

Funny Car

Leading off the Funny Car action was low qualifier Pee Wee Wallace, who made a single in the "Virginian" Monza at 6.71, 202.24. The first real race was an exciting one as George Johnson left on veteran Bruce Larson and took a smokey win. Johnson hit a winning 7.44, 208.81, while the "U.S.A. I" Monza lost at a better 7.37, 208.33. Ron Jackson's "Mandingo" Vega took an easy win when Larry Fullerton's "Trojan Horse" broke a transmission and Stan Bowman closed the round with a surprise win over one of the East Coast's hottest cars, the "Frantic Ford" and Dodger Glenn. Bowman ran a 7.01, 183.67, while Glenn lost at 7.10, 212.76.

George Johnson put Jim Wemett's improving Mustang II in the finals as he got an easy single when Pee Wee Wallace

(Continued from Page 5)

threw a rod in the "Virginiaian." Ron Jackson also bit the dust due to breakage and Stan Bowman went to the finals at 6.60, 191.89. The final saw Bowman hook up pretty well, while the Wemett & Johnson Mustang II was unable to. The winning time for the "Flying Dutchman" Vega was a 6.69, 191.89 compared to Johnson's 7.78, 201.34.

In Funny Car Eliminator, Stan Bowman was the surprise victor as he outlasted the Division I field that included the likes of Pee Wee Wallace, Bruce Larson, Dodger Glenn, Larry Fullerton and Ron Jackson. Bowman earned his way to the winner's circle by defeating George Johnson's 1976 Ford Mustang II in the final with a 6.69, 191.89 mph effort from his '75 Vega. The losing time for Johnson was a 7.78, 201.34.

Funny Car

Clearly the strongest "flopper" in the place was Jim Fox & Fred Frey's "Frantic Ford" which led all qualifiers by a country mile at 6.35 with a top end of just 203.16 mph. Off in the distance in second place was Pee Wee Wallace and Dave Prime's "Virginian" Monza at 6.61, 218.44.

The first round saw the most impressive pass of the day for the Funny Cars as Dodger Glenn applied the crusher to Paul Smith and the "Entertainer" Monza. The "Frantic Ford" churned out a great 6.32 at a scant 187.11 mph to bury Smith's troubled 8.42. Marsh Bagg made a bye in Rhea Goodrich's 392-powered '76 Monza out of Amherst, Massachusetts, while Pee Wee Wallace won a traction war with Bruce Larson in the next race. Wallace's "Virginian" struggled through the traps at 7.30, 207.37, while Larson lost at a tractionless 7.73, 214.79. George Johnson made possibly the best pass of his life in the next race as he pushed Jim Wemett's Mustang II to a strong 6.41 at Top Speed of the Meet 221.67 mph to beat Arne Swensen's 7.52 in the Swensen & Lani Vega.

The semi's saw Glenn develop problems but still win the race as his 7.78, 142.85 was enough to handle Marsh Bagg, who shut-off early. George Johnson broke in Wemett's car, so Wallace got the single at 6.87, 175.09.

The final looked like a recreation of an early sixties Top Fuel race as both Glenn and Wallace left the starting line in clouds of tire smoke. Glenn was able to backpedal his way to a 7.06, 183.67 win, while Pee Wee Wallace took second at 7.17, 210.77.

In Funny Car Eliminator, Dodger Glenn dominated the program by setting Low E.T. with a fine 6.32 effort from the "Frantic Ford" Mustang II of Jim Fox and Fred Frey. George Johnson, driving Jim Wemett's Mustang II, registered Top Speed with a clocking of 221.67 mph.

George

Jim Wemett

CENTER LINE

ACCEL

CRAGAR
HEADERS

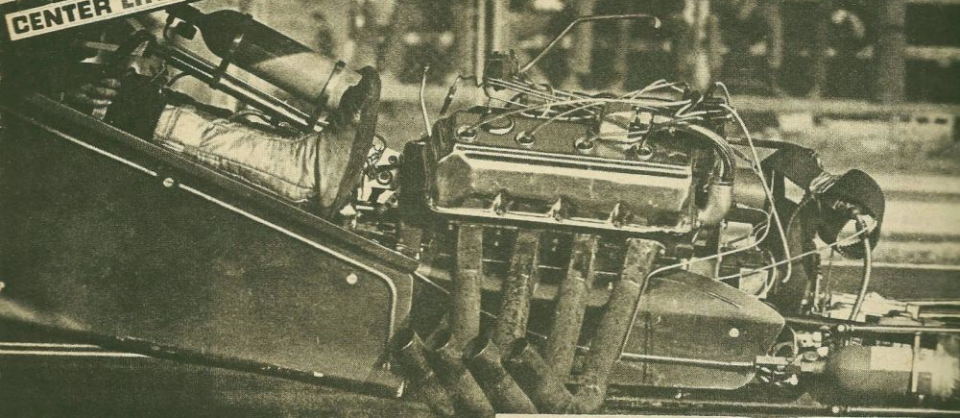
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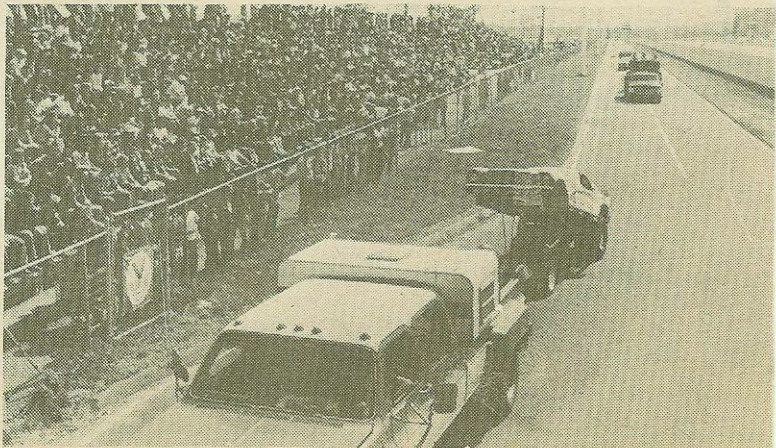
WILLYS

DOHRTY
RACING EQUIPMENT

SIMPSON



INSTANT REPLAY



RACEWAY PARK, NHRA Winston SERIES — A capacity crowd was stuffed into the pitside bleachers when the Funny Cars pulled up to the starting line area for their first round. The car nearest the camera is Jim Wemett's Mustang II, which George Johnson drove to a best ever 6.41, 221.67 in beating Swensen & Lani's Vega.

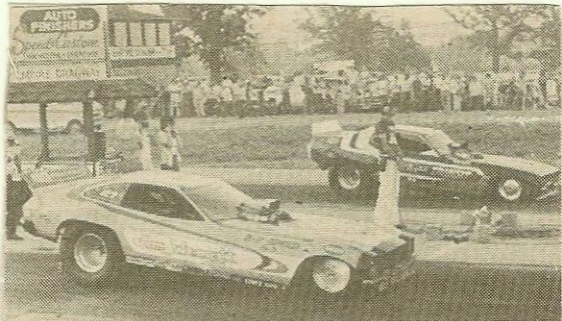
Empire Gold Cup

In Funny car, a showdown shapes up between two-time Division Champion Pee Wee Wallace of Mechanicsville, Va.; Summernationals semi-finalist Dodger Glenn from New Castle, Del.; current points leader George Johnson of Macedon, N.Y.; and rebounding former Funny Car star Bruce Larson.

