914, 171.29, def. **Dwight Pyle**, Chevy 210, 8.920, 154.32.

Super Rod: Chris Arnold, Chevy Cavalier, 9.910, 165.89, def. **Thomas Levatino**, Chevy Corvette, 9.941, 151.64.

Hot Rod: Marlon Goates, Chevy Camaro, 10.923, 131.75, def. **Mike Frederick Sr**, Chevy Corvette, 10.939, 147.37.

Super Stock: Tim Hebert, Plymouth Barracuda, 8.889, 141.48, def. **Larry Stewart**, Chevy Nova, 9.799, 132.21.

Stock Eliminator: Jody Simoneaux, Chevy Nova, 11.246, 110.74, def. **Mark Faul**, Chevy Chevelle, 11.649, 105.74.

ET Bracket: David Dupont, Plymouth Duster, 10.023, 123.25, def. **Chris Chenevert**, Datsun 240-Z, 9.570, 142.45.

Top ET: David Dupont, Plymouth Duster, 10.023, 131.00, def. **Keith Veal**, Chevy Camaro, 8.874, 152.95.

Mod ET: Chris Chenevert, Datsun 240-Z, 9.571, 142.11, def. **Josh Dunlap**, Ford Mustang, 9.532, 142.87.

Valley Smart Trailer Wireless Monitor Install



- Install time: About 1 hour
- Tools required: Drill, socket wrench, screwdriver, provided mounting bracket and screws
- Retail pricing starts at \$189.95
- Contact Information: 2129 Austin Drive Rochester Hills, MI 48309 800.344.3112 www.valleytowing.com

Let's face it, we all work hard through the week and when the weekend rolls around it's no surprise that there's an increase in the number of SUV and pick up trucks on the freeways towing a variety of trailers. If you have ever towed a trailer behind a vehicle – and chances are if you are reading this article you probably own one – you know how important it is to make sure that everything on your rig and trailer are in perfect working order in the interest of safety. Seasoned haulers have a mental checklist of what items to check, including tires, brakes, electrical connections and lights. More often than not, everything checks out fine and you are on your way.

A few hours into your trip a police officer pulls you over and informs you that a tail light is out on your trailer. How could this be? All the lights worked perfectly on the walk around prior to your departure. Unfortunately light bulbs burn out and need to be replaced, and unlike most modern vehicles trailers won't tell you when and where a light has burned out. Most people who haul trailers do a quick walk around at rest stops and gas stations to make sure everything is fine. Wouldn't it be nice to have one less thing to worry about when towing a trailer? Let's face it pulling an extra 3,000-plus pounds is stressful enough! If you can lower your stress level chances are that you'll arrive at your destination safer and more relaxed, which is the whole point of hauling toys or a camper out for the weekend in the first place.

ADVERTISEMENT

Rate this ride to see next picture.

RADorBAD.com
is your ride **rad** or **bad**?
UPLOAD YOUR RIDE NOW!

Valley Towing Products is the industry leader in professional towing systems and has introduced a product that adds an additional level of safety when towing a trailer. The Valley Smart Trailer Wireless Lighting Monitor™ keeps a close eye every trailer light while you're driving via a multi-function LED display that can be mounted easily in view of the driver in a permanent or temporary fashion for use in multiple vehicles. The system is easy and quick to install using basic hand tools such as a drill, socket wrench and screwdriver.

One of the most appealing factors of the Valley Smart Trailer Wireless Monitor is that there is no additional wiring to the vehicle or trailer. The transmitter/brain of the system simply installs onto the chassis of the trailer and is then plugged inline with the trailer light harness. In the event of a fault, such as a running light failure, a signal is sent to the receiver that is mounted in the cabin of the vehicle and plugged into the cigarette lighter. The bright LED display will indicate what the problem is so that the operator can fix it.

The system works with a variety of trailer lighting systems ranging from 4-flat to 7-way incandescent and LED, making the Valley Smart Trailer Wireless Lighting Monitor a true investment that will adapt to your towing needs.



The leads for the battery pack in the transmitter are connected. The leads are easily marked so that you don't cross the polarity.



Once the leads are connected, the battery can be installed into the transmitter.



The weatherproof cover is then installed onto the transmitter.



A pair of screws that were supplied with the kit are threaded in, partially by hand at the start.



A small Phillips screwdriver is used to perform the final tightening of the cover.



The antenna is then screwed onto the top of the transmitter.

ADVERTISEMENT

MustangGuys.com
www.mustangguys.com
 The new guys for all your Mustang needs

- secure online shopping
- photo galleries
- message boards



You don't need to tighten the antenna too much to The transmitter is then inserted into the mounting A retaining bar secures the transmitter within the



The bar simply press fits into the bracket and secures the transmitter



A suitable location is sourced for the transmitter on the frame of the trailer, where it is protected from foreign objects.

ADVERTISEMENT

INTRODUCING THE NEW GMC SIERRA HD

6.6L Duramax Diesel V8. 36-gallon tank. 680 miles* on a single tank.



LEARN MORE ▶

*Based on GM testing with available diesel engine.

ADVERTISEMENT

WE'VE GOT YOUR BACK!

Mike's Performance ATF is blended to perform in high horsepower/ high torque applications round after round. It's been race proven for more than 20 years in all forms of racing and performance automatics.

Protect your investment - order yours today!

1-GALLON \$34.50
2.5-GALLON \$85
5-GALLON JUG \$165
55-GALLON PLASTIC DRUM \$1795

Mike's
transmission.com



A high speed drill bit is used to drill holes that are slightly smaller than the mounting screws.



As expected the frame of your trailer is somewhat thick so the drilling may take some patience.



The self-tapping screws are now used to secure the bracket to the trailer.



With only a few steps left to complete our work, the transmitter is nearly done.

amazon.com
and you're done.™



[The Race Car Chassis HP1540](#)
Forbes Aird
New \$13.57



[How to Drag Race](#)
Kevin McKenna
New \$16.47



[Engine Cooling Systems HP1425](#)
Ray T. Bohacz
New \$14.96



[John Force](#)
Erik Arneson, Jon ...
New \$14.39



[Snake vs. Monocose](#)
Tom Madigan
New \$23.10



[Racing Engine Builders Handbook](#)
Tom Monroe
New \$14.93

[Privacy Information](#)

amazon.com
and you're done.™



[Kenwood KFC-W2512 10-inch, 1000-Watt...](#)
KENWOOD



[B&M Boot for Hammer Shifter](#)
B&M
New \$49.08



[NEW BATTERY KILL SAFETY SHUT OFF DISC...](#)
Performance Plus C...
New \$24.95



[DRAG SPECIALTIES MOUNT T/S 39/49MM...](#)
BAILEY CO. LTD
New \$19.95



[B&M 80641 Brushed Aluminum T-Handle...](#)
B&M Co
New \$20.48



[MTX JackHammer JH4510-04 10" 4-ohm s...](#)
MTX

[Privacy Information](#)



The wire harness plug from the trailer is plugged into the transmitter.



At the vehicle side the harness end from the transmitter is plugged into to the receptacle.



A suitable location for the monitor is sourced on the dashboard of the vehicle.



The unit is powered up and calibrated.



We elected to run the wire down the side of the dash bezel for a clean look.



Small details such as hiding the wires make all the difference in any installation, especially when it's something that is in plain sight.



The vehicle has an extra power port available, which was optimal because the other receptacle was occupied by a mobile phone charger.

