

By Mark Lawrence  
DRAGWAY Park, Cayuga, Ontario, Canada — The first big show of the season got off the ground with seven top name ground-pounding Funny Cars shooting it out for the Spring Extravaganza. Three hundred E.T. competitors went all it for the Bonus Bracket Day Cash.

Some 6,300 fans cheered on



DRAGWAY PARK, Cayuga, Ontario, Canada — Tommy Ivo's Plymouth Arrow had to outpower the five day old "Bear Town Shaker" for the Spring Funny Car Extravaganza. Ivo just fell short of the track's miles per hour record held by the "Shaker" at 225.00 mph.

Photo by Mark Lawrence

"TV Tommy" Ivo as he upset Dragway Park's track record holder Bill Schifsky for the title. This was one of Ivo's first East Coast appearances with his beautiful new Plymouth Arrow, as he pulled out all the stops to prove his prowess in Funny Car Eliminator.

Linda Campbell captured the Overall E.T. Bracket Eliminator, netting \$100 plus \$175 for her Street Eliminator win. The win for Linda was extra amazing considering she

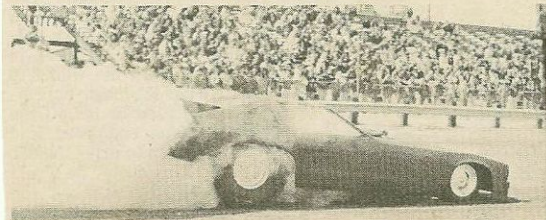
was very pregnant at the time.

The Funny Cars were given one round to qualify in order to sort out their mounts on the cold track. The qualifying round was a show in itself as Bill Schifsky's "Bear Town Shaker" led things off with the Low E.T. of the Meet at 6.61, 203.61 mph. Bruce Larson's "USA 1" Camaro, hot off a win at York, Penn., motored to a

7.02, 189.07 mph.

Tommy Ivo put out his slowest run of the day in qualifying at 7.40, 188.67 mph. A Mustang driven by George Johnson kept the fans on the edge of their seats when his car shook hard and went from side to side in his lane. He kept his foot in it for a 7.73, 212.76 mph run.

The immaculate new "Fighting Irish" Firebird driven by Dick Rosberg smoked the tires for the entire



DRAGWAY PARK, Cayuga, Ontario, Canada — The unpainted "Bear Town Shaker" of Rick Johnson hit the Low Elapsed Time of the Meet at 6.61 and was the runner-up in Funny Car to "TV Tommy" Ivo. The car was completed the Wednesday before the race.

Photo by Mark Lawrence

quarter-mile recording a 9.18, 90.90 mph pass. Larry Coogle rounded out the qualifying with a blower explosion 20 feet off the starting line in his "Freedom Machine" Chevy Vega.

Bill Schifsky started the second round by outrunning George Johnson in Jim Wemett's car 6.91, 217.91 mph to 7.14, 194.38 mph. Tommy Ivo showed the fans that he was going to do some serious racing as he quickened his pace from the previous round to a

6.88, 205.94 mph to down Bruce

Larson's 6.90, 207.85 mph in a tight duel. The "Fighting Irish" went 7.46, 169.17 mph to nip the "Quarterhorse's" 7.59, 211.26 mph as both cars fought for traction. Larry Coogle's broken mount was unable to return.

Wemett's car got by the "Fighting Irish" 6.99, 177.16 mph to 7.10, 168.53 to start off the third round. Bruce Larson uncorked a 6.81, 200.00 mph to outdistance the "Quarterhorse," which got out of shape

and shut-off to a 12.00, 108.82 mph.

Tommy Ivo's Arrow and Bill Schifsky's Mustang, the low elapsed time winners for round two, met to decide the winner of the Spring Funny Car Extravaganza. Ivo and Schifsky went down the track side by side with the Arrow making the hardest pass of the day to outclass the Mustang 6.79, 221.00 mph for the Top Speed of the Meet. Schifsky ran a solid 6.89, 201.79 mph.

# NHRA Winston World Championship Series

# 1978 DIVISIONAL POINTS STANDINGS

	TOP FUEL	FUNNY CAR	PRO STOCK	PRO COMP	COMPETITION	MODIFIED	SUPER STOCK	STOCK
<b>Northeast</b>    <b>Division</b>	Mark Brakes 178 TF ..... 3034	Frank Mancuso 154 FC ..... 2862	Larry Lombardi 11 PRO ..... 4175	Dale Hall 1011 AA/DA ..... 3508	Dennis Ferraro 1 D/SA ..... 3030	Larry Rice 11 D/MP ..... 4080	George Swaino 1408 SS/LA ..... 3008	Ray Walgrove 1300 W/SA ..... 3080
	Howard Wright 758 TF ..... 3445	Lee Cassidy 11 FC ..... 1811	Frank Iacolo 4 PRO ..... 3883	Jeff Rupp 112 AA/DA ..... 3308	Bill Mitchell 88 C/SD ..... 2700	Mike Cannon 1285 G/MP ..... 2880	Brax Bachelder 1181 SS/FC ..... 2808	Tom Miller 1051 W/SA ..... 3000
	John Casarola 513 TF ..... 3014	Bob Simmons 121 FC ..... 1812	Larry Seagrack 110 PRO ..... 3415	Scott Wemy 11 AA/DA ..... 1808	Don Burns 105 A/D ..... 2108	Dave Alessi 1253 H/D ..... 3580	Joe Harney 1616 SS/HA ..... 2808	Bob Rice 1218 C/SA ..... 2880
	Charles Gray 102 TF ..... 1848	Bruce Larson 107 FC ..... 1611	Doug Nettel 121 PRO ..... 1000	Al Kelly 1180 AA/DA ..... 1708	Peter Salas 1141 A/A ..... 1808	John Czachorowski 1001 M/D ..... 3780	John Barry 1180 SS/HA ..... 2780	Stan Walsh 1877 X/D ..... 2700
	Larry Butler 109 TF ..... 1512	Al Segrini 100 FC ..... 1415	Don Campanato 168 PRO ..... 1416	Joe Ariato 115 SS/FC ..... 1508	Wayne DeBo 183 B/D ..... 1808	Philip Fyle 1253 F/MP ..... 3080	Joe Santagelo 1072 SS-1 ..... 2680	Steve Remy 1108 C/SA ..... 2708
	Ed Moss 107 TF ..... 1411	Dodger Glenn 126 FC ..... 1030	Jim Cook 124 PRO ..... 1211	Tom Musselman 1051 SS/FC ..... 808	Dave Fane 143 C/SA ..... 1808	Tony Felt 1130 G/MP ..... 3080	George Carston 1580 SS/LA ..... 2880	Tony DiStasio Jr. 1408 H/SA ..... 2808
	Neil Mah 258 TF ..... 1216	Jack Crimmins 148 FC ..... 1858	Ricky Zai 7 PRO ..... 1040	John Samolyk 1101 AA/DA ..... 808	Robert Newberry 1480 B/SA ..... 1808	Lee Dean 1007 D/G ..... 2580	David Haines 1003 SS/PA ..... 2580	W.A. Lee 11 D/SA ..... 2680
	Jimmy Hochstetler 103 TF ..... 1218	George Johnson 127 FC ..... 1835	Ronnie Manchester 176 PRO ..... 1808	Joe Petro 1182 AA/DA ..... 708	Scott Hallander 1199 B/D ..... 1808	3 way tie for 8th	3 way tie for 8th	John Prasing 1070 D/W ..... 2480



# First Annual Paul "Dodger" Glenn Award To Johnson

**DIVISION 1 BANQUET, Freehold, New Jersey** — A new award was announced at the Annual Land of NED Awards Banquet held here recently. The award is the Annual Paul "Dodger" Glenn Memorial Award for performance extraordinary. The 1978 first annual recipient was George Johnson, driver of the Jim



**DIVISION 1 BANQUET, Freehold, New Jersey** — Joe Sitt (right) presents the First Annual Paul "Dodger" Glenn Memorial Award to George Johnson, driver of the Jim Wemett AA/Funny Car from Macedon, New York, for showing great driving improvement and performance extraordinary. Photo by R.F. Blissell

Wemett AA/FC from Macedon, New York, for his outstanding improvement and performances during the 1978 season.