Wallace won the 1974 Northeast Division title at the wheel of the "Alabamian" Plymouth Satellite and last year repeated at the controls of the "Black Stang" Mustang. This year, he's trying to make it three in a row with another different ride — the "Virginian" Chevy Vega he campaigns with the help of Dave Prime.

Wallace is also among the Top Ten drivers in the overall Winston standings, and could move strongly into contention for one of the top three positions with an Atco victory.

Glenn turned some heads with his showing at the Summernationals in the "Frantic Ford" entry, and Johnson has been a big surprise all year at the controls of Jim Wemett's new car. Larson's "U.S.A. 1" Chevy has been a familiar sight at drag strips from coast to coast every since Funny Cars first came on the scene in the mid '60s.



GOLD CUP CHAMPIONSHIPS, Empire Dragway
— Division I Funny Car points leader George Johnson drove Jim Wemett's Mustang II to a first round win over Pete Hill and the "Rapid Transit" Satellite. Johnson turned a 6.97, 208.81 to secure the win.

Photo by R.F. Bissell

Funny Car should also provide a most interesting battle with Dodger Glenn of New Castle, Del., George Johnson of Macedon, N.Y., Ronnie Jackson of Washington, D.C., Arne Swenson of New Brunswick, N.J. and two-time defending divisional champion Pee Wee Wallace of Mechanicsville, Va., all figuring prominently in the battle.

FUNNY CAR

Bruce Larson, recently returned to the AA/FC wars, led all qualifiers with a 6.54, 215.82, followed closely by Ron Jackson's 6.76 and "Jungle Jim" Liberman's 6.77, 174.08. George Johnson, Ray Sherman, Les Cassidy and John Perotti rounded out the field.

NEW ENGLAND DRAGWAY, Epping, New Hampshire — The fans who attended the first night Funny Car race of 1976 were treated to some fine racing. Highlighting the even-

The first two Funny Cars paired for the evening were Tim Kushi's "Yankee Sizzler" and Fred Goeske's Vega. In the best race of the night, both cars left the starting line together and stayed that way for a close win going to Goeske, 6.44, 223 to Kushi's 6.47, 215. Next up were the Hill Bros. Satellite and Harland Thompson, in the "Fireball Vega." Pete Hill left first and stayed in front for the win at 6.88 and Top Speed of the Meet at 226 mph, while Thompson slowed to a 7.07 at 177 mph.

The next pair were Al Segrini and Al Hanna, both in Mustangs, with the "Eastern Raider" getting there first with a 6.86 at only 132 mph to Segrini's off-pace 7.09 at 141 mph. George Johnson, driving Jim Wemett's Mustang, and the "Purple Magic" Vega were up next with Johnson taking the win at 6.76 as the Vega broke a blower belt on the starting line.

"Jungle Jim" Liberman made his first 1976 appearance at New England Dragway against Freddy DeName.

Liberman had problems in the form of wheelstands and had to shut-off as the body latches broke. DeName also had problems and shut-off. The final two cars of the round were the "Boston Shaker" of Kosty Ivanof and Jimmy King, in the King and Marshall Satellite. Ivanof won the round with a 6.57, but hurt some pistons and slowed to 173 mph. King also had problems and slowed to a 9.82 with no speed.

The four quickest cars from round one would be coming back to face each other in the semi's. George Johnson squared off against Fred Goeske, with both cars turning in identical runs of 6.76. Goeske, having problems, slowed to only 164 mph, and Johnson tried hard to catch up at 210 mph. The eventual winner, Tim Kushi, met Harlan Thompson next and was still consistent as he won with a 6.56 at 208 to Thompson's 6.84 at 177 mph.

Tim Kushi's "Yankee Sizzler" was to meet Fred Goeske

for the final, but Goeske had some breakage from the round before and was unable to return. At this point, Al Hanna's "Eastern Raider" was brought back for the final. Both cars fired and did their respective burn-outs, with Kushi still sounding strong pulling up to stage. At the green light, Kushi moved first and opened up a sizeable lead that was not challenged by Hanna.

Funny Car

Eight of the New England areas best "floppers" staged up for the first round of Funny Car with a number of good side-by-side six second passes going into the books. The first race saw Roy Harris' 6.78, 207.85 in the Harris & Wunsch "Brutus" Mustang II lose to Les Cassidy's fine 6.60 at just 185.95 mph in the Cassidy Bros. Monza.

Dodger Glenn was the next winner as he pushed the "Frantic Ford" to a 6.56 at 218.97 mph, which was Top Speed for the "floppers," to beat Joe

Jacono's 6.96 at 177.16 mph. Pete Hill then fouled his "Rapid Transit" entry against George Johnson, who ran a 6.97, 208.81 in Jim Wemett's Mustang II, while Kosty Ivanof ended the round with a 6.74, 191.90 win over the 6.93, 203.61 of Bruce Larson's "U.S.A. I" Monza.

Round two was initiated by Dodger Glenn as the New Castle, Delaware pilot rolled out a strong 6.57 at 194.80 mph to down the troubled 7.18, 131.19 of Les Cassidy. The last race of the round saw George Johnson put up a good fight in Wemett's Mustang, but he was unable to get around Ivanof's "Boston Shaker." Kosty logged a 6.74, 195.22 to go into the finals, while Johnson registered a losing time of 6.82, 204.08.

In the final, Glenn fell off his 6.50's pace and recorded an 8.29, 128.57 giving the win to Ivanof, who set Low E.T. for the Funny Cars at a 6.54 with an eased up top end of 191.05 mph.



NEW ENGLAND DRAGWAY, Epping, New Hampshire — Just before the first round of eliminations at the New England Funny Car Nationals, management brought all 32 cars out to the strip to fire their motors simultaneously for the 10,000 spectators. The ensuing roar from 64,000 horsepower definitely got the fans off.

Phot by Jack Colahan

New England . . .

(Continued from Page 3)

Custy's first race ever at New England was a successful one as he drove his Monza to a 7.42, 151 to 7.38, 185 decision over King & Marshall's Monza.

Indy U.S. Nationals winner Gary Burgin moved on to the second round as his 6.49, 212 did in the spirited try by Dale Creasy's Mustang, which netted a 6.66, 208 time slip. George Johnson wheeled Jim Wemett's Mustang II to a 6.96, 215 win over a very late Bruce Larson, whose "U.S.A. I" Monza lost at 6.83, 205 and Al Hanna blew a motor in the "Eastern Raider" while losing to Bob Simmonds' "Purple Magic" Vega, 7.08, 184 to a 7.45, 149. The first round was finally wrapped up as Harlan Thompson made a 7.26, 182 single in "Broadway Freddy" DeName's wild Buick Skyhawk.

"Jungle Jim" Liberman was to have raced Chuck Finders in the opening race of the second round, but Finders failed to get fired bringing the Cassidy Bros. back into the show. "

Jungle" took the win as his very strong and impressive 6.29, 217 beat Cassidy's 6.45, 181, which was pretty good considering they made no burn-outs.