THE FACTS:

- Install time: About 1 hour
- Tools required: Drill, socket wrench, screwdriver, provided mounting bracket and screws
- Retail pricing starts at \$189.95
- Contact Information: 2129 Austin Drive Rochester Hills, MI 48309 800.344.3112 www.vtowing.com **DRO**

ADVERTISEMENT

MULTI-POSITION REMOTE OIL FILTER BASE

- CNC MACHINED BILLET ALUMINUM
- HIGH-FLOW AN-12 PORTS
- FOR USE WITH HP4 FILTERS
- LIFETIME WARRANTY

Click Here for More Details!



MADE IN THE USA!

Hamburger's
Performance Products

www.hamburgersperformance.com

OFFICIAL SPONSOR



DOWNLOAD a copy of the latest Hedman Hedders Catalog

ADVERTISEMENT

PERTRONIX
PERFORMANCE PRODUCTS

Flame-Thrower Billet distributors
Now available with **Ignitor III**
ELECTRONIC IGNITION

800-827-3758
www.pertronix.com

Catalogs Now Available
Be sure to check out our ignition and exhaust catalogs



ASK THE EXPERTS TECH Q&A

Ask an expert a tech question:

Choose your expert :

- Jay Roeder - More Horses
- Mike Stewart - Tranny Tech
- Check Out That Chassis
- Scott Woney
- Fuel For Thought
- Dave Koehler

Your name:

Your location:

Your email:

Send It!

Your Question may or may not be chosen to be published on this page.

Do you want to subscribe to our FREE email newsletter?

- Yes No



MORE HORSES

by Jay Roeder

I have a stock 5.0 with aluminum Victor Jr. heads and a .512 Lunata cam and still can't get into the 7.00's. Whats wrong? It is an auto/C4 trans. with a 4.88 gear on 1/8 th mile track. Please help.

Ray Williams
Dunn, North Carolina

Ray,

I would need more information to give you an accurate educated guess but if you really do mean you want to run 7.00's in the 1/8 mile that would be awful respectable for a "stock" 5.0 with Vic Jr. heads and a cam. 7.00's would equate to about 11 teens in the 1/4 mile. If you mean you just cant get into the 7's at all then that is a little different. Depending on the weight of the car, suspension setup, wheel and tire package, etc. 7's are doable with a mostly "stock" 5.0. Without more info to work with I can only give you one general piece of advice and that is to make sure you use a good brand of torque converter such as TCI, ATI, A1. Do NOT use one of the "bargain" brand converters and expect to have any luck. If you want to send back some more info about the combination, anything you can think of, we can work this out and get the results you are after. Hope this helps.

Jay

ADVERTISEMENT

NEW! SOLENOIDS

**FLOW MORE
& LAST
LONGER
BETWEEN
REBUILDS!**



**CLICK
HERE!**



www.nosnitrous.com

WE COULD GO ON & ON ABOUT OUR ADVANCED VALVE TRAIN TECHNOLOGY...



...or you could just put it to work in your engine.

The single most important performance decision you will make for your engine is the camshaft selection. There are a lot of camshaft brands available, some that even appear to have similar specifications and may cost a little less than a COMP Cams® camshaft. But the real truth is that you get exactly what you pay for and those hundreds of subtle differences that separate COMP Cams® from others are the results of the latest in valve train design technology and thousands of dollars of research and development that address every last detail, from gear run-out to lobe designs. It's these critical engineering refinements that allow COMP Cams® camshafts to consistently produce 10 to 30 more horsepower. Rest assured your engine will surely notice that it's a big difference.

Better Engineering Is The Difference

Sure, we utilize state-of-the-art cam grinding equipment operated by expert craftsmen with decades of experience. But the real secret to

making more usable horsepower can be traced to the COMP Cams® engineering department, the largest in the industry. They spend thousands of hours designing and testing camshaft concepts until the optimal lobe designs and matching components are found. That's why comparing camshafts that at first glance seem to have similar lift and duration numbers just doesn't tell the whole story. You owe it to yourself to look beyond a few general specs, to the hundreds of other critical specifications, measurements and tolerances that make the difference between being satisfied and having regrets.

The Choice Of Professional Builders

Buying a COMP Cams® camshaft and matching valve train components ensures your engine will be utilizing the highest quality, best engineered and most technologically advanced valve train

products available. Professional engine builders can't afford to compromise when selecting which camshaft to run – that's why more of them stake not only their reputations but also their livelihoods on COMP Cams® valve train products. Regardless of whether your next engine build is destined for a mild street rod or an all-out race application, insist on proven COMP Cams® components.

For more information about COMP Cams® Custom Camshaft Designs, call us toll free at 1-800-999-0853 or visit us online at www.compcams.com.

URGENT

In a hurry? COMP Cams® can usually deliver custom grinds in 48 hours. We work hard to provide results for your engine in a matter of days.

Engine Break-In Lubricants



#1590

#159

You only get one chance to break-in your expensive engine – don't take chances. The new COMP Cams® Break-In Oil (#1590) & Break-In Additive (#159) are the best way to ensure that your engine is properly protected, yielding extended rebuild intervals and maximum performance.

- Improved surface mating of rotating assembly, rod journals, piston rings, valve guides, etc.
- Additive package includes ZDDP (Zinc & Phosphorus), Molybdenum & detergents
- Protects all internal engine components, including both flat tappet & roller valve trains

Engineered To Finish First.



3406 Democrat Rd. • Memphis, TN 38118
CAM HELP® 1.800.999.0853
WWW.COMPCAMS.COM

6999b

ASK THE EXPERTS **TECH Q&A**

Check Out That Chassis

By Scott Weny of S & W Racecars

Hi,

What's the correct way to make sure the rear end assembly is perpendicular to the frame? The car is a short wheel base 33 Willys (100"), equipped with short ladder bars. If the rear end happens to be square with the frame, what would likely be the cause for the car to pull to the left badly when I lift?

Thanks,
Will
Bristol, Va

Will,

You can check the rear for square a couple of ways, the best way to check is to find the centerline of the chassis at the front and at the rear mark them on the floor under the car and put a chalk line from front to back on the center marks. This is the center line of the chassis, drop a plumb bob down from the front edge of the rear housing at each end mark the floor, now make a chalk line from mark to mark. Now check the two lines on the floor with a large square and adjust as need to make the rear square. But I think you are looking at the wrong end of the car. You need to check the front suspension. Check the tow in, check your camber angle and if you can scale the car and see how much weight is on the front wheels each, you should not have more the a 100 lb split. Call me if you need more help.

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

ADVERTISEMENT

SUPER CHEVY SHOW
RETURNS TO LAS VEGAS
30 YEARS

SATURDAY MARCH 20 AND **SUNDAY MARCH 21**

Super Chevy Show has new ownership. a new look and more excitement than ever before!

240+ MILE PER HOUR PRO STREET DOORSLAMMERS!
JET CARS!
WHEEL STANDERS!
\$3,000 TO WIN SUPER PRO BRACKET 1!
\$1,500 TO WIN PRO BRACKET 2!
D.O.T. STREET FIGHT!
PLACES: DAVIS BRACKET TRACK AND THE LAS VEGAS CONVENT CENTER SHOWROOM

HUGE JUDGED CAR SHOW
FOR CHEVY BODIED AND CHEVY POWERED VEHICLES
SWAP MEET SHOW 'N' SHINE (NON-JUDGED)
CAR CORRAL
VENDOR ROW, AUTOCROSS
AND MUCH, MUCH MORE!