The annual award will be presented to the driver or team that is felt to be the most deserving in both improvement and total overall effort at the NHRA events throughout the Northeast Division during each season.

The award is presented through the courtesy of Broadway Automotive, West Chester, Pennsylvania who will display the master award, and a copy for the Eastern Regional office of NHRA.



**RACEWAY PARK, Englishtown, N.J. — The Jim Wemett Funny Car rolled to victory in the semi-final round action at Englishtown's U.S. All Pro Funny Car Championships recording a time of 9.71 on a solo pass. The run was exciting as the Ford Mustang II-bodied entry shed its skin at quarter-track and rolled on to the win.**

**Photo by Norman Blake**

# Englishtown . . .

(Continued from Page 2)

Fullerton's "Trojan Horse" Mustang qualified fourth at 6.72. Rounding out the six second cars was Hungarian Kosty Ivanoff's "Boston Shaker" at a tire broiling 6.84, at 205.47 miles per hour.

WCS champ, Jake Crimmins took his Mustang on a wild sliding pass at 7.05, 195.65 while the Rhode Island ride of Jimmy King skated all over the track at 7.06, 199.55. The 1978 debut of two really nice pieces filled out the first half of the field with R.C. Sherman's clean and sleek flopper gunning to a 7.44, 193.13 while Dick Rosberg's "Fighting Irish" car did an excellent burn-out but could not find the traction on his 7.50, 168.22 pass.

Roy Harris' as always gorgeous "Brutus Mustang slid both left and right off the line but as soon as he clicked off a 7.80 with a 196 mile per hour top end charge. Meanwhile, the Cassidy brothers ran a half hearted 8.08, 116.58, shutting off before the first set of lights. Frank Ogelsby's Georgia-based "Quarterhorse" Mustang took the scenic route down the quarter mile, driving on the edge and then sweeping over the center line on his way to an 8.87, 190.27 time.

With a break in the weather the second round brought the elapsed times down. Except for a fire accompanied by massive oil spills by Rodalyn Nox, the racing was fast, frantic, and fabulous. George Johnson sent a shock through the crowd when he made a half sliding, half up in the air wheelstand

and then recorded a ripping 6.15, 234 mph. Shady Glenn's Jim Adolph driven California flopper then made good with a 6.30. Dick Rosberg's "Fighting Irish" looked healthy on a 6.41, while Roy Harris' "Brutus" chipped in a 6.59.

Once again the Cassidy Brothers disappointedly shut-off early on a 6.61, 195 trek. Flash Gordon Mineo got things together in the second round with a 6.66, 212 and Crazy Jake's out of shape 6.79, 205 and R.C. Sherman (6.92, 220) rounded out the six second floppers. The only other noteworthy happening was the appearance of Connecticut's Bill Dee and his "Noreaster." Though the race called for 32 floppers, there were actually 35 in attendance.

With just five minutes before the 11 p.m. Englishtown curfew, the four low elapsed time winners, Johnson, Adolph, Manzo, and Amato were called back to the lanes. Manzo pulled out in front of Amato at top end, 6.88, 201 to 7.01, 197 while Johnson waited for Adolph. When the curfew came upon us, Johnson singled to a 9.71, coming through the traps with just the chassis and the body strewn on the grass one hundred feet back.



Funny Car fans in the great numbers jammed Englishtown, New Jersey's Raceway Park for the U.S. All-Pro Funny Car Championships that raised money for Muscular Distrophy through the 7-11 store chain. It was 16 AA/FC's and 16 BB/FC's, with George Johnson taking the top prize with Jim Wemett's Ford Mustang II. Johnson soloed when Jim Adolph couldn't make the call with Jim Glenn's "Shady Glenn" entry, and cranked out the meet's best clocking at 6.15, 234.37 mph. Unfortunately, George found himself sans body in the lights due to a blower explosion, but he was not injured in the mishap. Frank Manzo's Chevy Monza won the BB/FC program with a final shot of 6.88, 202.24 mph, scoring over Joe Amato's 7.01, 199 performance with his Trans Am Firebird.



**RACEWAY PARK, Englishtown, N.J.** — The Jim Bennett Funny Car rolled to victory in the semi-final round action at Englishtown's U.S. All Pro Funny Car Championships recording a time of 8.77 on a solo pass. The run was exciting as the Ford Mustang 11-beatled every sled its side at quarter-track and rolled on to the win.

Photo by Norman Blake

**NHRA SUMMERNATIONALS** — Denny Savage, a veteran of the Funny Car wars for the last six years, finally vaulted into the winner's circle in NHRA national event competition this past Monday when he piloted John Powers' Dr. Pepper-backed Chevy Camaro to an impressive triumph at the annual Summernationals. It was Denny's first NHRA "Oscar" after only one other final round appearance at the NHRA World Finals (1974) while piloting the "Chi-Town Hustler" entry.

A consistent performer on the '78 national event circuit, Savage used some of that consistency to outlast a stellar 16-car field that had three drivers in the 6.0's and ten more in the 6.1's. Denny and his ace crewchief Dan Geare never dipped into the 6.0's, but a mighty strong series of 6-teens proved to be the winning edge for the Phoenix, Arizona-based team.

Savage qualified at 6.13 seconds, believe it or not only good for the sixth spot, and went on to run as quick as 6.12, 236.84 and 6.19, 236.32 mph in topping the likes of Al Segrini and semi's foe John Lombardo.

For all the marbles it was the Powers Steel Camaro against Ed "the Ace" McCulloch's American Home Shield Plymouth Arrow, which had been turning more than just a few heads with a best of 6.09 to go along with a consistent performance of 6.14, 6.10 and 6.13. It was Monday morning when the two staged up for the title, and right off the bat McCulloch found himself in a giant wheelstand that seemed to last forever. "The Ace" eventually had to lift and that cost him any chance of winning as he slowed to a 7.75, 114.79 to Savage's winning 6.46 at 192.20.

Low E.T. and Top Speed of the Meet belonged to Don "the Snake" Prudhomme's awesome Army-backed Plymouth Arrow, which carded a stunning 6.02, 241.93 mph effort in qualifying. "The Snake" went on to record a 6.13 and a second round 6.17, only to lose a close decision to "Hawaiian" pilot Ron Colson on a hole-shot. Billy Meyer's Plymouth Arrow dipped to a 6.06, 236.84 for the second spot in qualifying, while

Tom "the Mongoose" McEwen's Corvette was third at a rapid 6.10, 233.16 mph clip.

The quick times continued in qualifying, with John Lombardo's Arrow fourth at 6.12, 240.64 mph followed by Ron Colson and the Avanti-backed "Hawaiian" Chevy Monza of Roland Leong at 6.13, 238.84 mph. Savage was sixth at 6.13, 230.76, while McCulloch was next in line with a 6.14, 236.32 mph effort. Gary Burgin's Chevy Monza was eighth at 6.16, 234.37 mph, and the Tom Anderson-driven "Speed Racer" Chevy Vega was ninth at a career best of 6.17, 230.76 mph. The Custom Body Plymouth Arrow of Fred Castronovo, with Al Segrini at the wheel, nailed down the 10th spot at 6.19, 231.95 mph, while Gene Snow's Plymouth Arrow rounded out the 6-teen qualifiers at 6.19, 233.11.

Tom Hoover's rebuilt Corvette clicked off a fine 6.21, 234.98 mph for the 12th position, and Texas' Kenny Bernstein belted out a 6.21, 231.36 with his new Arrow for spot number 13. George Johnson put Jim Wemmet's Ford Mustang II in the show at 6.24, 231.36. Bob Pickett's U.S. Marines/Western Wheel Olds Starfire carded a 6.28, 225.56 and Gordie Bonin sat on the bump spot at 6.30, 234.37 mph with the Pacemaker/Bubble Up Trans Am Firebird.