Grove made an easy 7.07 single in Setzer's Vega when Pee Wee Wallace broke while firing the "Virginian", and Dick Custy (who came back in for a broken Tim Kushi) logged a 6.98, 144 only to lose to Al Bergler's 6.60, 195 pass. Tom Prock then eliminated himself with a red-light giving the win to Harlan Thompson, who shut-off to a still respectable 6.80 at just 137 mph.

Paul Smith's "Entertainer" continued to advance as a 6.72, 210 defeated John Pott's "King's Ransom" Monza, which went up-in-smoke and shut-off to a 13 second run. R.C. Sherman then laid down Low E.T. of the Meet along with Top Speed as his terrific 6.24 at 229.00 mph did in Kosty Ivanof's "Boston Shaker", which lost at 6.77, 160. Ivanof suffered a small top end fire, but the flames were quickly put out causing no damage to the car.

Gary Burgin tied Sherman for Top Speed of the Meet in the next race as his fine 6.49, 229 did in "Broadway Freddy's" 6.91 at 175 mph shot. The last race was determined by who could coast the fastest as both George Johnson and Bob Simmonds shut-off quite early. The win went to Wemett & Johnson with a high 8 second pass.

In what should have been a great race to kick off round three, Tommy Grove ended up taking a 6.95, 150 single when "Jungle Jim" lost the brakes on his car from a broken master cylinder. Harlan Thompson continued to look strong in the "Fireball Vega" as his solid 6.38, 214 erased Al Bergler's game 6.60 at 184 mph. R.C. Sherman ran in the 6.20's again, this time in scoring a 6.25, 229 win over Paul Smith's shut-off 6.94 at just 155 mph. The final race of the round saw Gary Burgin still hanging in there with a solid 6.40, 207 conquest of George Johnson, who shut-off at 15 seconds.

On paper, it would appear that Harlan Thompson would have Tommy Grove covered in the race that opened the semi-finals. However that was not the case. Thompson put the "Fireball Vega" over the center line after opening a solid lead at half track handing the win to Grove at 6.96, 177.

The anticipated showdown between Gary Burgin and R.C. Sherman never materialized as Burgin reported he was broken from his quarter-final race. This brought in Bergler's "Motown Shaker," which was shut-off to a 10.63 leaving Sherman the win at 6.32, 220.

Hardly any of the 10,000 fans

that came to see the race had gone home early as the bleachers were still packed when Sherman and Grove fired their mounts for the big money

race. At the green, Sherman was out first never to be headed as his 6.37, 223 defeated Grove's game but losing 6.81 at 212 mph.

Jim Wemett Racing Team

AA/FC MONZA FUNNY

To help fight the rising cost of maintaining a nitro Funny, I am asking for assistance from you — the race fan.

You will receive when you become part of my team:

- 1) Membership card.
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Membership fee \$10.00 (cash, check, money order Okay)

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Jim Wemett,

Box 111,

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MARYLAND INT'L RACEWAY, NHRA Winston Series —

FUNNY CAR

The Funny Car field of eight top-flight qualifiers were led by veteran Pee Wee Wallace, who is seeking his third straight Division I Funny Car crown. Wallace wheeled the "Virginian" Vega to a 6.68, 218.97 mph effort for the pole

position, and then opened the first round with a 6.77, 217.90 victory over Bob Barry's beautiful new Chevy Monza. Barry got crossed-up on the run, and slowed to a losing 7.22 at 161.57 mph. Crowd favorite Bruce Larson was the next winner, as he powered his "USA-1" Chevy Monza to an easy 7.05, 205.00 mph clocking to trailer Marsh Bagg's troubled 7.88, 187.10 losing marks. The third race found George Johnson in Jim Wemett's Mustang II hitting a 6.91, 210.28 to dispose of John Perotti's slowing 7.49 at 164.53 mph with his "Huckster" Mustang. Lorain, Ohio's Chuck Finders, at the wheel of Nick Varough's Waterman-powered Plymouth Satellite, closed things out with an easy win over Les Cassidy's Chevy Monza beauty, 8.34 to an ailing 12.50.

Wallace once again opened up the round, and this time he posted Low E.T. and Top Speed for the floppers in the semi-final round at 6.64, 220.58 mph to drop Bruce Larson's traction-plagued pass of 10.98, 116.12 mph. Finders then got his second easy win of the day when George Johnson had trouble and clicked it off early at 16.81 seconds, with Finders advancing into the money run with an engine-saving 11.01, 76.46 pass.

As if everything was going his way this particular day, Finders & Varough received their third straight "gift" win, but this time it was for the gold. Pee Wee Wallace broke the "Virginian" entry, so it was Finders with a solo victory for some additional points to go with his Division III total. Wallace's runner-up finish pushed him closer to points leader George Johnson, who now leads the Division I standings over Pee Wee, 3,147 to 2,877.

Drag Racing's Top Ten Professionals

FUNNY CAR

	Pts.	Races *N/D
1 Don Prudhomme	4475	2/3
2 Shirl Greer	2453	1/2
3 Jim Liberman	1689	0/2
4 Jake Johnston	1622	1/2
5 Tom Prock	1621	2/1
6 Ed McCulloch	1618	1/1
7 John White	1449	1/2
8 Raymond Beadle	1260	2/1
9 John Lombardo	1241	2/2
10 George Johnson	1235	0/3

TOP FUEL

Hank Endres	
179 TF	3027
Larry Bucher	
100 TF	2640
Grant Stoms	
6 TF	2343
Lee Weller	
127 TF	2073
Charles Greer	
132 TF	1404
Ed Moses	
107 TF	1204
Tony Ceraolo	
125 TF	1008
Guy Boucher	
150 TF	808

FUNNY CAR

George Johnson	
127 FC	3147
Pee Wee Wallace	
11 FC	2877
Bruce Larson	
107 FC	2048
Les Cassidy	
122 FC	1607
Dodge Glenn	
126 FC	1438
Larry Fullerton	
224 FC	1437
Ron Jackson	
152 FC	1416
John Perotti	
124 FC	1208

FUNNY CAR

Warner Robins' Shirl Greer probably knew the track better than any of the other Funny Car drivers and as a result led all qualifiers at 6.60, 213.77. Behind him was Utica, New York's Tom Prock at 6.76, 20-

0.89 and Venice, Florida's Clark Balsinger at 7.20, 201.34. Rounding out the top four spots was the "Trojan Horse" of Larry Fullerton at 7.37, 186.33.

"Wild Willie" Borsch, who now operates out of Hollywood, Florida, cranked out a troubled 7.63, 134.52 for the fifth spot and following him were Ron

Leaf at 8.96 and George Johnson (in Jim Wemett's Mustang) at 10.30.

By virtue of his number one qualifying shot Greer received a 6.59, 196.07 bye run while Ron Leaf's Eastchester, New York-based '75 Vega took a shaky win over Clark Balsinger as both drivers experienced trou-

ble on the run. Leaf ran a 9.17, while Balsinger's '73 Vega limped through the lights at 10.52.