LAS VEGAS MOTOR SPEEDWAY **LVMS.COM** **1-800-644-4444**

Ask an expert a tech question:

Choose your expert :

- Jay Roeder - More Horses
- Mike Stewart - Tranny Tech
- Check Out That Chassis
- Scott Weny
- Fuel For Thought
- Dave Koehler

Your name:

Your location:

Your email:

Send It!

Your Question may or may not be chosen to be published on this page.

Do you want to subscribe to our FREE email newsletter?

- Yes No

IT'S NEW TO US!

NEW DUO 35 BLOW OFF VALVE FROM TURBONETICS

This exclusive blow-off valve features a dual cross tunnel discharge system with various discharge designs. You can use one or two GT-K inspired horns to vent the pressurized air directly to atmosphere for that extra loud discharge. Without the horn, you can re-circulate for tuning purposes and quieter operation. Compressor surging is a problem no more! Turbonetics exclusive plenum design allows the valve to stay shut air-tight when it senses boost. The valve opens up without hesitation when the unit senses vacuum. This is the ultimate blow-off valve for your turbocharged setup!

11490-P | Polished - MSRP: \$249.95

11490-G | Gunmetal - MSRP: \$269.95

- Dual Discharge for Max Flow and Flexible Install
- Pressure Chamber Design Prevents Leaks
- Pull-Type Valve for Low & High Boost Applications
- Unique Loud Discharge Sound
- Vent to Atmosphere or Re-circulate
- High Quality Aluminum
- Comes with all flanges and hardware necessary for installation
- Upgrade kit features metallic grey body & one GT-K style red anodized horn
- GT-K style red aluminum horns available separately



For more information, visit www.turboneticsinc.com.

SPECIALLY FORMULATED OCTANE BOOSTER FROM JUSTICE BROTHERS

Formulated in the USA by the Justice Brothers laboratory team of chemical engineers, Octane Booster has been proven to stop knocking, pinging and overheating due to today's low octane fuels. This handy additive is compatible with both unleaded and leaded gasoline, and Octane Booster also will help prevent hard starting or detonation when a hot engine is shut off.

Each year, new vehicles become more technologically advanced, while simultaneously offering reduced emissions and greater mileage. Knocking, pinging and detonation are all signs that a given fuel is not offering the octane that your engine requires. This is particularly true for custom built, high-horsepower state-of-the-art engines in hot rods, street machines and muscle cars.

Justice Brothers new high-performance Octane Booster dramatically increases the octane rating of today's pump gasoline. Compatible with both early and late-model engines, Octane Booster can be used in cars, trucks, motorcycles, snowmobiles, personal watercraft and virtually any other gasoline-burning engine. For carburetor applications, Octane Booster has been shown to clean varnish buildup in the carb and fuel lines, plus it's safe for newer vehicles with catalytic converters and oxygen sensors. Simply add one bottle Octane Booster for every 20-gallons of gas, and know that your engine is getting the octane it requires.

Check out Justice Brothers Octane Booster and their complete line of premium car care products at www.justicebrothers.com.

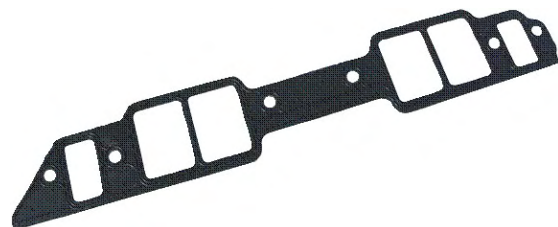


ALL SEASON INTAKE GASKETS FROM FLATOUT GASKETS

Flatout has developed a reusable, molded, fluoro-elastomer rubber/steel carrier gasket for performance and racing engines. The first engine chosen for the line-up is the big block Chevrolet. The design fits a majority of the aftermarket heads available in the marketplace today.

The design of this advanced product consists of injection molded FKM (Viton) on a thin steel carrier. Aluminum compression limiters are installed at the bolt holes. Dual, proud, rubber beads encapsulate both the intake and coolant ports to insure a bullet proof seal without the use of additional sealers. The product is so robust that it can be reused multiple times.

Any questions, please contact Flatout, Toll-Free @ 877.837.9200 or go to: www.flatoutgroup.com.



LS-SERIES ROTATING ASSEMBLIES NOW AVAILABLE FROM MANLEY

Highly respected engine components manufacturer Manley Performance has introduced a series of rotating assemblies for GM LS-series engines. Offered in a variety of bore/stroke combinations, Manley's assemblies enable builders to obtain up to 439 cubic inches of displacement.

The nucleus of the assemblies are Lightweight and Super Lightweight 4340 forged steel crankshafts, which are also new to the Manley product line. They are offered in 4.000" and 4.100" strokes and equipped with 24 or 56-tooth reluctor wheels. Manley's famed Platinum Series pistons are offered in a wide variety of sizes (3.900" to 4.130" and compression ratios (8.7 to 12.4 — depending on dish or flat top design, cylinder bore and combustion chamber sizes). They include moly coated skirts and chrome moly steel wrist pins with locks. For connecting rods, builders can choose between Manley's popular H-Beam, H-Lite and I-Beam designs. They are forged from 4340 material and equipped with premium ARP rod bolts. To complete the assemblies, which are available balanced upon request, Manley utilizes a Total Seal piston ring package and Clevite bearings; "H" series narrowed rod bearings and "P" series mains.



For additional information call 732-905-3366 or visit the firm's website at: www.manleyperformance.com.

VP RACING OFFERS STREET LEGAL FUEL OPPORTUNITY TO THE HIGH PERFORMANCE MARKET!

VP Racing Fuels, Inc., the industry leader in the manufacture of racing fuels and performance products, announced the introduction of VP100™, a street legal unleaded performance fuel. VP100 is specifically engineered for high-performance street cars, exotics, sport compacts, muscle cars, street rods and vehicles requiring premium fuels in excess of 91 octane.

Well-suited for high-performance street cars, VP100 is oxygenated with ethanol. Environmentally friendly, it meets California Air Resource Board (CARB) requirements and is street legal throughout the U.S. At 100 octane (R+M/2), it generates substantial power increases over pump gas. A test with a turbocharged application proved VP100 will generate up to *14% more power* than premium grade 91 octane unleaded gasoline.

VP100 is safe for use in cast-iron head engines with compression ratios up to 13:1 and aluminum heads up to 14:1 and reduces the fear of detonation in power enhanced vehicles.

For customers with technical questions about VP100, a tech support line has been established at 812-878-2025. Questions may also be emailed to StreetLegalTech@vpracingfuels.com.

In addition to fuels, VP's product line includes specialty lubricants, performance chemicals and traction adhesives — each designed to produce the most power and best performance in their respective racing applications. More information can be obtained from VP's website — vpracingfuels.com.

SONNY'S NEW 5.3 BORE SPACE WEDGE CYLINDER HEADS FOR 800 + CUBIC INCH ENGINES



These new lightweight cylinder heads from Sonny's flow over 660 cfm at 1.200 lift on the Intake and over 462 cfm at 1.200 on the exhaust. These castings incorporate the heart shape combustion chambers and spread port design intake runners. Sonny has also designed a 1 piece rocker bar for stability and endurance for these cylinder heads.