Raymond Beadle failed to qualify for the second straight NHRA event, as he could only muster a first alternate spot at 6.35, 230.17 mph with the "Blue Max" Arrow. Tim Kushi was next on the alternate list at 6.40, 225.00 with his Chevy Monza, followed by Tommy Ivo's Arrow at 6.41, 229.00 mph, the "Travel Agent" Monza of Frank Manciso (6.41) and John Collins' Pioneer Stereo Trans Am Firebird (6.42).

The first round started off with McCulloch belting out a torrid 6.09, 227.84 to cover Bob Pickett's trailing 6.49 at 227.27 mph. Tom Hoover fouled against John Lombardo, 8.35 to 6.30, and Denny Savage began his march with an easy 6.40 to 14.46 win over George Johnson. Al Segrini and Billy Meyer waged a strange duel, with Meyer getting out in front first





**RACEWAY PARK, Englishtown, N.J.** — The Jim Wemett Funny Car rolled to victory in the semi-final round action at Englishtown's U.S. All Pro Funny Car Championships recording a time of 9.71 on a solo pass. The run was exciting as the Ford Mustang II-bodied entry shed its skin at quarter-track and rolled on to the win. Photo by Norman Blake

## Jim Wemett And Ace Manzo Claim Englishtown Funny Car Laurels

By Dave Postal  
**RACEWAY PARK, Englishtown, N.J.** — A well publicized event, the 7-11 sponsored U.S. All Pro Funny Car Championships were held amidst the constant threat of rain coupled with breaks for intermittent drizzle and a rather large time consuming oil down. But the fans who attended this 32 funny car bonanza kept their spirits up and were treated with some wild happenings.

The champion of the nitromethane burning AA/Funny Cars was the "Jim Wemett" flopper driven by George Johnson. After breaking right off the line in the first round, Johnson returned in the second round, pulled a neat little wheelstand and then full throttled to a 6.15, 234.37 miles per

hour to grab Low Elapsed Time and High mph of the Meet. When second low e.t. car, Shady Glenn, could not assemble for the final, Johnson took a solo run for victory.

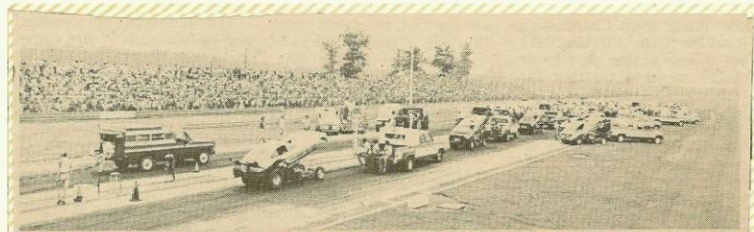
The last run of the evening, Johnson pulled a ferocious wheelstand at three quarter track, whereupon the fiberglass body flew twenty feet in the air before coming to rest on the grass beyond the guardrail. Meanwhile, Wemett's bodyless vehicle held on to the road and a would-be accident was avoided with keen and alert driving.

The BB alcohol-powered Funny Cars also added to the day's drag racing spectacle. Favorite Ace Manzo provided an expected victory, elapsing times of 7.28, 6.88 and 6.88.

Runner-up was Joe Amato's beautiful Gabriel Hijacker Monza who recorded elapsed times of 6.91, 7.82 and 7.01 to take the poll position.

The first round of the nitromethane floppers was dominated by the Shady Glenn Dodge Aspen driven by Jimmy Adolph, of Paramount, California. Adolph made the straightest pass on the rain sprinkled track and recorded a 6.45, 184.04. Bruce Larson hurt some parts with his USA-1 Monza on a 6.62, 217.39 trip, that put him out of commission for the rest of the day. The same was true of the third low e.t. car driven by Long Island's Harlan Thompson. After a 6.63, 208 mph trip, the car just could not be put back in shape. Larry

(Continued on Page 33)



**RACEWAY PARK, Englishtown, N.J.** — It was a terrific exhibition of speed at the U.S. All Pro Funny Car championships as over 50 machines were entered in the AA and BB/Funny Car action. The capacity crowd was treated to a full day of racing with the top awards going to the Jim Wemett machine in the AA category and while the BB/Funny Car award fell to the Ace Manzo machine. Photo by Norman Blake

## Empire . . .

(Continued from Page 27)

by hitting a Low E.T. 6.14, stopping the Moses machine at 7.30.

The final went to Endres at 6.18, 221.67 mph as the Clark & Brown "Nirvana" car put on a strong comeback to take the event, while Bucher slowed to a 6.78, 169.81 mph pace for the runner-up spot.

### FUNNY CAR

Tom Prock kicked off the Funny Car action with Poncho Rendon's "Detroit Tiger" Monza, taking the K-B to a 6.44, 213.27 mph and stopping the defending Division 1 Champions, the Cassidy Brothers, and their Donovan-powered '77 Monza at 6.77, 189.48 mph.

Roy Harris got the next win with the Pennsylvania-based "Brutus" '78 Mustang II at 6.71, 221.13 over the 6.91, 174

mph shot turned in by Al Segrini and Fred Castronovo's Custom Body Arrow.

Bruce Larson then began his march to victory with his "USA-1" '78 Monza, pushing his K-B to a smookey 7.23, 200.89 mph conquest of the Rodalyn Knox-driven '78 Olds Starfire, who went 7.67, 204.08 mph with her Milodon-powered entry.

The round then came to a close with popular R.C. Sherman going 7.80 on a single with his new Arrow while George Johnson sat on the line with a broken Mustang belonging to Jim Wemett.

The semi-finals began with Prock going 9.90 for a win because Harris had trouble and couldn't leave the line. This was followed by Larson getting around Sherman, 6.82, 190.27 mph to 7.75, 191.47 mph.

The final was another one of those races as Larson hit 6.68, 215.31 mph for the win and Prock settled for the runner-up spot with a slowing 9.61 at only 85 mph.

**EMPIRE DRAGWAY,**  
Rochester, N.Y. — Empire  
Dragway packed the stands  
this week as the Jim Wemett  
Funny Car, the "USA-1"  
machine of Bruce Johnson, the  
"Brutus" Ford Mustang of Roy  
Harris and the "Trojan Horse"  
of Larry Fullerton faced off in  
a fine exhibition of speed.

First up it was the Jim Oddy  
BB/Altered Roadster facing  
the Jim Wemett machine with  
the roadster taking its han-  
dicap to the bank over the  
wheelstanding Funny Car.

The round ended with a  
bang when Jack Ehrmantraut  
pulled his "Bandit"  
wheelstander to the line op-  
posite George Johnson, at the  
held of "Jim Wemett's" funny  
car. Johnson motored to a 6.93,  
192.30, while the "Bandit"  
wheelstood through the lights  
at 10.36. The crowd just went  
insane and gave the spec-  
tacular show a long standing  
ovation.



# EMPIRE DRAGWAY



SANCTIONED  
1/4 MILE

FEATURING THE  
FASTEST CARS  
IN THE NATION  
TODAY! . . .

Tom Pruck—"Detroit Tiger"

Al Segline—"Custom  
Body"

Jim Womath—"Womber"

Rufus Thompson  
"Gary Richards"

TONITE  
AA FUEL BURNING

# FUNNY CARS!

COMP. GATE OPENS 3 P.M. CLOSES 6:30 P.M.

MAIN GATE OPENS 5 P.M. TIME TRIALS 4:30

Eliminations 7:30 P.M. ADMISSION \$4.00

CHILDREN 12 OR UNDER 1/2 PRICE WHEN  
ACCOMPANIED BY AN ADULT.

**RAIN DATE SUNDAY**

GATES OPEN 9 A.M. TIME TRIALS 10 A.M. EUN 1 P.M.