Tom Prock didn't have too much trouble with Willie Borsch as his 6.62, 210.28 easily dumped "Wild Willie's" 10.67. The last race of the round saw Larry Fullerton set Low E.T. as his 6.56, 211.76 devoured the 7.36, 127.84 of George Johnson in the Wemett Mustang.

Greer's "Unchained Lightning" Mustang II put itself in the finals as a strong 6.86, 189.07 took the measure of Ron Leaf's lacklustre 7.66, 141.28. Tom Prock and Fullerton's "Trojan Horse" squared off in what would've been a great race. They both left together and were side-by-side when Fullerton's chute came out early. Prock got the win at

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(Continued from Page 9)

6.59, 203.16, while the "Trojan Horse" shut-off at 7.37 at just 122.61 mph.

The Funny Car final was a bit of a disappointment as Prock lost a cylinder on the burn-out and shut the motor off. Greer on his single set Top Speed of the Meet for the "flopsters" at 6.60, 216.34.

ROCKINGHAM, N. C. — Raymond Beadle made a profitable trip here all the way from Dallas, Texas, in the Pro' Funny class.

Winning his second straight title, Beadle swept to victory in the Pro-Am Nationals, leaving an impressed bunch of defeated victims in his path.

He was in top form. Stanton, California's Gary Burgin took top speed honors with a 228.00 but Beadle established an elapsed time record for IHRA competition, shooting down the quarter mile in a sizzling 6.22.

By the time the finals rolled around, Beadle was right. He fashioned a 6.35-226.13 in defeating Russell Long 6.90-197.80) in the classic matchup most of the huge crowd had been hoping for — the seemingly unbeatable Blue Max against the Chi-Town Hustler.

George Johnson was pitted against Beadle in the first round but was unable to show. Jacksonville, Fla.'s Larry Fullerton tried his luck next against the Blue Max but it was no contest, Beadle turning a 6.38-222.77 to Fullerton's 6.86-174.08.

The third round proved to be even easier. He put together a 6.81-227.84 to dispose of Warner Robbins, Georgia's Shirl Greer (8.59-123.62) while Long, out of Chicago, took R. C. Sherman's Black Magic in the semis, 6.84-208.33 to 7.18-216.34. Sherman had been beaten by Kenn Safford's Mr. Norm Dodge in the first round but when Safford broke, got back in the action.

YORK U.S. 30 DRAGWAY
York, Pennsylvania
6 miles W. of York on U.S. Route 30
Every Sat. Night

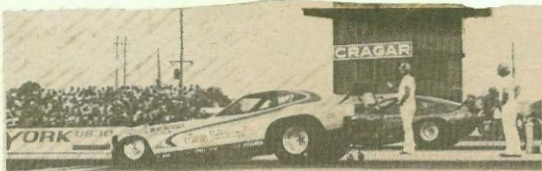
Fourteen AA/Funny Cars assembled in the staging lanes for the first round. Former World Champion Shirl Greer

utilized a 6.69, 204.08 to defeat Gary Phillips & Jim Shores' "Fireball" Vega with Harlan Thompson driving, while Dodger Glenn set Low E.T. with a 6.58, 193.54 win over Pete Hill in the Hill Bros. "Rapid Transit" car. Roy Harris scored a win in the new "Brutus" Mustang II at 6.66, 209.79 over Bruce Larson's "U.S.A. I" Monza and Ron Jackson squeezed a 6.87, 212.26 out of the "Mandingo" Vega to beat the King & Marshall Satellite.

Pee Wee Wallace's "Virginian" Monza took the next win as his 6.89, 193.13 got by Joe Jacono and defending Division II champ Paul Smith pushed the "Entertainer" Monza to a hole-shot win over George Johnson in Jim Wemett's Mustang II. Smith logged a 6.99, 200.000 the beat the better 6.87, 208.33 of Johnson. The final pairing saw "Jungle Jim" Liberman's Monza leave too early against R.C. Sherman and the "Black Magic" Vega.

The two quickest elapsed times in round two were to come back and race in the final round and that turned out to be Glenn and Liberman. Glenn pushed the "Frantic Ford" to a 6.73 in the slick lane, while Liberman managed a 6.93 to make up the other half of the final.

The money race proved to be a great one as both cars were neck and neck throughout the duration of the race. Glenn squeaked by Liberman somehow to take a 6.80, 212.76 win over "Jungle Jim's" 6.86 at Top Speed of the Meet 213.77 mph.



YORK U.S. 30 DRAGWAY, York, Pennsylvania — Typical of the Funny Car action at York U.S. 30's Funny Car Nationals was this first round bash between Paul Smith's "Entertainer" Monza and Jim Wemett's Mustang II with George Johnson driving. Smith won the race on a hole-shot, 6.99, 200.00 to a quicker 6.87, 208.33.

Photo by Rick Lewis

June 3, 1977

Edgewater

FUNNY CAR

In a similar story to Top Fuel, Funny Car action found Stan Bowman qualifying number one at 6.21 for Low

E.T. of the Meet, while going 211.76 mph in the "Flying Dutchman" Vega, only to get crossed-up in eliminations and be disqualified for crossing the center line.

Qualifying behind him was eventual winner Dale Pulde, in the "War Eagle" Trans Am, at 6.25, 219.51 mph, while George Johnson, from New York, took the Jim Wemett Mustang II to the third spot with a 6.34, 223.32 mph shot. Filling out the top half was Al Bergler's "Motown Shaker" Mustang II at 6.71, 205.47.

The fifth spot went to Chuck Finders, as he pushed his and partner Ken Thornberg's entry to a 6.73, 179.64 mph clocking. Next it was Dennis Russell's Vega at 6.74, 219.51 mph, followed by Murf McKinney at 6.82, 187.89 mph, while Tom Prock sat on the bubble with his "Detroit Tiger" Monza at 6.98, with a speed of only 138.00 mph.

Round one began with Bowman going into a wheelstand and getting crossed-up, giving Finders the win at 6.78, 181.81 mph. Johnson pushed his Mustang II mount to a 6.43, 212.76 mph single when McKinney couldn't get back to the line with his wounded machine. Then Pulde started his march to the winner's circle by getting around Russell, 6.24, 219.51 to a losing 6.77, 214.28 mph effort, while the Detroit machine of Prock and Bergler went at it, Prock getting the better of a 6.43, 223.88 to 6.67, 213.77 mph battle.

In the semi-finals, Finders soloed at 6.83, 168.50 mph as Johnson didn't return due to engine problems while Pulde hit a solid 6.23, 235.60 mph shot to end Prock's afternoon, as Prock clicked off a 6.49, 203.61 mph losing effort.

The final was a runaway affair, with Pulde getting close to the Low E.T. at 6.22 and setting Top Speed at 236.22 mph, while Finders could only manage a 6.92, 198.65 mph losing pass. It was Pulde's second straight Division 3 win, and moved him

into fifth place on the Winston World Championship Series points list for Funny Car.



the
**Big
one**

ALREADY PRE ENTERED

The New Englander
Philadelphia Flyer
Captain America
Madman Marko
Eastern Raider
Cassidy Bros.
Boston Shaker
King's Ransom
Yankee Sizzler
Gary Burgin
Detroit Tiger
T.V. Tommy Ivo
Barry Setzer
Trojan Horse
Quikee Too
USA-1
Frantic Ford
Brutus
Custom Body
High Speed Monza
Fireball Monza
Motown Shaker
Rapid Transit
King & Marshall
Jim Wemet
Color Me Gone
The Paddy Wagon
The Fugitive
Freddie DeName
Rick Stambaugh

AND MORE COMING!