These are the same cylinder heads used by Rickie Smith, who recently ran 5.90 at over 240 MPH, and Dennis Radford who ran 5.92 @ over 237 MPH. These cylinder heads are for racers who are looking out for all out performance in Pro Mod Nitrous Racing.

Call Todd at Sonny's Racing Engines for further info: 434-239-1009.

WE'VE GOT MAIL

LET'S WORK ON A PERMANENT SOLUTION – BUT LOOK OUT FOR THE EPA

Jeff, my father always said that “the one constant in life is change.” You pretty much hit the nail on the head that if we don't slow some classes down, we will drive the sport – or at least certain classes - to extinction.

While I agree that it makes no sense to race fuel cars to 1000 feet and everyone else to 1320, I think the solution is to slow the cars down and return to the 1320. There is still as much parts breakage, crashing, and cost at 1000 feet as there was at quarter mile. So let's stop fooling ourselves and slow down the classes closest to the edge of the safety envelope. If NHRA truly wants to improve safety and reduce costs, slow these cars down a little and get back to 1320. I've done the math, and 1000 foot does not address the real issues at all. It is little more than kowtowing to the insurers – a temporary solution that will likely be

remembered as the “lost years” of NHRA racing because nothing that happens at 1000 feet has any relevance to traditional racing. The technology to slow the cars and ease the burden on parts is there, yet no one seems willing to take the first step.

Slower cars do not make drag racing an unmarketable product by any means. I am convinced that no spectators will stay away from drag racing if the cars are slowed. Nostalgia fuel cars at 5.70 and 250 MPH are still plenty exciting, and fans are flocking to see them. A Big Show at 4.70 and 290 MPH will definitely put people in the seats. I'd also bet big money no drivers will hang up their helmets if the cars are slowed either. Especially since it will be safer and less expensive. Racers race. It's what we do; it's in our blood; and the spirit of innovation and competition lives at any speed.

But you also touched on something that should elicit fear in the mind of every automotive enthusiast – the EPA. You may remember them as the reason for the demise of the muscle car, and other atrocities. As someone with the necessary science skills to go head to head with these clowns, I can tell you that any form of motorsports is dancing with the devil if they let the EPA within 50 miles of an event. These are irrational ideologues with no reservations about decimating our sport.

I can also tell you that there are legions of eco-fascists out there who think motorsports of any kind are a crime against the planet and would love to see them abolished. Yes, they are clueless idiots, but they have powerful lobbies in government and billions in “Big Green” funding. And in case you haven't noticed, green-mania fueled by global warming hysteria has overtaken the public mindset.

There are other external forces working against motorsports as well, and racing will face some tough climbs in the years ahead. Meanwhile, racers need to get on the same page and pull together against common threats in order to survive and move forward. I love our sport and have been in and around it for over 40 years, so getting used to more-regulated fuel cars will take some doing. But if it preserves the sport then it's time for a change.

David Parsons
San Diego, California

What do you have to say?

Your name:

Your location:

Your email:

Do you want to subscribe to our FREE email newsletter?

Yes No

Letters which do not include a full name will not be considered for publication.

* Your letter may (or may not) be published in our "We've Got Mail" section.

ADVERTISEMENT

3 Records - 2 championships 1 Transmission



\$5500
price subject to change

Doug Sikora relied on a Mike's Transmission Monster Glide to win 2 Championships and set 3 E.T. Records in his Outlaw 10.5 Mustang! The Monster Glide is brutally strong and deadly accurate run after run.

Harness the Monster for your car!

Mike's High Performance Transmission Fluid

Specially blended for high torque, high horsepower applications.

1 gallon **\$34.50**
2.5 gallon jug **\$85**
5-gallon jug **\$165**
55 gal. plastic drum **\$1795**

WCHRA Record: 4.44 (1/8 mile)
PSCA Record: 6.71 (1/4 mile)
NMRA Record: 6.68 (1/4 mile)

WCHRA 2009 Outlaw 10.5 Champion
PSCA 2009 Outlaw 10.5 Champion

Mike's
Transmission

661-723-0081

www.MikesTransmission.com



ROCK Presents
BATTERIES
Power to Win!

THE 19TH ANNUAL

ALL MOPAR CAR SHOW
DASH PLAQUES
TO ALL ENTRANTS

\$30 INCLUDES ADMISSION FOR TWO, 14 PROFESSIONALLY JUDGED CLASSES, TROPHIES TO TOP IN CLASS, 2ND IN CLASS

& 3RD IN CLASS

AWARDED TO

EACH CLASS,

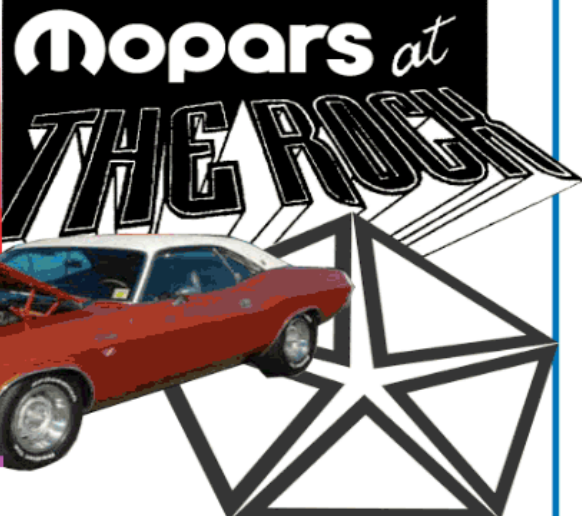
PLUS BEST CAR

& BEST TRUCK!

& EDITOR'S CHOICE!

Best of Show Winner will appear in 2011 Ads

MORE CLASSES
AND TROPHIES
THAN EVER!



BARNETT
 Performance

S/S HEMI SHOOTOUT

APRIL 17

DEAN SOX IN THE SOX
& MARTIN DUSTER!



MOPAR ONLY DRAG RACING

PRO E.T.	SPORTSMAN
WIN _____ \$1,500	WIN _____ \$500
R-UP _____ \$500	R-UP _____ \$200
SEMI _____ \$100	SEMI _____ \$50
QTR _____ \$35	QTR _____ \$25
CAR ENTRY \$35	CAR ENTRY \$25

TROPHY/STREET CLASS

Mufflers, Street Tires. 4 Foot Trophy to Winner. \$10 Car Entry.

VAST SWAP MEET - \$40

(INCLUDES ONE ADMISSION)

20X20 SPACE. SWAP MEET GATE OPENS 7 A.M. (NO T-SHIRT OR FOOD VENDORS)

TEST AND TUNE
ON FRIDAY!

\$10 ADMISSION;
 \$20 CAR & DRIVER 6-10 PM

SATURDAY NIGHT STREET DRAGS
 \$20 CAR AND DRIVER; \$10 TO WATCH

VIPER
SHOOTOUT!
 Open to All Vipers

Conducted by undergroundracing.com

GATES OPEN8:00 A.M.
 TIME TRIALS10:00 A.M.
 FIRST ROUND.....NOON
 ADM:\$15.00 (UNDER 12 - FREE)

910-582-3400

ROCK
 Rockingham Dragway

www.rockinghamdragway.com

THE SOLUTION

Timing couldn't be better. Spec 75-gallon fuel pumps and back to 1320 feet.

Mike Dakin
Tipp City, Indiana

ANOTHER EPA WARNING

I am a soil scientist working for the federal government. This morning I re-read the article about mandatory Haz-Mat training and "compliance" for (ALL competitors) running NHRA national events. The onsite regs are meant for all fuel jugs, oil containers, nitro drums, and more.