5 Miles North of Litchworth Park on Rt. 36-Leicester

Ph. 454-4393

## FUNNY CAR

Tom Prock kicked off the Funny Car action with Poncho Rendon's "Detroit Tiger" Monza, taking the K-B to a 6.44, 213.27 mph and stopping the defending Division 1 Champions, the Cassidy Brothers, and their Donovan-powered '77 Monza at 6.77, 189.48 mph.

Roy Harris got the next win with the Pennsylvania-based "Brutus" '78 Mustang II at 6.71, 221.13 over the 6.91, 174

mph shot turned in by Al Segrini and Fred Castronovo's Custom Body Arrow.

Bruce Larson then began his march to victory with his "USA-1" '78 Monza, pushing his K-B to a smokey 7.23, 200.89 mph conquest of the Rodalyn Knox-driven '78 Olds Starfire, who went 7.67, 204.08 mph with her Milodon-powered entry.

The round then came to a close with popular R.C. Sherman going 7.80 on a single with his new Arrow, while George Johnson sat on the line with a broken Mustang belonging to Jim Wemett.

The semi-finals began with Prock going 9.90 for a win because Harris had trouble and couldn't leave the line. This was followed by Larson getting around Sherman, 6.82, 190.27 mph to 7.75, 191.47 mph.

The final was another one of those races as Larson hit 6.68, 215.31 mph for the win and Prock settled for the runner-up spot with a slowing 9.61 at only 85 mph.

## FUNNY CAR

A close competition for the Funny Car Eliminator title started off with the race between the '78 Plymouth Arrow of Billy Meyer, of Waco, Tex., and the Rick Johnson-driven '78 Mustang II, from White Bear Lake, Minn. Johnson turned in a losing time of 7.122, 192.30 mph to the stellar performance of Meyer at 6.544, 209.79 mph.

The second pairing brought the Mustang II of Roy Harris, from Drexel Hill, Pa., to the line against the "Hawaiian" '78 Chevy Monza driven by Ron Colson, from Addison, Ill. Colson's machine broke before staging and it appeared that Harris would have an easy run. However, Harris's car also broke before staging and the match was cancelled.

The third scheduled pairing was the custom body '78 Plymouth Arrow driven by Al Segrini and owned by Fred Castronova, from Utica, N.Y., and the '78 Pontiac Trans-Am driven by Dick Rosberg, of Gross Lake, Michigan. Rosberg had trouble during the run and shut-off to give the win to Segrini with a 6.767, 212.26 mph.

In a comedy of errors, the '76 Chevy Monza of Frank Mancuso beat the '77 Ford of George Johnson by defaulting fewer times during the course of the round. Both cars crossed the center line but Johnson was the first offender and was

charged with the crime. Mancuso also crossed the line in his Mt. Vernon, N.Y. entry, but then sped to an 8.72, 96.98 mph clocking. Johnson broke his machine during the run and packed his bags for Macedon, N.Y.

The second round found Meyer taking a bye run when the breakage incurred in round one left him no opponent.

The second pairing of the semi-finals found Segrini not challenged as the Mancuso machine broke and lost to the 6.58, 218.97 mph timing of Segrini.

The final round found some terrific racing with the Segrini machine taking the win when Meyer lost with a quicker time of 6.555, 227.84 mph for the Top Speed of the Meet to the 6.56, 222.22 mph for Segrini. Meyer was also the winner of the Low E.T. of the Meet prize with an earlier round time of 6.455.



# Strong Funny Car Show At New England Track

By Don Roberts

**NEW ENGLAND DRAGWAY, Epping, N.H.** — Funny Car action returned to the New England Dragway this week along with the first side by side wheelstand competition of 1978.

The wheelstand match was short-lived as George Ferber experienced mechanical difficulties in round one. However, Bill Golden and the "Little Red Wagon performed flawlessly and established a new record for wheelstanders at 10.11.

Funny Car action saw George Johnson, at the wheel of the Ford Mustang of Jim Wemett, open the day's racing with a solid 6.62, 213.00 mph. The run was good enough to stop Rodalyn Knox's "Country

Girl" which shut-off with problems. Up next were the "Boston Strangler" and Bill Dee's "Noreaster" with the latter losing at 9.16, 90 mph.

Jimmy King and Peter Hill came to the line next with the win going to Hill at 6.91, 205 mph to the 7.15, 181 mph of King. Tim Kushi's "Yankee Sizzler" finished out round one action with a 6.63, 223 mph for the Top Speed of the Meet.

Round two action started off with Pete Hill dropping "Boston Strangler" entry of Arnie Karp, 6.90, 197 to 7.38, 199 mph. Everyone enjoyed the next match as Rodalyn Knox dueled with King wire to wire with the win going to King with a clocking of 6.84, 188.

The final saw Wemett and

(Continued on Page 10)

Johnson ready to run, clocking a 6.48, 222 mph for the Low E.T. for the Meet over the Pete Hill entry at 6.79, 200 mph.

# Composite Of An NHRA Drag Racing Enthusiast

**NORTH HOLLYWOOD, Calif.** — A 1978 survey compiled by J.D. Power and Associates, a Los Angeles-based marketing research company, has provided new evidence of the consumer buying power of the average drag racing fan.

The survey ascertained that 90 percent of all spectators and contestants involved in National Hot Rod Association drag racing are under 35 years of age with the majority (66 percent) in the 19-30 age group.

The median age of the average enthusiast is 27.8 years and his median family income is \$19,920 with 46 percent reporting annual family income in excess of \$20,000.

More than 80 percent of the 1,000 respondents to the survey (840) supplement their buying power through the use of one or more credit cards with the most popular being Sears, Roebuck and Co. (54 percent), Master Charge (44 percent), VISA (42 percent) and American Express (12 percent).

Although 98 percent of those responding to the survey were men, there is strong testimony to the fact that the male-female ratio at each event is closer to 70-30.

Occupations range from college professors, students, machinists, doctors, airline pilots, physicists, housewives, stock brokers, artists and teachers to service station operators, mechanics, plumbers, upholsterers, truck drivers, roofers, shipping clerks, draftsmen, speed shop owners, car dealers, dentists, farmers, insurance adjusters, policemen, marketing researchers, executives, firemen and, of course, professional racers.

More than half of those surveyed (57 percent) were married, 71 percent owned their own home and 47 percent owned three or more vehicles. Nine out of every 10 (93 percent) usually perform their own maintenance on the family cars and 75 percent spend more than \$500 a year on aftermarket products.

The composite fan is motivated by his exposure to drag racing and has always been considered a prime consumer of the various products closely identified with the sport such as spark plugs, tires, motor oil and additives, ignition systems, wheels, filters, camshafts and cars themselves (20 percent bought at least one new vehicle in the year preceding the survey).

However, in the modern era, he — or she — is also attracted to non-automotive products promoted through the sport — toys, soft drinks, clothing, food, cosmetics, tobacco, swimming pool accessories, skis and hundreds more.

## Most fans under 35, survey

A 1978 SURVEY compiled by J.D. Power and Associates, a Los Angeles-based marketing research company, has provided new evidence of the consumer buying power of the average drag racing fan.

The survey ascertained that 90 percent of all spectators and contestants involved in National Hot Rod Association drag racing are under 35 years of age with the majority (66 percent) in the 19-30 age group.

The median age of the average enthusiast is 27.8 years and his median family income is \$19,920 with 46 percent reporting annual family income in excess of \$20,000.

More than 80 percent of the 1,000 respondents in the survey (840) supplement their buying power through the use of one or more credit cards with the most popular being Sears, Roebuck and Co. (54 percent), Master Charge (44 percent), VISA (42 percent) and American Express (12 percent).

Although 98 percent of those responding to the survey were men, there is strong testimony to the fact that the male-female ratio at each event is closer 70-30.

Occupations range from college professors, students, machinists, doctors, airline pilots, physicists, housewives, stock brokers, artists and teachers to service station operators,

mechanics, plumbers, upholsterers, truck drivers, roofers, shipping clerks, draftsmen, speed shop owners, car dealers, dentists, farmers, insurance adjusters, policemen, marketing researchers, executives, firemen and, of course, professional racers.