NEW ENGLAND DRAGWAY, Epping, New Hampshire

The 11th Annual New England Funny Car Nationals went into the books as the safest event so far, and this coupled with close side-by-side racing kept nearly all of the 7,500 fans glued to their seats for the final which took place at 7:30 p.m.

As mentioned close racing was the name of the game, as all of the killer cars were eliminated early in the going. Qualifying was led off by Al Hanna at 7.35, followed by Les Cassidy at 7.22, Kosty Ivanof at 7.33, John Potts at 6.92, Tim Kushi's 8.61, Gary Burgin's 7.23, Tommy Ivo's 6.74, Dick Bourgeois at 6.69. Tom Grove

at 7.17, Larry Fullerton losing fire, Bill Leavitt's 6.52, Bruce Larson's 6.42, Roy Harris' 6.86, Al Segrini's 6.60, Harland

Thompson's 7.17, Pete Hill's 7.06, Al Bergler's 6.48, Dale Creasy's 6.65, Jimmy King's 6.90, Freddy DeName's 7.68, George Johnson's 7.15, Roger Lindamood's 6.74, Phil Castronovo, at the wheel of the "Iceman Vega" at 7.40, Rich Stambaugh losing fire, Bob Simmons' 7.74, Dick Bell's 7.58, Arnie Karp's 7.02, Rodalyn Knox's 7.39, and Rick Rivard's 7.85.

The 16 quickest cars were brought back for round one and low qualifier Bruce Larson's "USA-1" started his trip to the final with a win over Roy Harris' "Brutus" 6.42, 216 mph to a close 6.50, 216 mph. Up next was Dale Creasy's "Cobra", with Dick Bourgeois at the wheel, facing the Hill Bros. "Rapid Transit". During the burn-out the Hill Bros. broke a blower drive and Les Cassidy who was first alternate was given the signal to fire, as

(Continued on Page 34)

Bourgeois waited patiently, and at the green Bourgeois moved to a good lead and held on for the win at 6.55, 205 mph, as the Cassidy Bros. trailed at 6.93, 180 mph.

In a very close race Bill Leavitt's "Quicke Too" was victorious over John Potts' "Kings Ransom" 6.64, 175 mph to a 6.68, 213 mph, and Tommy Ivo disposed of Tommy Grove 6.62, 211 mph to a 6.93, 193 mph.

Al Bergler's "Motown Shaker" and King & Marshall were up next with the win to Bergler at 6.51, 217 mph to a 6.75, 208 mph for King. Dick Bourgeois, at the wheel of his own car, put down a 6.82, 179 mph to top a troubled 7.19, 203 mph pass for George Johnson in Jim Wemet's Mustang.

FUNNY CAR

Roy Harris' new Mustang II swept the event in grand style, setting the Low E.T. and Top Speed at 6.34, 226.13 mph enroute to the winner's circle. He started his climb up the ladder by defeating George Johnson, driving Jim Wemet's Mustang II, 6.41, 222.77 mph to 6.95, 206.89 mph, followed by Frank Mancuso, in Ron Leaf's Vega, beating Bruce Larson's "USA 1" Monza, with no times recorded.

FUNNY CAR

Pee Wee Wallace	
11 FC	4206
George Johnson	
127 FC	3147
Bruce Larson	
107 FC	2954
Les Cassidy	
122 FC	2209
Larry Fullerton	
224 FC	2038
Dodger Glenn	
126 FC	1871
John Perotti	
124 FC	1611
Ron Jackson	
152 FC	1416

FUNNY CAR

1. Don Prudhomme,	
Granada Hills, Calif.	14,208
2. George Bonin,	
Edmonton, Alberta, Canada	11,407
3. Billy Meyer, Waco, Texas	10,238
4. John Lombardo,	
Sherman Oaks, Calif.	6,593
5. Robbie Williams,	
Westminster, Colo.	5,754
6. Dale Pulde, Van Nuys, Calif.	5,588
7. R.C. Sherman, Rockville, Md.	5,490
8. Gary Burgin, Stanton, Calif.	5,414
9. Raymond Beadle, Dallas, Texas	5,203
10. Tom Hoover, Minneapolis, Minn.	4,892
11. Jake Johnston, Fullerton, Calif.	4,757
12. Ron Colson, Oregon, Ill.	4,450
13. Gordon Mineo, Rockwall, Texas	4,313
14. Shirl Greer, Warner Robins, Ga.	4,257
15. Tom McEwen,	
Fountain Valley, Calif.	4,169
16. Tripp Shumake, Phoenix, Ariz.	4,065
17. Tom Prock, Detroit, Mich.	3,850
18. Bob Pickett,	
Granada Hills, Calif.	3,827
19. Dale Emery, Dallas, Texas	3,494
20. Mike Miller, Bothell, Wash.	3,456
21. Stan Bowman, Canton, Ohio	3,331
22. Richard Rogers,	
Puyallup, Wash.	3,321
23. Larry Fullerton,	
Jacksonville, Fla.	2,905
24. Chris Lane, Tempe, Ariz.	2,636
25. Ed McCulloch, Sanger, Calif.	2,632
26. Chuck Finders, Lorain, Ohio	2,621
27. Al Segrini, Utica, N.Y.	2,514
28. John White, Channelview, Texas	2,512
29. Danny Pickett,	
Overland Park, Kan.	2,462
30. Pete Miner, Coral Gables, Fla.	2,424
31. Jim Dunn, Long Beach, Calif.	2,422
32. Norm Wilcox,	
Mountlake Terrace, Wash.	2,244
33. Eddie Pauling, Phoenix, Ariz.	2,230
34. George Johnson, Macedon, N.Y.	2,215
35. TIE, Nick Harmon,	
Portland, Ore.	2,212
Gary Saindon,	
Portland, Ore.	2,212
37. Bob Barry, Great Neck, N.Y.	2,061
38. Les Cassidy,	
New Providence, R.I.	2,042
39. Murf McKinney,	
Logansport, Ind.	2,020
40. Frank Mancuso,	
Mt. Vernon, N.Y.	2,015
41. Dodger Glenn, New Castle, Del.	2,013
42. Gary Cochran,	
Fountain Valley, Calif.	1,920
43. Rob Bruins, Bremerton, Wash.	1,908
44. Paul Smith, Columbus, Ga.	1,819
45. Bill Pryor, Barry, Ill.	1,639
46. Jim Grace, Perth Amboy, N.J.	1,619
47. Arne Swenson,	
New Brunswick, N.J.	1,617
48. Al Bergler, Mt. Clemens, Mich.	1,612
49. Twig Zeigler, Kirkland, Wash.	1,611
50. Jimmy King, Warren, R.I.	1,429

SUNDAY MAY 1

fuel funny cars



GRUDGE RACING Every Wednesday Night, Starts April 20, 6:30 - 10:00 p.m.
Admission \$2 (includes Pit Pass)

NEW ENGLAND DRAGWAY, Epping, New Hampshire — Kosty Ivanof's "Boston Shaker" walked away with all of the marbles at New England Dragway's 1977 Funny Car Tourney, outlasting a super strong field with a series of low 6-second blasts.