Also did you notice that you have to keep these things in an "EPA approved" secondary containment vessel? That "EPA approved" secondary containment device is going to cost a ton. And if "oil plus nitro" is considered a haz waste and has to be treated as such, it can cost as much as (\$50.00/gal) to haul off-site. I don't think the racing community has any idea of what these new regulations mean in terms of cost. Also an approved haz waste vendor is appointed to each race track and it is they that "test" your stuff to find out if it is considered hazardous or not.

I thought you might want to do some research and let the racers know just what is expected of them and the cost of compliance.

Believe me, all these requirements are really expensive and I don't know for sure, but I think that motor oil plus alcohol and or nitro is considered haz waste. And just try to find a portable EPA approved secondary containment device on the web. GOOD LUCK, I sure as hell couldn't find one. I did however look at what the EPA definition of the device is and it doesn't look good for the racers.

Enough.

Just some FUEL for your thought process.

Also: I was with Butch and Teri Blair at the March Meet yesterday and Teri determined that Butch has attended each March Meet for the last 51 years (starting in 1958. And only a few of these times was he without a car to race.

Man! That is really Far Out.

Bry Schmidt
Fresno, California

A PHYSICS LESSON

There have been numerous well thought out suggestions regarding an effective means to slow the nitro cars down without ruining the show. In a perfect world (one with some serious sponsor money), all of the concepts would be worth evaluating. However, we live in a world where the rest of you have caught up with my own personal tight budget. Thus, changing displacement or blower sizes seems to be a non-starter due to cost.

While it wouldn't be cheap to change other aspects of the engine, it would seem cheaper to go from two mags to one... and to limit fuel flow.

The physics is inescapable: weaker spark, less fuel = less horsepower; thus, slower speeds.

Seems like less strain on the engines (can't spin them to infinity without the sufficient fuel) and the rest of the drive train. Should allow survivable-but-enjoyable speeds on a quarter-mile track (for those purists who must have the quarter mile). Might not have quite the same crackle as the engines do now, but allowing unrestricted nitro might bring some back.

And we'd all still get to enjoy that wonderful nitro experience!!

Gerry Harrison
Twain Harte

AEROMOTIVE™
Fuel Systems

5 to 5,000 HP

A2000 Drag Race Fuel Pump
P/N 11202

if it makes POWER...

P/N 11105
Belt Drive Fuel Pump

WE CAN FUEL IT!

Real Performance.

FUEL PUMPS REGULATORS
FILTERS COMPLETE SYSTEMS

913.647.7300
WWW.AEROMOTIVEINC.COM

KEEPING IT SIMPLE

The following is an over simplified solution to our sports escalating cost.

Part 1) Keep traction compound and track prep to 100', no more, no less. Keep the track swept for safety's sake and the Safety Safari will have to occasionally clean up after the track oilers have made a lap.

Part 2) Make sure every track is sprayed with the same traction compound for consistency's sake. If NHRA has to bring their own traction compound I'm sure it won't break the bank.

Part 3) Go to 1/8 mile racing across the board. Really folks, isn't 275 at the 1/8 fast enough? Of course, the big MPH will change if we implement Parts 1 and 2 above.

Part 4) Tracks should be prepared identically for all classes.

I think putting more control of the car back in the hands of the driver will make for much more interesting racing. I think if we implement these changes it will level the playing field considerably.

Thanks, and keep up the good work.

Jimmy Fox
 Mooresville, North Carolina

YOU WIN SOME...

Jeff, right on the article about all the down time for track prep. I went to the Fall Nationals at Ennis and was amazed by the amount of time the equipment spent on the track. Your suggestion of the doing the first 60 feet has my vote. A lot of lip service is given to slowing down the cars... this would do it and still allow good racing by good RACERS.

A couple of other things. One, I wouldn't walk across the street to see four-wide racing and Legend cars will be a real bore to watch on a drag strip. Maybe Bruton should stick to his NASCAR stuff. And, finally, how did you guys get Force to talk for just five minutes?

Great e-zine, it's at the top of my list and I read it religiously. Thanks for all the hard work by you and your staff.

Jeff Merrell
 Garland, Texas

...YOU LOSE SOME

I take issue with your article on "track prep." Have you ever raced on an unprepared track, or one that is only prepared for the first 60'?

We had a shootout race a few years back that had all sorts of cars that attempted to run on an unprepared track. They wrecked three cars really badly that only ran 10 second ETs. I warned them by email as to what they could expect, lots of bent up cars due to no track prep, but they did it anyhow. They crashed three really nice cars and a dozen more lost control but didn't connect with the wall. It is the most irresponsible thing anybody can contemplate and you're out of your mind to suggest it.

Believe me, nobody who has an ounce of brains can think of going down a green track. It is not a good solution for any semi racecar event. This is just a fact, been there, done that, one of my friends was one of the racers who hit the wall: he still hurts even years later due to his foolishness. Shame on you, Jeff Burk! Think how many racers are going to be injured if you take away proper track prep?

Harold Sutton
 Oologah, Oklahoma

ADVERTISEMENT

Rate this ride to see next picture.

RAD 1 2 3 4 5 6 7 8 9 10 **RAD**

RADORBAD.COM

is your ride **rad** or **bad** ?

UPLOAD YOUR RIDE NOW!

ADVERTISEMENT

ADVERTISEMENT

8TH ACTION PHOTO SPECTACULAR

Drag Racer
 MAGAZINE

~~\$59.88~~ **\$27.95**

12 Issues only \$27.95

6 issues only \$14.95

call
1-800-883-8851

or click
www.dragracermag.com

Drag Racer
 MAGAZINE

LIMITED TIME OFFER!

[click here]

ADVERTISEMENT

MICKEY THOMPSON

PERFORMANCE
M/T.
 TIRES & WHEELS

Be a Part of The Legend

www.mickeythompson.com

SHOULD BE RULES FOR TRACK OWNERS TOO

For an Association whose motto is "Dedicated to Safety," I believe they are failing badly. Let me clue you into something Burkster. Every three years I have to re-certify my chassis, every two years I have to get a physical and renew my license and change out my seat belts, every three years I have to replace my flex plate, and every five years I have to re-cert my trans and flexplate shield. All of which is expensive and my cost of wanting to race in the NHRA.

Why then are track owners allowed to give us sub-standard race tracks to race on? Why doesn't NHRA tell these same track owners that bumps in the track are no longer acceptable? Why does it take two Pro Stock cars crashing, and threats made before NHRA stops the madness that occurred at Phoenix?

Your idea of only spraying the first 60' is lame. We have spent damn good money to bring our cars up to what the NHRA feels is safe standards. And in return we expect a safe track to race on. Sprayed start to finish. You talk about cost of spraying, well as our payouts haven't gone up for years, but our entry fees do, this should more that make up for the cost of spraying.

Let me ask you this, is anyone going to pay me back the money I lost on airline tickets, travel costs, food, missed work for this past weekends Div. race that was never run? Let me answer that for you... NO!!! And the Management at Firebird says they are going to re-schedule the race, so no refunds. Let's see, does it make economic sense to spend \$500.00 or \$600.00 to go back and race at a substandard track just so I don't lose my \$165.00 in entry fees? Again, NO!!!

I watched my Division Director, Mike Rice, driving a tractor until late into the night just to try and get us a track that was useable. Did he go above and beyond for his racers? I believe he did. I suppose my point is that he shouldn't have had to.