More than half of those surveyed (57 percent) were married, 71 percent owned their own home and 47 percent owned three or more vehicles. Nine out of every 10 (93 percent) usually perform their own maintenance on the family cars and 75 percent spend more than \$500 a year on aftermarket products.

The composite fan is motivated by his exposure to drag racing and has always been considered a prime consumer of the various products closely identified with the sport such as spark plugs, tires, motor oil and additives, ignition systems, wheels, filters, camshafts and cars themselves (20 percent bought at least one new vehicle in the year preceding the survey).

However, in the modern era, he — or she — is also attracted to non-automotive products promoted through the sport — toys, soft drinks, clothing, food, cosmetics, tobacco, swimming pool accessories, skis and hundreds more.



## NHRA GATORNATIONALS

— Van Nuys, California's Dale Pulde, veteran pilot of the beautiful "War Eagle" Trans Am Pontiac Firebird, made good his bid for his first NHRA national event "Oscar" in spectacular fashion by recording the best elapsed time in each round of racing, beating highly-favored Don Prudhomme in the semi's, setting Top Speed of the Meet and finally winning the coveted title over rival Billy Meyer. Pulde, a former F/C runner-up at the '71 U.S. Nationals and '72 Winternationals, and partner/crewchief Mike Hamby had all the right in the world to be proud of their triumph, as consistency paid off handsomely.

Pulde, the current Funny Car National Record holder in the speed department (245.33 mph) and sixth place finisher in the Winston points standings from 1977, reeled off times of 6.29 (qualifying), 6.35, 6.37, 6.37 and finally a 6.42, 234.37 to cover Meyer's valiant try of 6.52, 213.77 with his new Aqua-slide & Dive-backed Plymouth Arrow. Dale garnered Top Speed honors with a qualifying blast of 241.93 mph.

For Meyer, twice a runner-up in '77 and winner at the Fall-nationals for a third place finish in the Winston Funny Car points chase, it was a superb debut for his brand new Waco, Texas-based Arrow. Billy qualified with a solid 6.36, 235.60 (sixth), and went on to top defending champion Gordie Bonin in the semi's (Bonin couldn't fire due to a faulty mag wire) prior to losing the title bout.

Low E.T. honors fell to three-time Funny Car World Champion Don "the Snake" Prudhomme, as he belted out a fine 6.23 clocking during qualifying. But just as it was during the '77 Gators, Prudhomme bowed out in the semi-final round. It wasn't due to the flu this time, however, as "the Snake" lost lane choice after round one and he never

got it back again. He later commented, "I just plain got outrun." Prudhomme was talking about his 6.37 to 6.54 loss to Pulde in that all-important semi's showdown.

Looking into the qualifying, Prudhomme's 6.23 meet's best at 238.09 mph led the way while North Hollywood, Calif.'s John Lombardo clicked off a 6.25, 236.22, with his Plymouth Arrow for the second slot. Pulde bagged the third spot at 6.29, 241.93, while defending champion Gordie Bonin placed the Pacemaker/Bubble-Up Pontiac Firebird in the fourth position at 6.30, 238.72 mph. Gary Burgin's "Orange Baron" Chevy Monza slid into the fifth spot at 6.32, 234.37, and Meyer followed with a 6.36, 235.60. The Phoenix, Arizona-based Johnny Loper Arrow, with Tripp Shumake aboard, nailed down the seventh slot at 6.37, 237.46, while Denny Savage rounded out the top eight with a solid 6.37, 216.34 mph performance from the Dr. Pepper-backed John Powers' Chevy Camaro out of Phoenix.

Tom Anderson, at the wheel of the Calif.-based "Speed Racer" Chevy Vega, sat in the ninth position via a 6.41, 221.67 mph effort. Tim Kusi's '77 Chevy Monza was tenth at 6.44; Tom Hoover's brand new Corvette hit a 6.47 for the eleventh spot; Tom Prock's Chevy Monza was twelfth at 6.48; George Johnson was thirteenth with Jim Wemmet's '77 Mustang II at 6.56; and Pat Foster clicked off a 6.60 with Joe Pisano's Pontiac Firebird for the fourteenth position. The field was rounded out by Ed McCulloch's new American Home Shield-sponsored '78 Arrow at 6.64 and Shirl Greer's sleek new '78 Trans Am Firebird at 6.667, 205.09 mph.

Just missing the 16-car field by a mere .001 was Ron Colson and the Avanti-backed Roland Leong "Hawaiian" Chevy Monza at 6.668, 222.77 mph. The alternate list also included

Dennis Russell's Chevy Vega (6.71), Al Hanna's "Eastern Raider" Mustang II (6.79) and Ezra Boggs' "Moby Dick" Corvette (7.03).

One harrowing incident occurred in Funny Car qualifying, as Frank Mancuso lost control of his Mt. Vernon, New York-based "Travel Agent" '77 Chevy Monza right off the line and ended up rolling over the guard rail right by the photog area. The mount was severely damaged, but Mancuso came out of the wild incident without a scratch.

Sunday's final eliminations started off with eventual champion Dale Pulde easily handling Tom Hoover's Corvette, as Hoover lost traction and shut-off to an 11.29, 72.87 while Pulde marched to an impressive 6.350 at 224.43 mph. Prudhomme, seemingly with little clutch in his Arrow, still managed to edge out Tom Anderson's '78 Chevy Vega, 6.52, 221.13 to 6.81 at 202.70 mph. Gary Burgin then nipped George Johnson in a wire-to-wire race, 6.42, 222.22 to 6.66 at 220.58, while Shirl Greer nearly matched Pulde's performance with a 6.359, 230.76 victory over Denny Savage's slowing 7.55 at 134.73 mph.

Gordie Bonin and Tom Prock locked heads in a super tight contest as racing continued, and it was Bonin's Firebird there first at 6.43, 233.76 to Prock's close losing time of 6.46, 226.70 with the Gratiot Auto-backed "Detroit Tiger" Chevy Monza. Tripp Shumake advanced Loper's Arrow with a solid 6.40, 232.55 mph in topping Ed McCulloch's troubled pass of 13.40, 58.52 mph. Tim Kusi also looked strong with a fine 6.47, 223.32, which upset number two qualifier John Lombardo. John blazed the tires and posted a sub-par 6.93, 205.47 in a losing cause. The round ended with yet another close match, as Billy Meyer just did get by Pat Foster in a tight 6.37, 231.95 to 6.39, 230.76 mph contest.



Burgin had lane choice over Prudhomme in the second round, but he fell to traction problems in the right lane while "the Snake" hazed the tires himself — still winning with a 6.42, 232.55 to Gary's 6.71 at 201.34 mph. Bonin and Greer had themselves one heck of a race, with Bonin getting there first with no elapsed time recorded and a speed of 234.37 mph. Greer's new Firebird hit a second best 6.43, 222.22, so you know Gordie had a stout run. In yet another wild clash, Pulde nipped longtime friend and performance rival Tripp Shumake, 6.37, 234.37 to a close losing 6.44. Meyer ended round two with a shakey 6.91, 192.71 as Tim Kusi lost traction and slowed to a 13.51 at just 55.76 mph.

The superb semi-final round pairings matched Pulde against Prudhomme while

Meyer was up against Bonin. Prior to the two races, many track-side observers well expected a Prudhomme versus Bonin final round. Obviously they failed to talk with Pulde and Meyer. As earlier mentioned, Pulde had little trouble putting away "the Snake" after his Arrow began to smoke the tires not far off the line. Dale pounded out a winning 6.37 at 236.84 mph, while Don recovered and made quite a race of it with a losing 6.54, 212.76 mph. Meyer, who had trouble in round two when an oil leak apparently developed, was making his burn-out as crewchief Jerry Verhael was frantically trying to fire Bonin's Firebird. Magneto problems seemed to be the culprit, and so Gordie had to sit in his potent mount much the same way Meyer had to do in the final round at the '77 Summernationals. This time, however, Billy was taking the solo shot at 9.32, 91.19 mph.