In the first round, Ivanof opened the action by stopping the new King & Marshall Monza with a 6.32 at 205 mph, giving indication of what was to come later on in the day. The losing time for driver Jimmy King was a 6.98 at 170 mph.

Other first round action found Al Hanna's "Revell Eastern Raider" stop Jim

Wemett and George Johnson, who were filling in for the Cassidy Bros., hitting a 198 clocking to Johnson's ailing 7.05 at 165 mph.

In the second round, Jimmy King came back to win with a 6.60 at 200 mph as the Cassidy Brothers could only come up with a 7.08, 165. This set the stage for Ivanof's second big conquest of the afternoon and he quickened his pace to a super 6.27 at 198 mph, more than enough to handle Hanna's shut-off effort of 9 seconds flat.

The third round, in comparison to the previous two stanzas, was somewhat less

(Continued on Page 16)

thrilling as Ivanof's "Boston Shaker" broke on a burnout, allowing Rick Bivard's Plymouth Satellite BB/FC to make a 7.54, 182 mph single. The other race was pretty much the same as both Al Hanna and Jimmy King broke their mounts at half track, silently coasting through the lights to end the day's action for the Funny Cars.

The fans were nevertheless treated to Ivanof's fine showing, and he was declared the overall winner by virtue of his stellar clockings.

Joining Sherman as top contenders in the fiberglass-bodied replica class are defending Northeast Champion Les Cassidy of New Providence, R.I., Roy Harris of Drexel Hill, Pa., Bruce Larson of Dauphin, Pa., Jake Crimmins of West Chester, Pa., and George Johnson of Macedon, N.Y., who recently recorded a 6.29 at Maple Grove, Pa., Dragway.

By D.D. Cleveland
GREEN VALLEY RACE CITY, Ft. Worth, Texas —

Opening day of the season at Green Valley over the years has always produced excitement, action and enthusiasm, but this year's 2-day "biggie" topped 'em all! The weather man gave us great cooperation and support, and the pre-race interest displayed by the fans and various supporting sponsors was the best that we've seen in years.

As for the results, years of hard luck and frustration in the form of "handling problems" at Green Valley all came to a beautiful end today for big Mike Burkhart as his ace driver Dale Emery piloted "Big Mike's" 1977 Camaro to sizzling clockings of 6.14, 6.08, 6.14 and 6.14 in front of the largest ever Green Valley opening day crowd to take the featured Funny Car show.

The racing started with Jim Wemmett and George Johnson

strapping a 6.48, 234.57 mph blast on Ben Griffin's Chevy-powered "Rollin' Stone" entry, and past national event winner Gene Snow followed by downing Dan Pickett's "Overland Express" with a 6.59 at 193 mph. Emery then shoed Burkhart's beautiful silver Camaro to a 6.14, 199 mph win over Frank Cook's "Drag-On-Vega," setting the pace for the afternoon, and Roger Lindamood ended the first round by eliminating Larry Gould with a 6.59 at 211 mph.

It was Snow who led off the second round as he just barely nosed out George Johnson, 6.51, 217 mph to a 6.54, 217 mph clocking, and Emery then quickened his pace to an unreal 6.08, 236.13 mph clocking, easily defeating good friend Roger Lindamood.

Thus the final round would be yet another Dallas vs. Ft. Worth showdown as Burkhart's Camaro would square off against Snow's Monza. Both

cars moved out of the gate evenly, but Snow soon became crossed up as Emery sped ahead for the 6.14, 229.43 mph win.

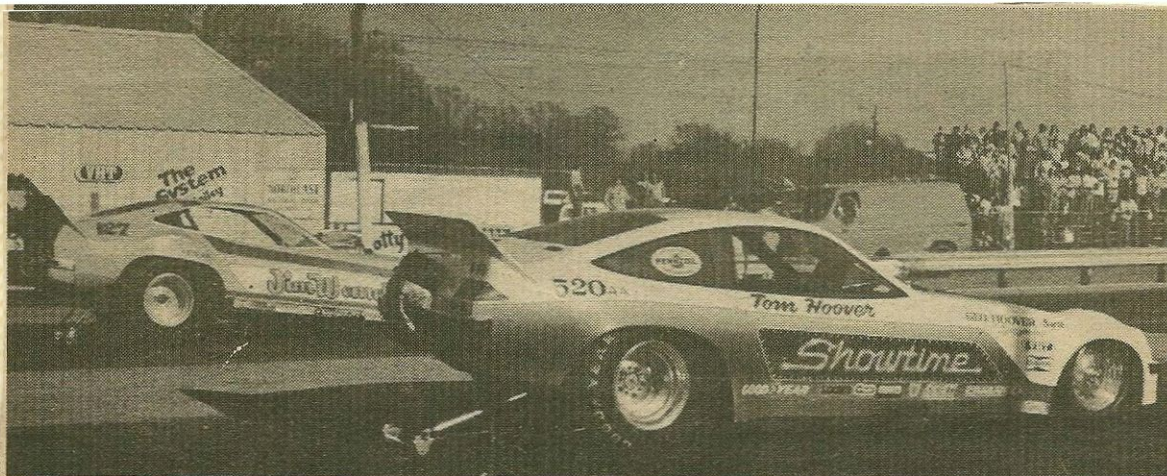
GREEN VALLEY Race City has scheduled its third major funny car competition of the year Saturday and Sunday, March 5-6.

Such racing stalwarts as Tom "Mongoose" McEwen, Tom Hoover, Bob Pickett in the new Mickey Thompson Pontiac, Arizona's Tripp Shumake, New York's Jim Wemett, Oklahoma's Larry Brown, and local favorites Mike Burkhart and Gene Snow, will compete for the top money.

Other entries include "Jungle Jim" Liberman, Minnesota's Bill Schiffsky, Michigan's Roger Lindamood and New York's Tommy Prock.

Green Valley will run its regular Top Eliminator drag racing program Sunday with the pit gates opening at 11 a. m. and eliminations at 2 p. m.

George Johnson, who has driven the Jim Wemett AA Mustang AA Funny Car with some success this year at Green Valley, placed second last year in the NHRA World Championship Series in NHRA's Division 1 (Northeast). He led the series until the last race of the season.



SMITHFIELD, TX (Feb. 20) — George Johnson (far lane) surprised Tom Hoover with a come-from-behind shot of 6.43/220 to Tom's 6.60/212. *Showtime*, it should be noted, was slowed by a spectacular blower explosion and resultant body-launch. *D.D. Cleveland photo.*



SMITHFIELD, TX (Feb. 20) — The fastest side-by-side run in Green Valley flopper history was this one between Tom Hoover (239.95 mph) and George Johnson (229.51). Action occurred during AA/Funny Car qualification session. *D.D. Cleveland photo.*

SMITHFIELD, TX (Feb. 20) — It's often been said a percentage of all fans attending any motorized sporting event are there in hopes of seeing the drama, excitement, and emotions of accidents. We'd like to think those folks are in a very small minority, and we trust they are. However, in case that small bunch was present this Saturday and Sunday at the

Valley, they must have gone home thinking they had indeed visited Accident City, USA!