Well, Burkster, I have had my rant. Will it do a damn bit of good? No, but it did feel good to get it off my chest.

Randy Balough
Newbury Park, California

ADVERTISEMENT

ROLL WITH IT!

With EZ-Roll™ Lifters from Isky, you'll never worry about needle bearing overload or premature roller bearing failure again!

Roll at a 350% higher load rating than needles with the new EZ-Roll™ Needle Free Roller Lifter Bearing from Isky. Our exclusive patent-pending design delivers a greater surface area to load distribution footprint that handles the most extreme loads in racing today.



traditional needle roller bearing



New Standard of Excellence
Isky's revolutionary new wide footprint, low friction EZ-Roll™ Bearing Option. "Roll with it!"

Convert your Isky Red Zone™ lifters to EZ-Roll™
We can rebuild your existing needle bearing Red Zone™ Roller Lifters with our new EZ-Roll™ bearings. Call for more information! Upgrade your race car today!




Now Available! EZ-Roll™
.937 & 1.062 Diameter Keyway Roller Lifters



Do It Right... Race with the Legend

ISKYCAMS.COM

323-770-0930 16020 S. Broadway • Gardena, CA 90247

ADVERTISEMENT




Quick Service
New Owners - Still Making Horsepower!
Call Now (216) 676-5800

ONE DAY MAY BE ENOUGH

Right on Burkster!

My buddy and I have been going to the drags for 40-plus years in So Cal and lately the oil downs and delays, ad nauseum, have given us pause on whether to go multiple days or not, but just go on Sunday to save some bucks. SOMETHING has to be done. The stands were obviously nowhere close to being filled, and this was the 50th anniversary. I do not want to see the sport die.

Keep up the great work at DRO.

Alan Davidson
Bakersfield, California

REPLACE WHEEL STUDS AT REGULAR INTERVALS

I have read several responses regarding the spectator that recently lost his/her life at the NHRA Nationals in AZ. My heart felt prayers go out to that family that lost their loved one.

Several of the comments here seem to lay blame on the crew or tire shake and no one has ever mentioned the fact that parts break under extreme conditions.

One remedy for the problem may to make it mandatory to simply swap out the wheel studs after a "quoted number" of runs. Common sense says that transferring 7000+ hp to the ground is going to create breakage of some sort. Would spending \$80 more every 25-30 runs be worth the life of another spectator or driver?

There is also the option of legalizing traction control. If you take a close look at that run where the stud(s) broke it's evident that the wheel didn't come free of the car until the car hooked back up.

Doug Person
Maryland

INCREASE STUD SURFACE

I think the stud size needs to be enlarged to 3/4". We've been using 5/8 studs 30 years. Also the centers on all lightweight wheels are thinner than wheels in the past. I don't feel there is enough contact surface on the stud for the load it must handle.

Hal Lees
Griswold, Connecticut

WHERE'S A CHEMICAL ENGINEER WHEN YOU NEED ONE?

I'm sure by now that you know about the Div. 7 race at Firebird being postponed due to the wrong traction compound being applied. From what I hear, the drums were mislabeled and the track officials didn't realize it. They had the mixture analyzed and that is how the mistake was found.

Evidently, this compound was used at the national event prior to the Div. 7 race, which COULD be a reason for the crashes. There was a T/S car that crashed during a Test n Tune event the day before the Div. 7 race started, the same left lane. I saw the car in the pits and it was beat up pretty bad. The team is out of Farmington, NM. Driver was OK, but the car is history.

So, does this mean that the crashes, and maybe the wheel coming off Antron's car can all be blamed on the wrong traction compound being applied to the track? Who is at fault? I'm thinking the people who make the traction compound better have some serious insurance.

By the way, I heard the traction compound that was applied was for a circle track. So how do you tell the difference? Does it look/smell the same? Can the difference be detected only by chemical analysis? Has this happened before? It would be worth looking into.

Cliff Morgan
Phoenix, Arizona

YES, IT'S THE SAME JIM BAKER

Interesting article by Jim Baker. I am wondering if he is the Baker who ran the Kohako, Mo 1/8th mile track years ago?

Another subject... NHRA could slow down the fuel cars and not cost the race teams a lot of money and police the restrictions. Just reduce the fuel pump size, require one mag only and slow down the blower speed. I guess that was too simple.

Dan Miller
St. Louis, Missouri



Pro Race 33 Spline Axle Packages for Ford and GM

P2000GDR

**Pro Race 33-spline axles
(Thru-Hardened)
for small GM housing
end (8.20"/8.50" and
12-bolt car). Plus
c-clip eliminator kit,
1/2" stud kit and
lightweight Pro
Race steel spool**

P2000FM

**Pro Race 33-spline axles
(Thru-Hardened)
for 8.8" Ford Mustang
(fits OEM drum brakes).
Plus c-clip eliminator kit,
1/2" stud kit and
lightweight Pro
Race steel spool**

SALE PRICE \$579.60

**Call for
More
Packages**

**Strange
Engineering**

847.663.1701

GRADING KYLE BUSCH

First, I personally have no animosity towards Mr. Busch. In fact, as a former Las Vegas resident myself, I usually root for him in NASCAR. But....

- 1) Does NHRA still have Grade Points for Sportsmen entries into National Events?
- 2) What are the minimum Grade Points for entry into the Gators these days?
- 3) How many Grade Points does Mr. Busch have?
- 4) If I had the same number of Grade Points as Mr. Busch, would NHRA give me an entry into the Gators?

Dale Tuley
Upland, Indiana

According to the sportsman racers we have talked to over the winter, at most national events they don't have enough entries to make them go to the grade points system to get an entry! They only use grade points when more racers than they have room for want an entry.

SAY, IS THIS A POLISH JOKE?

I agree; 1000 foot racing is the worst thing NHRA could have done. I don't watch Top Fuel or Funny Car anymore. When I do go to Nationals events, I go on Thur, Fri and watch the stockers run. At our local track in Ohio they went to 1/8 mile for Bracket 2 and nobody comes to watch anymore including myself. If they don't fix things soon drag racing will continue to suffer. I'm 62 years old and it makes me sick to see what they have done to this wonderful sport.

Also they should get rid of Paul Page, he must think he is at the Indy 500 when he speaks of someone on the "pole". There's no pole in drag racing!

Donald W. Anderson Jr.
Dayton, Ohio

INNOVATIONS COULD SAVE THE SPORT

How can the big money nitro pros expect anyone to believe them when they say changing the current nitro spec motor will lead to cost increases? As you said in this publication, nostalgia nitro racing, which uses a variety of engine types, is an affordable nitro racing option. The turnouts at nostalgia meets are proof of that.

This sport was built on innovation. The spec motor rules eliminate innovation. If the HRAs went to a 300ci unlimited nitro format, it would invite more entrants because the playing field would be level again. (And they could return to 1/4 mile racing.)

A similar argument could be made for Pro Stock. Smaller displacement, factory style injected engines on gas with factory bodies and few other limitations would bring about a rebirth of that once proud class.

Steve Schraml
Baltimore, Maryland

IS HE FROM SOUTHERN ONTARIO?

Parachutes and finish lines are a technology - who is to blame? Shame. Whoa' is the key to a victory. Has 1000' made us forget the barrier of speed and its implications? Redesign pronto, y'all.