It was one heck of a race the full 1320 feet in the final round, as both Pulde and Meyer hazed the tires in the mid-range but recovered quickly. Not a whole lot of space separated the two veterans at the finish line, with Pulde's 6.42, 234.37 mph effort getting the win light compared to Billy's valiant try of 6.52 at 213.77 mph.

# Local car may steal Ivo's show

7/27

Tommy Ivo might have to take a back seat to Jim Wernett and George Johnson — again.

Ivo, one of the nation's best-known funny car dragster, has brought his act to Lancaster Speedway many times as the main attraction.

He'll be there tonight, beginning at 8, but Ivo might not be the star of the show.

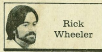
The Mustang II double A nitro-funny car of Wernett, driven by Johnson, just might win the best-of-three match race. Wernett and Johnson are from Macedon. Wernett's car never has gone against Ivo's head-to-head.

Last week, at the National Hot Rod Association Summer Nationals in Englishtown, N.J., Johnson qualified the local car for the 16-car field on the final day with a quarter mile run of 6.24 seconds (231 mph). Ivo, one of the original field of 35, didn't make the final 16 in the NHRA's top class.

"We were really pleased when Tommy didn't make the last group," Wernett said. "It showed us how fast we're progressing."

Although Johnson was beaten in the first round of the finals, Wernett, 20, remained optimistic.

"The week before, we had our last-



Rick Wheeler

out time, (235 mph) is a points race in Cincinnati," he said.

Johnson, 32, and Wernett, who grew up together in the Herkock area and who used to race at Lancaster, Spencer, Empire and Canastota, when the Ontario County Fairgrounds had a drag strip, have remained together.

Wernett, who owns ROC Communications in Rochester, drove for 2½ years with Johnson helping with the mechanics. For the last 2½ years, it has been the other way around. Bert Gronoth of Henrietta has been the car's crew chief.

Wernett said, "We used to race around here, but funny cars are a whole different league. A local track can't handle them every week, just on special shows. So right now, we have been planning our schedule around match races, where the money is. The

way we're going maybe next year we'll chase the points."

Just chasing the money can be hectic enough.

Wernett added, "Last year we went to California, then Arizona and Texas and over to Florida. It was about eight weeks on the road."

Wernett said that to put a team together from scratch costs nearly \$70,000, and that's just for the car.

"This is about our fifth car," he continued. "It's the one we started with last year, but we keep updating and re-vamping it."

Wernett put the original cost of the car at \$25,000, plus \$12,000 per spare motor (the team carries one extra plus parts for a third), and \$15,000 for the enclosed trailer-truck that hauls the team around the country.

Wernett said having a full-time driver is the reason for the team's speed and consistency of late.

"When I was driving, I'd be sitting in the car, thinking about business, sometimes. George doesn't have to worry about anything but racing."

Johnson and Wernett reassemble the car each week in their garage in Palmyra, but the major machine work is done at B&H Speed in Eric,

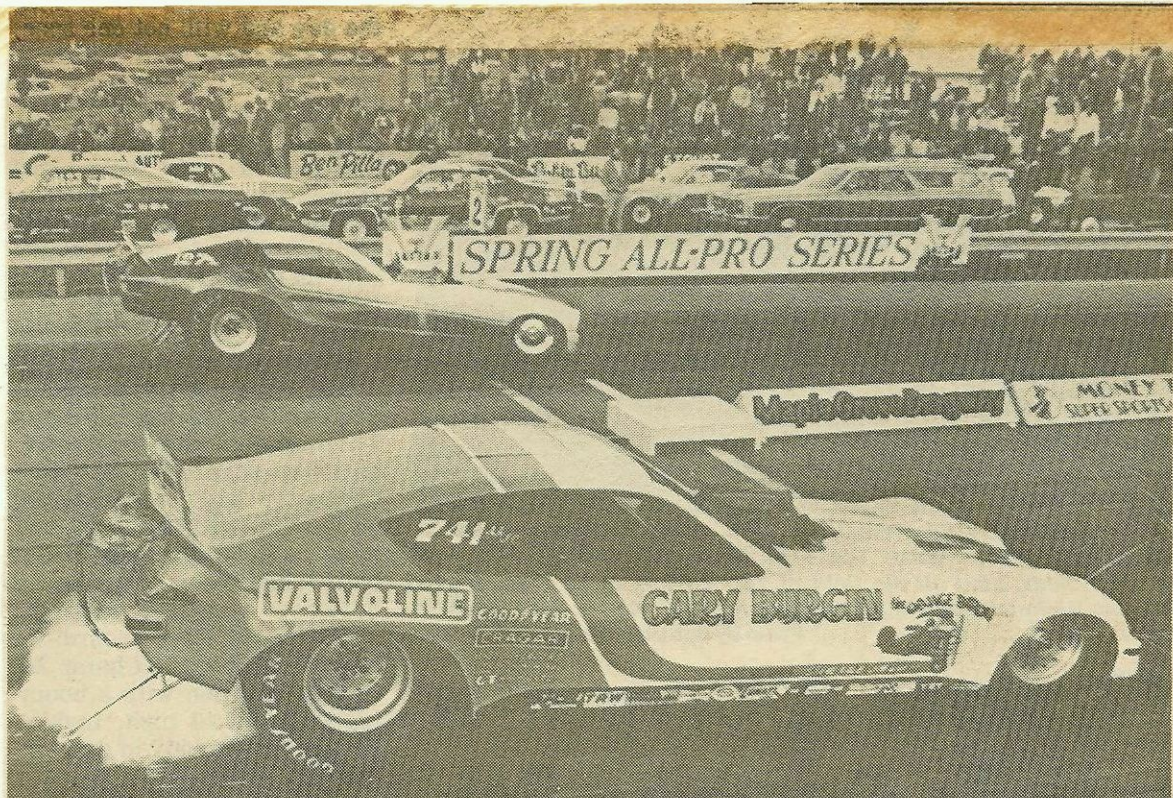
Pa. That machine shop is one of the car's sponsors.

**PIT STOPS:** The Genesee Brewing Company has taken over sponsorship of Oswego Speedway's Modified 200 Labor Day weekend. A 3-year agreement was signed to change the name of the race to the Genesee Modified 200. Genesee will provide \$1,000 per lap to the race leader. Total awards for the Sept. 2 race will exceed \$25,000. Geoff Bodine won the first qualifier, July 2 at Oswego. The next one is July 29 at Shangri-La. Perry's is a 30-lap race on Aug. 20 and Spencer's a 100-lap race on Aug. 25.

Spencer is holding its 500-lap qualifier for the Race of Champions tonight at 8. Perry will start its ROC qualifier Sunday at 2 p.m., using the overall results of three 30-lap races to determine its representative to the Sept. 24 race at Pocono International Speedway.

Rochester's Maynard Tepper is the ROC favorite. He has won the last 100 years. No driver in the 37-year history of the ROC has won it three straight times.





**MAPLE GROVE DRAGWAY, Mohnton, Pa. —** After a 15-minute wait to repair their mounts, Gary Burgin's Chevy Monza and the George Johnson-driven Jim Wemett Ford Mustang II paired off for the Spring All-Pro Series Funny Car crown. Burgin won the close match with a 6.48, 210.77 despite water leaking from the rear of the car, while Johnson hit a fine 6.59, 218.97. Johnson had earlier set Low E.T. of the Meet at 6.29 seconds. *Photo by Harold Hoch*

**MAPLE GROVE DRAGWAY, Mohnton, Pa. —** Maple Grove Dragway's eighth annual Spring All-Pro Series has thus far produced three of the most exciting springtime events yet presented at the Pennsylvania facility. The third portion of the four race series featured eight AA/Funny Cars, sponsored by the Moly-Fleet 1 line of automotive lubricants, in addition to the first of seven events in Maple Grove's money Trail Super Sportsman Series.