Thanks to good catch-nets, some excellent safety equipment, cool drivers, and gutsy track employees, no serious injuries to the drivers or fans resulted. A probe into the 17-year history of GVRC failed to turn up any race so destructive to race equipment as this one.

(Track announcer Terry Snider and Track Manager Jim Williams estimated 50 grand (\$) in machinery expired in the two day race!)

A sign of things to come could have been drawn from the qualifying problems and upsets Saturday. Tom Hoover's 6.29/239.95 anchored the funnies, with Danny Pickett's "Overland Express" next in line with a 6.31, followed by Shumake's 6.36, Rick Johnson's 6.43, George Johnson's 6.50, Billy Graham's 6.65, Gene Snow at 6.66 and Jungle Jim's team car, with Joe Oster up, on the bump. (Only with moments remaining in qualifying.) Larry Brown was alternate and the big favorite and a driver never defeated at the Valley, Tom Prock and the "Detroit Tiger," failed to make the field.

Jim Wemett, with the determined George Johnson driving, came up for another pass in an effort to better their Number 5

spot and the gamble was costly, as the entire guts of the hemi unloaded on the burnout.

Following an all-night thrashing party in Dallas, the team answered the call and faced Hoover's "Showtime" beauty in the opening round Sunday. Both cars were in striking distance at midrange, but as Hoover entered the first timing light the blower exploded like a land mine and the body departed in hundreds of pieces. Fortunately Wemett was a car ahead with a winning 6.43/220 to Tom's slowing 6.60/212.76, spectacular runner-up finish. Tom successfully stopped the car and, except for a brief period of slight shock, was A-OK. As he departed with Pa Hoover for California to rebuild he took a new MPH at the Valley with him. His qualifying pass at 239.95 was the best ever in Texas!

Action continued, with Tripp Shumake crossed up as "Nitro" Gene "Snow-balled" to a 6.66 winner. Joe Oster discovered too late his late Sunday qualifying pass had killed his mill, so Larry Brown faced the "Beartown Shaker." The Shaker's 6.39 was too much for Brown's 6.72/226.34, slow-off-the-line blast.

Pickett ran a respectable and winning 6.34 to cut the "Million

Dollar Baby" of Bill Graham to set up the second round. Snow found a 7.00 sufficient for a berth in the finals when Wemett and Johnson lost their second motor on the burnout. Johnson's mount went sour right off the line and Pickett had the "Overland Express" full bore, and a 232.00 pass and a possible berth in the finals was negated as he completely wiped out the clocks, lights and all, and in so doing crossed the center-line and was disqualified. And then the body lifted and Pickett almost duplicated Hoover's misfortune! He too, except for very minor scratches, was ok and controlled the car.

Now read carefully, please! Of the four drivers in the semifinals — Snow, George Johnson, Pickett and Rick Johnson — only Snow could fire and return to the line. Of the other three cars, one was disqualified and had no body, while the other two had blown. So, in order for the fans to have a final, Tripp Shumake came back and ran Gene in a final. But even on the burnout Nitro Gene's headers were showing strong evidence of the pistons giving up, and he had to shut-off as Tripp soloed at 11.64/100 to ring the curtain down on a most unusual Funny Car race.

Snow was the official winner and, in spite of the cir-

cumstances, no eight-car field of drivers and crews poured more effort into a race, ever! Pans were off and the heads were pulled every run this weekend!

MAPLE GROVE DRAGWAY, Reading, Pennsylvania
— Maple Grove Dragway and Boscov's Department Stores combined forces to present the third annual "Back To School" Funny Car Spectacular Sunday. A huge crowd saw sixteen drivers compete in a combination AA and BB Funny Car show.

The nitro field was well covered by "Jungle Jim" Liberman, who scored his eighth win in ten appearances (not counting several match races) over a three year span. Liberman characteristically set Low E.T., as he has on all eight winning occasions, with his 6.37 triumph over Dodger Glenn in the final.

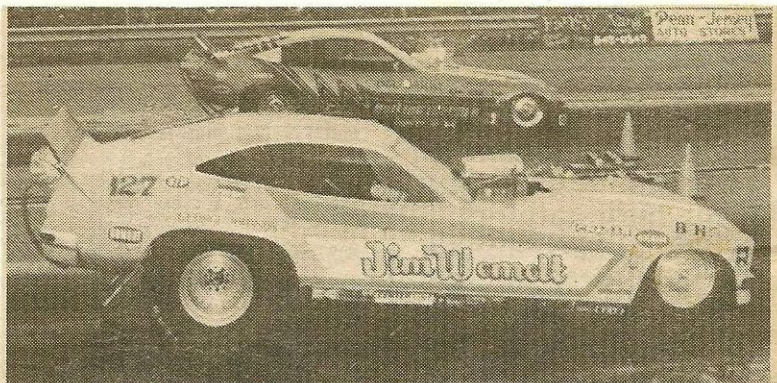
The BB/Funny Car action came down to a final round pairing between Frank Hawley and the Hawley Family Monza against Ace Manzo's Monza. Frank scored the win as he left

first on Manzo to pocket the bucks.

Les Cassidy opened AA/Funny Car eliminations by driving the Cassidy Bros. Monza to a 6.55, 185.56 win over George Johnson's troubled 8.60 in Jim Wemett's Mustang II. The unfortunate "draw" of the first round paired crowd favorites "T.V. Tommy" Ivo and "Jungle Jim" Liberman. Ivo grabbed a good immediate lead only to burn several pistons at midcourse and as a result lose the race. "Jungle" turned a winning 6.55, 202.24, while Ivo shut-off.

The closest race of the round came next when Dodger Glenn pushed the "Frantic Ford" Mustang II past Stan Bowman's "Flying Dutchman" Vega. Glenn charged to a 6.49, 202.24 to beat the 6.56, 194.38 of the Canton, Ohio-based machine. Defending Bos-

(Continued on Page 28)



MARYLAND INT'L RACEWAY, NHRA Winston Series — Bob Barry, of Great Neck, N.Y., pushed his "Rolling Thunder" Monza into the Funny Car winner's circle with this final round decision over George Johnson, in Jim Wemett's Mustang, hitting Low E.T. and Top Speed on a 6.91, 210.28 pass as Johnson shut-off. Photo by R.F. Bissell

Division One's Winston race came at Maryland International Raceway. There Frank Bradley beat Grant Stoms for Top Fuel honors, with Bob Barry the Funny Car winner over George Johnson. Johnson survived a rather hairy final-round fire in the Jim Wemett Mustang, and came out unscathed. Larry Lombardo finally got an advantage in the Pro Stock race when Frank Iaconio was caught sleeping in the semifinal by Don Campanello, who went on to the second spot behind Lombardo. Scott Woney won Pro Comp, Dennis Ferrara took Comp, Ross Gerken took Modified, Bob Recker topped Super Stock and Ray Cook won the Stock class.

Maryland . . .