Mike Lacelle
Ottawa, Ontario

FAST™
FUEL AIR SPARK TECHNOLOGY

bench-TESTED
track-PROVEN
sure-FIRE
max-HP!!!

140-amp
EFI Alternators

High performance EFI systems critically depend upon strong charging systems. Upgrade yours with a FAST™ 140-amp EFI Alternator. These brand new alternators are built in the USA, not rebuilt, and plenty able to handle the demanding power requirements of today's EFI engine.

[\[click here for more F.A.S.T. products\]](#)

Billet
Throttle
Bodies

FAST™ used the latest computer modeling software and test equipment available to produce designs that yield the maximum airflow of any throttle body on the market of comparable size, and more air means more horsepower. All throttle bodies are machined from billet 6061-T6 aluminum on precision CNC machining centers for consistent quality and lightweight.

[\[click here for more F.A.S.T. products\]](#)

fuelairspark.com
901-260-FAST
click here

WHO'S ON FIRST?

What is with this NHRA qualifying, one day it is the first twelve cars, then the next it's sixteen. To somebody that is just learning the sport it is way too confusing. They need to make a change.

Don Hacker
Michigan

IT'S SIMPLE ARITHMETIC

Just wondering which event I should attend this year. I only get one a year due to finances so I pick carefully from the many events not around my area of SW Missouri. Gotta have nitro or it's a no go. Gasoline is for cleaning parts, alcohol is for drinking, but nitro is for racing. Not an NHRA member anymore but they can't keep me from attending. My wonderful wife goes and visits family but not me, heck no, I'm going to a drag race. The only place in my life that I can truly call "home".

My wife decides she wants to go this year too. Bowling Green looks good, she suggests, and look, honey, the tickets are only \$55 apiece for a weekend pass filled with fun. (KC is \$75.) So I sit down and start adding things up. We aren't even at the event and tickets will ring up \$110.

So I show her the mileage, which is 480 miles from the house, one way. Our car gets about 27 mpg on the road and when you figure that at about \$2.60 per gallon it comes to \$46+ one way or \$92 for a round trip. Now that \$110 turns into \$202. Ok, she says, that is still doable.

Well, sweetheart, where do you want to sleep? She states a hotel of course. Well now some hotels in Bowling Green are already packed for that weekend and the ones that are left are price gouging, so the cheapest room is \$95 and up, per night, for four nights. Hmm... this ain't adding up anymore. But wait, we can stay in Franklin, KY, at the same hotel chain for \$46 a night and it's only 25 miles away. Well let's look at this again. Forty-six per night for four nights, plus taxes and fees and you get the idea, but it still adds up to about \$250 for the hotel. Wow, now that \$202 becomes \$452.

And, baby doll, where do you want to eat? Well, not Micky D's!!! Ok, so that is about a 20 spot for breakfast, another 20 for lunch and about 50 for dinner, if we can find a seat. So figure 90 per day for three days plus food while we travel back and forth, and let's just round that up to \$300 (and don't forget tips). Now that \$452 is \$752.

But wait, we're not done yet. Remember we are staying in Franklin which is a 50-mile round trip per day. So there is another 150 miles plus getting down there and then leaving on Monday, so add about 200 more miles, remember at 27 mpg and \$2.60 per gallon. Ooops, there goes another 20 spot and now we are up to about \$775 give or take a few. Gotta have bottled water and beer in the room. So let us just round this on up to \$800. But wait, that's not all folks. Any respectable lover of drag racing memorabilia and nostalgia is gonna drop another \$100 easily.

Sweetheart, are you sure you want to go to Bowling Green? A weekend filled with fun for around 900 bucks. Of course KC is only 150 miles away and is looking good again. But wait, baby, wait... aren't you still interested?

There have been times when I have told folks that being a spectator is just as expensive as being a drag racer. I hope all that do travel to watch this wonderful sport are safe and have a great time.

Mark Elms
Everton, Missouri

AutoWeek Racing News

- Rosberg is fastest as Formula One season finally...
- U.S. F1 investigation under way, Todt confirms
- FIA to charge U.S. F1 team, change its...

[Click for more AutoWeek stories](#)

Nissan LEAF™
100% electric

join the conversation
f t stay updated

JOIN THE AUTOWEEK NETWORK

MOROSO

AMERICAN ingenuity and integrity, since 1968.

OIL PANS



No. 21581

dragster OIL PUMPS



No. 22525

ignition WIRE



No. 72400

valve COVERS



No. 68456

& much MORE!

**LIVE TECH LINE
203.458.0542**

see new products online @

MOROSO.COM

SHAKING THE GROUND IN BAKERSFIELD

I love the March Meet, look forward to it every year. The smell of nitromethane, the rumble of the ground. I love it.

Dianna Thomas
Bakersfield, California

WELL, HERE'S ONE THEORY

The thing you have to realize is that John Force threw the race with Robert at Indy. That is not what drag racing is about.

How could Medlen stay with a team, where his son tragically died, and doesn't respect the sport enough to race heads up? A reputation takes a lifetime to create and five seconds to ruin.

Charlie Undershirt
Reading, New Jersey

JAY ROEDER EXPLAINS IT ALL

Hello, could you please explain how John Calvert's Thunderbolt is legal for stock eliminator? Those cars were never titled for the street. Thanks.

Donald Hacker
Michigan

Donald, the long and short of it is because someone got NHRA to say it's legal. There is nothing that says the cars needed to be "titled" for the street. NHRA only requires that 50 of that combination of cars were built to be "legal". In fact, the original T-Bolts were built for the sole purpose of drag racing and to be accepted by the NHRA they needed to build a certain amount. What you will find in the ranks of Stock and Super Stock are a few combinations that according to some people never existed or were never available to the general public. My feeling on that is, who cares? It's the same thing right now with the new Mustang CJ Drag Cars and the soon to be Camaros and the Challengers. I figure if they get an index and an HP factor to use, what difference does it make how many of them were made? If the NHRA HP factoring system worked properly, which it does not, everything would come out even in the end. Eventually things always settle down and combinations get closer to realistic. Personally, I'm glad to see someone build a Thunderbolt clone. Those cars rock! – Jay Roeder

WE'RE STILL CHECKING OUR OLD ROUND SHEETS

Question: When is the last time Ford qualified in Pro Stock at an NHRA event?

Tony Castillo
Bath Township, Ohio **DRO**

ADVERTISEMENT



The World Leader in Race Fuel Technology™


For more **POWER**, click [HERE](#)

VP Racing FUELS

Are you using the best fuel for your engine?

www.vpracingfuels.com

ADVERTISEMENT




ONE
Your chance of becoming
victimized
by some form of
identity theft.
TEN

According to the Federal Trade Commission



Racepak
DATA SYSTEMS

TIMING IS EVERYTHING!



GREAT TIME TO UPGRADE!
Monitor Overall Engine Timing with optional V300SD timing package (PN: 200-UG-TIMV300S)

GREAT TIME TO PURCHASE!
FREE DataLink timing software upgrade (\$495.00 value) with purchase of above V300SD timing package (PN: 200-UG-TIMV300S)

EVERY SYSTEM READY TO USE FACTORY PROGRAMMED

V300SD timing package must be purchased between 11/1/08 through 12/31/08
Offer ends 12/31/08

Contact Racepak for complete details and additional year end specials

For more info, call 949-709-5555
www.RACEPAK.com

AN **MSD** BRAND
IGNITION

No Rhyme Nor Reason

The tragic death of Sue Zimmer of Rice Lakes, Wisconsin, during the Arizona NHRA Nationals at Firebird International Raceway caused Chris Martin to once again write a poem. A word of warning: this contains some strong images and language.