Gary Burgin withstood the determined challenge of George Johnson to win the Funny Car title, while Peter Galen, Ross Gerken, Jim Morgan, and Mike Smith swept Sportsman honors.

Bruce Larson and Bob Beaulieu were first to test the hard biting 'Grove asphalt, and though both were down on power, a great side-by-side race saw Larson's 6.84, 201.34 nip the "No'Easter's" 6.83, 192.30. Next up were Goerge Johnson in Jim Wemett's Ford Mustang and Roy Harris' "Brutus" Mustang. Their encounter was delayed when Harris' mount tossed a blower belt

following a long burn-out, and Johnson was shut-off while Harris was towed off the track. In the meantime, Gary Burgin fired to take on Bill Leavitt's inveterate "Quickie Too" Mustang. In a wheel-to-wheel duel, Burgin's 6.52, 201.79 prevailed over Leavitt's 6.59, 196.07. Dodger Glenn then pitted his "Frantic Ford" against the "Detroit Tiger" of Tom Prock and Poncho Rendon. At the green, Glenn powered to a straight and true 6.46, 217.91 while Prock's mount slowly climbed skyward, breaking the wheelie bars in the process. Another victim of the bite, Prock bounced back to the asphalt and shut-off.

By this time, Harris and crew had replaced their broken belt and Johnson had refueled. Though officials gave the race to Johnson on the technicality that he'd have already singled for the win had not Harris stopped in the middle of the track, you'd have never known it from the stands. Exhibiting unreal horsepower, Johnson was the only driver able to break traction, and at that point in the run, about a hundred feet out, he masterfully backpedalled,

hitting Low E.T. at 6.29, 207.85 over Harris' 6.47, 216.86. Johnson would have run faster to boot, had the blower belt not come off before the lights. The run was Johnson's best ever.

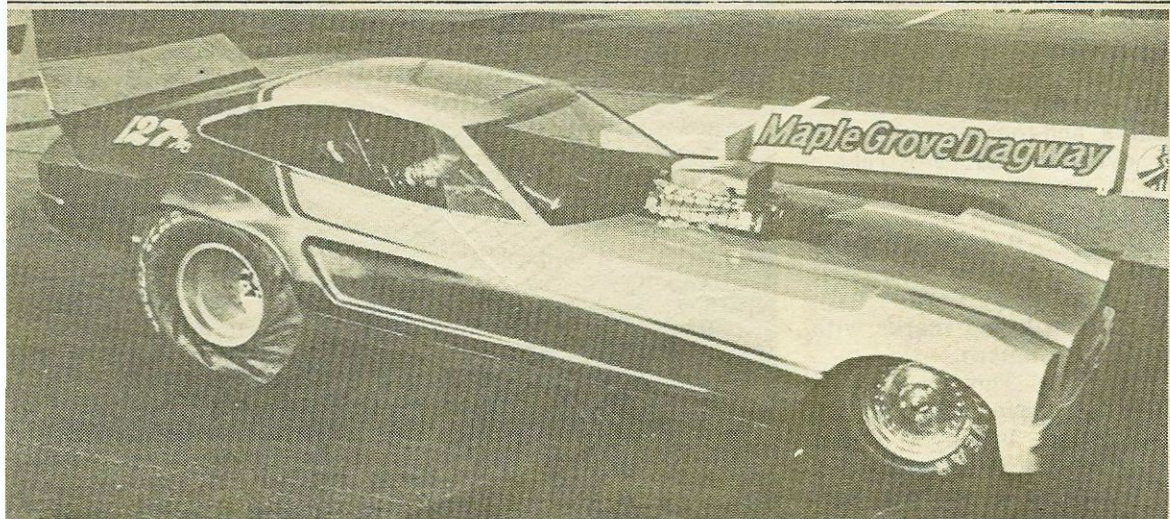
In the second round, Burgin defeated Larson, 6.48, 201.79 to an improved 6.63, 217.91, while Glenn was unable to fire against Johnson, a victim of fuel pump failure.

The huge crowd anxiously awaited the final, wondering if Johnson and Wemett could duplicate their first round showing against Burgin's Chevy Monza. Both fired, sounding loaded to the brim. Johnson's mount began to sputter amidst his burn-out as a rotor broke. Just when it appeared Burgin would receive a solo, he too lost fire. Both crews thrashed, aware that an immediate restart would mean an automatic final round single. When it became apparent that both crews needed some time, track officials allotted each crew fifteen minutes. It all worked out in the long run, as Burgin's 6.48, 210.77 mph effort just edged Johnson's 6.59, 218.97. The run gave Johnson Top Speed in addition to his earlier Low E.T. performance, despite another broken blower belt before the lights.



May 5, 1978

National DRAGSTER



**MAPLE GROVE DRAGWAY, Mohnton, Pa. — George Johnson enjoyed a successful venture with the Jim Wemett Ford Mustang II during Maple Grove's Spring All-Pro Series Funny Car event. Johnson posted both Low E.T. and Top Speed of the Meet at 6.29, 218.97 mph and also ended up in the runner-up spot behind Gary Burgin.**

Photo by Harold Hoch

# Haight, Mancuso & Lombardo Top Maple Grove Winston Go

MAPLE GROVE DRAGWAY, NHRA Winston Series — Division 1 completed its 4th NHRA Winston Series event of the '78 season this past weekend at Maple Grove Dragway, Mohnton, Pennsylvania, and it was Howard Haight, Frank Mancuso and Larry Lombardo sweeping the Pro titles. In the Sportsman ranks, Jeff Rapp, Bobby Cross, Robin McCardell, George Cureton and W.A. Lee dominated their respective categories.

On a sad note, Funny Car veteran Dodger Glenn was fatally injured when his "Frantic Ford" entry went out of control at the top-end and crashed during the semi-final round. A bad fire erupted after Dodger set Low E.T. at 6.40 seconds, and he hit the guardrail past the finish line. He succumbed to multiple injuries the next day.

Howard Haight, wheeling the potent "Hemi Hunter" Chevy, beat a red-lighting Hank Endres in the Top Fuel final round. Endres, who had earlier set Low E.T. of the Meet at 6.14 seconds, slowed to a 15.61, 40.52 as did Haight at a winning 12.89, 46.17 mph. Top Speed of the Meet belonged to Charles Greer at 234.37 mph.

Frank Mancuso, piloting the "Travel Agent" Chevy Monza, soloed for Funny Car honors at 13.27, 66.66 mph. George Johnson set Top Speed with Jim Wernett's Ford Mustang II at 223.32 mph.

Larry Lombardo all but locked up the Division I Pro Stock crown for Bill "Grumpy" Jenkins, as he used a hole-shot to defeat points rival Lee Shepherd in a wild final round. Lombardo recorded a winning 8.76, 154.63 mph pass with the Malvern, Pa.-based Chevy Monza, while Shepherd's

Texas-based Chevy Camaro was slightly quicker at 8.72, 153.58 mph. Larry also set Top Speed of the Meet at 156.25 mph, while Shepherd had the meet's best elapsed time at 8.62 seconds.

It was a battle of AA/DA's in Pro Comp Eliminator, with New Jersey's Jeff Rapp wheeling his Donovan-powered entry past Dale Hall's Connecticut-based small-block Chevy entry. In a super tight contest, Rapp won at 6.896, 194.80 mph to an identical, but listing 6.896 at 201.34 mph.

Yet another Texas-based racer did well at Maple Grove, as recent Summernationals Champion Bobby Cross stayed over a week and ended up winning in Competition Eliminator with his C/Econo Dragster. Cross ripped off a final round effort of 8.75, 150.50 to overtake Dennis Ferrara's 9.45, 139.31 mph second best charge with his B/Econo Altered Chevy Vega.

West Chester, Pa.'s Robin McCardell won his first '78 WWCS Modified title with his E/MP '67 Chevy Camaro. McCardell defeated veteran Philip Pyle in the final round, as his 10.46, 128.38 mph clocking stopped Pyle's breaking 18.05, 100.52 mph effort with his F/MP '67 Chevy Camaro.