In Funny Car Eliminator, Barry scored his second Winston event of the year, as the veteran disposed of George Johnson in the final round with a 6.91 at 210.28; both times good for Low E.T. and Top Speed of the Meet.

In nitro-powered Funny Cars, the winner was Bob Barry of Great Neck, NY, with time of 6.91/210 mph. The runnerup was George Johnson of Macedon, NY, who stands No. 2 in the Northeast Divi-

sion. Johnson provided the only frightening item in the entire two-day show when his car exploded on the final run.

Only a few hundred feet out of the starting line, Johnson's engine let go spewing flaming oil over the rear half of the car. Johnson pulled the rip cord, but the billowing parachute was immediately consumed by fire. The on-board fire extinguishing system kept the flames from seriously jeopardizing the driver; however, the rear tires caught fire with one of them blowing out and sending the car into a wild skid off the side of the track. Plowing through dirt and grass slowed the car to a quicker stop allowing Johnson to exit uninjured. Track safety crews quickly extinguished what little fire remained.

FUNNY CAR

Funny Car racing began with New Jersey's Jim Grace taking an easy win in the Tony Repaci & Bob Casiere Monza when Bob Chipper's Vega lost fire on the line. George Johnson then went 7.05, 201.34 mph in his Mustang to get by Frank Mancuso, in the Ron Leaf Vega, who hit a losing 7.24, 188.66 mph.

Bob Barry then started his march to victory lane with a 7.50, 163.33 mph single when Less Cassidy had trouble with the Cassidy Brothers' Monza and couldn't make the call. Then it was Bob Simmons, in the Harris Brothers' Vega, getting around Tom Stephens and the Rick Stambaugh Dodge Charger, 7.06, 193.54 mph to a losing 7.88, 186.32 mph.

The second round began with Johnson getting around Grace, 6.93, 169.49 mph to a losing 7.31, 201.34 mph, while Barry went on at 7.69, 162.16 over a troubled Simmons, who went 10 seconds for the loss.

Barry then proved that he was worthy of the win by hitting the Low E.T. and Top Speed of the Meet in his "Rollin' Thunder" Monza at 6.91, 210.28 mph to cover Johnson's off-pace 9.57, 88 mph shot.



1. George Johnson of Macedon, New York puts the Jim Wemett AA/TC Mustang entry thru its paces at the Maple Grove Dragway WWCS event. A strong showing is expected for the 1978 campaign.



1. George Johnson of Macedon, New York puts the Jim Wemett AA/FC Mustang entry thru its paces at the Maple Grove Dragway WWCS event. A strong showing is expected for the 1978 campaign.



4. One of the most sanitary entries to grace a starting line in the Modified Eliminator was that of Lee Dean from Northeast, Maryland. The beautiful Marzuz entry finished a most respectable ninth overall in the Division points standings.



2. One of the few Buick entries to compete in the drag racing wars is that of David Fiore of Altoona, Pennsylvania. Dave finished fifth overall in the Northeast Division Stock Eliminator points standings. An econo altered entry is in the offing for 1978.



5. Out of Windsor, Connecticut comes the beautiful Top Fuel entry of Bob Beaulieu out of the Eastern Raider stables. Bob was a regular on the NED scene and boils the hides here during qualifying at the NHRA Springnationals.



3. John Tolisano reaches for the sky with his potent Corvette entry in 55/JA during the NHRA Gatornationals. The Oakland, New Jersey based entry finished eighth overall in a talent laden Super Stock eliminator.



6. The "American Flyer" entry of Larry Sengstack out of Spotswood, New Jersey prepares to make a qualifying pass at the NHRA Summernationals at Englishtown, New Jersey. Sengstack was a regular Ford entry on the NED trail of events in 77.



"LAND OF NED" NORTHEAST DIVISION 1

FUNNY CAR

Funny Car fans here and all over the country were saddened to learn of the untimely death of "Jungle" Jim Liberman. Jungle succumbed to injuries incurred in a traffic accident near his Pennsylvania home. He was in the program as first alternate.

Saturday night's first round saw Dale Pulde shut down Kenny Safford. Denny Savage in the *Chi-Town Hustler* proceeded to unseat Tom Anderson. George Johnson, in for "Lil" John Lombardo downed Murf McKinney, Bob Larimore, in for Chuck Finders, easily won over Gary Bolger's *Gold Digger* when the latter wouldn't fire. Shirl Greer, substitute for Don Prudhomme,

couldn't get by Gordon Mineo and the latter won the race. Ron Colson in the *Hawaiian* took on and defeated Carl Swanson. Frank Oglesby then proceeded to shut off Eddie Pauling. The last pair were Pete Miner and John Pott. Pott was subbing for Dale Emery, who couldn't make the show because of a crash at Indy. Miner emerged the victor in this one.

Sunday's quaterfinal race saw Dale Pulde trounce Denny Savage, h.12/235 to 6.24/217. George Johnson got by Bob Larimore with a 6.73/191 as Larimore shut-off early. Gordon Mineo, having problems of his own, could not handle Ron Colson. The mighty *Hawaiian* was clocked at 6.26/224 on the run. The last race saw Pete Miner defeat Frank Oglesby, 6.69/179 to 6.71/206. Miner broke, however and this re-instated Oglesby.

The semi was then set. Pulde and Johnson were the first two out.

Pulde laid a 6.17/238 on Johnson for the victory. Johnson clocked at 7.06/212. Colson then proceeded to shut down Oglesby with a 6.27/226.

Colson had Pulde cover the early stages of the race, but he couldn't handle Pulde's top end charge. Pulde's winning time was 6.27/240. Colson had a quicker E.T., His speed was 230 m.p.h.

When round two of the AA/- Funny Car show came around, eight of the best were ready to do battle. The round was made up of the quickest eight cars of round one — win or lose.

Starting the round, Jimmy King, in the King & Marshall Plymouth Satellite, from Rhode Island, lost to Phil Castronova, in the Custom Auto Body Dodge Demon, out

York . . .

(Continued from Page 3)

of Utica, N.Y., 7.44, 195.21 mph to a coasting 11.77, 57.87 for the losing King. Next it was Dodger Glenn, in the "Frantic Ford," taking a single when the "Bear Town Shaker" couldn't return. Bill Shifsky's car, driven by Rick Johnson did set Low E.T. and Top Speed of the Meet in the first round at 6.51 and 221.67 mph before breaking on that first round pass.

The third pair found the "New Generation" Dodge Charger of Rich Stambaugh and "TV" Tommy Ivo, in the Nationwide Rod Shop Dodge Sport. Ivo hit a strong 6.68 at 218.44 mph to stop the broken Stambaugh, while the next pair, Lani & Swenson and Jim Wemett, pulled to the line. George Johnson, in Wemett's Mustang II then had to shut-off and Swenson singled in the "Magnum Force" Pontiac Astre at 7.86 and 209.79 mph.

Based on the two lowest win-

ning elapsed times in round two, the final found Jim Fox's "Frantic Ford" and "TV" Tommy Ivo pulling out to face each other. Dodger Glenn was caught at the starting line by Ivo, and by the time he recovered, he had no chance of catching the Burbank, California veteran, who ran a 6.67, 218.97 for the win compared to Glenn's shutting-off 7.28, 171.42 mph clocking.