THE ONE

By Chris Martin

The vacation to end all vacations...
Aftermath of a trip to see a son and a race.
Just bounced from the ice of Wisconsin
to the deep freeze of a cactus morgue

Likely, no one saw the landing.
Thousands of jacketed backs
focused on the wicked Top Fuel launch
from the mouth of a black rubbery sky

Perhaps she heard 'Funny car to the lanes'
before a stupid break cracked the clouds
for the unfunny and brutal splashdown.

The pictures stop.

Firebird. The universe.

Vanish.
Noiseless.

#

Except for the scrambling ants....
The picnic shattered and chaotic

blood splash on the trailer door.
What the fuck was that?

Things can go nuts at these moments

Arms waving, voices yell out
at what has been struck to the ground
and spilled on the pit gravel.
The Raceway gets parked.

One struggles to focus on useful old bromides
She's gone to a better place
Recall her goodness and sudden loss
As per usual, go with future resolve ... think

#

It wasn't the kid's fault
He was upside down and on fire
If there be blame, take it to the gods
back from rock and rolling in Haiti

It will happen again, innocence be damned.
No matter how hard we try to do otherwise
there's always one son-of-a-bitch not counted on
No panic catch screens will quiet future sirens

Infants will fall out of the bleachers
Drunks will roll down aluminum rows
300 miles an hour; 300 shots in the dark;
rolling dice always shadow fast lane fireflies.

So, let's sift through the rubble with our hats on
and tone down the vigilantes. Try for solace from
the body count. Fate always resists legislation.
Shake off this dirt from the
desert floor ... and in this bluest of moments ...

hold her dear, this so unlucky one.

DRO

Got a poem you'd like to submit? Email it to kayb@dragracingonline.com. We'll read it and if we like it, we will publish it. Remember the title to the department is "No Rhyme, No Reason, No Pay," so don't expect any and we won't either. -- Jeff Burk

Supercharger Superstore

39
YEARS OF
SERVICE



New B.D.S. straight cut gears. Engineered to handle higher boost and maximum horsepower on all competition applications.



#5300-6-8 & #5400-14 The new B.D.S. Xcelerator adaptor adds a cutting edge to racing by offsetting the hat location needed for mechanical fuel injection. Machined with an accelerated angle for a "RAM" effect in fuel/air delivery. Nozzle bodies can be installed on each side.



#671NHATT-FD Nostalgia 671 stage 4 blower front discharged with Air-Loc rotors and billet plates (shown with snout installed).

We have belts and pulleys in stock for immediate delivery!

BDS

562-693-4302
www.BlowerDriveService.com

12140 Washington Blvd.
Whittier, CA 90606
Fax: 562-696-7091

Whaddya Know?

Test Your Drag Racing Knowledge

What next? The Winternationals are tucked into print for the 50th time and the Arizona race staggered to a halt. I'm stuck thematically, so I'll fall back on geography. We'll keep the questions in the southeastern part of the country, chums and chum-ettes. Here goes.

#1 This Pro Stock and Pro Mod great has a pro racing son, and originally hailed from King, North Carolina. Born on Christmas Day, in fact. He is ...

- A, Lee Edwards
- B, Ronnie Sox
- C, Rickie Smith
- D, Roy Hill

#2 IHRA held its first national event in

- A, South Carolina
- B, North Carolina
- C, Florida
- D, Tennessee

#3 NHRA's first southeastern national event (leaving aside Flagler Beach) was at Gainesville Raceway in 1970. The Top Fuel winner was

- A, Jimmy King
- B, Don Garlits
- C, Dave Chenevert
- D, Leroy Goldstein

#4 The first West Coast driver to win Top Fuel at the Gainesville Gatornationals was

- A, James Warren
- B, Herm Petersen
- C, Steve Carbone
- D, Gary Cochran

#5 Roy Hill's Pro Drag Racing School is now based out of Rockingham Dragway. Before that it was housed at

- A, Piedmont Dragway
- B, Atlanta Dragway
- C, Farmington Dragway
- D, Mt. Pilot Wildcat Hot Rod Drag Strip

Full name:

Email address:

Congratulations to our February quiz winner, Ryan Casillas, who was the first to answer 5/5 questions correctly! Below are the February answers.

FEBRUARY QUIZ ANSWERS

1. A, 1965 Winternationals, 2. A, 1987 Molson Grandnational, 3.A, Clay Millican, 4. A, "Blue Thunder", 5. A, Glen **DRO**

SDPC
Scoggin-Dickey Parts Center
1-800-456-0211

FREE Catalog • Shop Online • Specials

Meziere LS1 Electric Water Pump

This aluminum water pump bolts directly to factory housing which allows for the factory flow directions that are particular to GM LS1 engines.

MEZWP119S	LS1-Black	\$389.95
MEZWP119B	LS1-Blue	\$389.95

Warrior Piston Kits

SDPC Warrior Piston Kits contain high-quality engine parts, at prices you can afford.

Warrior Piston Kits include:

- SRP Forged Pistons
- Childs and Albert Dura-Moly Rings
- Clevite 77 P-series Bearings
- Fel-Pro Head Gaskets

Chevy 350-540 cubic inch from \$548.95

Kooks LS1 Long Tube Headers

Kooks Custom Headers for LS1, LS2 and LS6 powered Camaros, Firebirds and Corvettes are made from high quality stainless steel.

Kooks Long Tube Headers w/ 3in. Weld-on Collectors

1-3/4" F-Body 1998-2002.....	\$819.95
1-3/4" to 1-7/8" F-Body 1998-2002.....	\$943.95
1-7/8" F-Body 1998-2002.....	\$819.95
1-3/4" Corvette 1997-2007.....	\$658.95
1-7/8" Corvette 1997-2007.....	\$968.95
1-7/8" to 2" Corvette 1997-2007.....	\$971.95

www.sdparts.com

SDPC
Scoggin-Dickey Parts Center

At The Back Door

DragRacingOnline.com Caption Contest!



Tim Marshall saw this at the 50th Winternationals. What's the caption?

Write Your Own Caption!

Name

Location

Email

[Submit Caption!](#)

AND THE WINNER OF LAST MONTH'S CONTEST IS

"The rack was there, but then Burk had an awkward moment of realization and opened his eyes when it dawned on him "Linda Vaughn doesn't have a moustache..."

- Jerry Haynes, Ware Shoals, SC

HONORABLE MENTIONS

"Hey you are right, ear lobes do taste like chicken.....!" - Glenn Mortensen, Charlotte, NC

" Now that I'm fat, my love options sure are limited." – Norman Hechtkoff

"I think I can taste milk!" – Gordon Columbine, Atlanta

" Psssttt, Burk! I just realized what they say is true - you really DO look like curly Howard!" - and - " Hey Burk.....I just cut one!" – Dave Peto, Tampa, FL

" Alright, alright just a little peck, but no tounge in my ear this time!." - and - "A smooch on the cheek is one thing, but you better remove your left hand from where it's at NOW!" – Brian Bednar, Ocala, FL

"Curly, Moe...where's Larry" – Matt Arbuckle, Oklahoma

"Ooh, I forgot how much a mustache tickles." – Brian Bednar, Ocala, FL [DRO](#)



[Click Image to Enlarge!](#)