Newark, Delaware's George Cureton piloted his SS/LA '66 Chevy II into the Super Stock winner's circle, as he held off Frank Markward's SS/L '66 Chevy II in a wild title bout, 11.95, 101.80 to a losing 11.63 at 113.78 mph.

W.A. Lee's M/Stock Automatic '69 Chevelle prevailed in Stock Eliminator over veteran Ronnie Sirianni and his E/Stock '68 Chevy Camaro, 13.24, 100.67 to 11.86, 113.92 mph.





Maple Grove Dragway completed the Funny Car portion of its All-Pro Series this weekend, as well as the opener of its Money Trail Series for Sportsman racers. In the Moly-Fleet-sponsored Funny Car show, Gary Burgin, of Stanton, Calif., took the honors with his Monza by defeating George Johnson and Jim Wemett's Mustang in the final, 6.48, 210.77 mph to 6.59, 218.97 mph. Johnson's speed was the top for the event, while his earlier 6.29 was Low E.T. for the day. The final was delayed when both cars had trouble firing. Then, 15 minutes later, they were able to light the engines and run off the race. In the Sportsman action, Pete Gallen beat Don Burns for the Comp. honors, hitting 7.68, 172.41 mph in the "Poverty Striken" A/Altered to cover the A/D. Gallen beat Dennis Ferrara in the first round. Meanwhile, Modified Eliminator glory was going to Gatornationals winner Ross Gerken and his F/Gasser at 9.86, 138.24 mph over John Bozarth's G/MP entry, which had stopped Larry Kopp in an earlier round. Super Stock honors went to Jim Morgan over U.S. Nationals winner Joe Scott, the winning SS/GA hitting 10.80, 122.61 to stop the SS/KA, while, finally, Mike Smith Took a big win in Stock Eliminator by stopping Kevin Fogerty P/Stock machine with a D/SA clocking of 11.97, 102.73 mph.



# Top 50 1978 Professional Points Scorers

**NORTH HOLLYWOOD, Calif.** — The tough 1978 NHRA Winston World Championship Series of nine national events and 35 regional Winston Series races lured literally hundreds of Professional racers in the Top Fuel, Funny Car and Pro Stock ranks. The big payout at season's end for the Top Ten in each category made for some fierce competition on both the national and divisional level, as racers battled for important points leading to one of the elite spots.

There are some impressive racer figures to go with the Top 50 Professional points earners in each category — listed below. Just short of 300 Pros earned at least 200 points during the 1978 NHRA Winston WWS wars. The leading category was Top Fuel at 114, followed by 98 in Funny Car and 85 in Pro Stock Eliminator. Hats off to each and every Pro that competed in drag racing's premier points tournament in 1978.

## FUNNY CAR

1. Don Prudhomme	Granada Hills, Calif. ....	13,713
2. Tom McEwen	Fountain Valley, Calif. ....	9,920
3. Billy Meyer	Waco, Texas .....	8,888
4. Tripp Shumake	Phoenix, Ariz. ....	7,840
5. Gordie Bonin	Vancouver, B.C., Canada	7,786
6. Tom Anderson	Franklin, Pa. ....	7,459
7. John Lombardo	North Hollywood, Calif. ..	6,589
8. Tom Hoover	Minneapolis, Minn. ....	6,507
9. Ed McCulloch	Sanger, Calif. ....	5,787
10. Dale Pulde	Van Nuys, Calif. ....	5,457
11. Denny Savage	Mission Viejo, Calif. ....	5,092
12. Ron Colson	Addison, Ill. ....	4,971
13. Gary Burgin	Stamton, Calif. ....	4,888
14. Henry Harrison	South Gate, Calif. ....	4,303
15. Pat Foster	Van Nuys, Calif. ....	3,866
16. Bob Pickett	Granada Hills, Calif. ....	3,747
17. Al Segrini	Utica, N.Y. ....	3,629
18. Gene Snow	Fort Worth, Texas .....	3,506
19. Shirl Graer	Warner Robins, Ga. ....	3,475
20. Robbie Williams	Westminster, Colo. ....	3,448

21. Mike Miller	Bothell, Wash. ....	3,436
22. Raymond Beadle	Dallas, Texas .....	3,236
23. John Force	Fullerton, Calif. ....	3,235
24. George Johnson	Macedon, N.Y. ....	3,207
25. Dave Hough	Highland, Calif. ....	3,050
26. Tom Prock	Detroit, Mich. ....	2,930
27. Rick Johnson	White Bear Lake, Minn. .	2,930
28. Paul Smith	Delray Beach, Fla. ....	2,672
29. Frank Mancuso	Mt. Vernon, N.Y. ....	2,662
30. Dennis Lockaby	Warner Robins, Ga. ....	2,621
31. Jim Dunn	Long Beach, Calif. ....	2,431
33. Dick Rosberg	Gress Lake, Mich. ....	2,416
34. Larry Brown	Midwest City, Okla. ....	2,413
35. Larry Fullerton	Jacksonville, Fla. ....	2,221
36. Jim Moore	Anchorage, Alaska .....	2,220
37. Les Cassidy	New Providence, R.I. ....	2,214

38. Ken Bernstein	Austin, Texas .....	2,197
39. Lee Beard	Pueblo, Colo. ....	2,043
40. Twig Zeigler	Pendleton, Ore. ....	2,018
41. Billy Graham	Manhattan, Kan. ....	2,015
42. Johnny White	Channelview, Texas ....	1,890
43. George Southern	Denver, Colo. ....	1,812
44. John Collins	Long Beach, Calif. ....	1,620
45. Bob Simmons	Rockville, Conn. ....	1,612
46. Bruce Larsen	Dauphin, Pa. ....	1,611
47. Dennis Russell	Oberlin, Ind. ....	1,607
48. Carl Swanson	Edina, Minn. ....	1,607
49. Ken Smith	Dover, Fla. ....	1,434
50. Gordon Mineo	Rockwall, Texas .....	1,414



**NHRA MOLSON GRAND-NATIONAL** — Don Prudhomme again demonstrated the simply awesome performance that has put him in the driver's seat for his fourth Winston World Championship in a row. Hitting a 6.04, 237.46 mph pace, the Granada Hills, California veteran dominated an otherwise strong field of cars to take his 18th win in his last 28 starts over a span of four years.

Prudhomme met and defeated arch-rival Gary Burgin, of Stanton, Calif., in the final. Burgin had deprived Prudhomme of the coveted U.S. Nationals title in 1976 and ever since "the Snake" has reveled in defeating the "Orange Baron" Monza.

Things looked good for Prudhomme right from the very outset, as he hit 6.05, 233.16 mph in qualifying to lead the field. Behind him was George Johnson, in Jim Wemett's New York-based Mustang II, with a fine 6.18, 230.76 mph, while the third spot went to Tom Hoover's beautiful Corvette, out of Minn., at 6.20, 228.42 mph. Burgin put his Monza in the fourth spot with an "easy" 6.21, 228.42 mph.

The second half of the eighth-car program was headed by Billy Meyer and his Aqua-Slide 'N Dive Arrow at 6.22, 234.98 mph, followed by Al Segrini and the Custom Body Arrow of Fred Castronovo at 6.24, 229.00 mph. Tom McEwen was the seventh quickest qualifier at 6.27, 226.13 with his Fountain Valley, Calif. Corvette, while Tom Anderson was on the bubble with Mike Kase's "Speed Racer" Vega at 6.29, 225.56 mph.

After putting the "Speed Racer" machine in the shoe, Anderson came to the line to try and better his position and get away from the unenviable task of meeting Burgin in round one. In so doing, the sleek black and silver Vega blew an engine and left several parts laying on the track about 10 yards off the line. It spelled the end of the event for Anderson, but opened the door for Kenny Bernstein's beautiful new "Chelsea King" Arrow to be placed in the show

as the first alternate. Bernstein had clocked 6.39, 230.78 mph for the honor of taking Anderson's spot.

The first race of the first round brought together two of the prettiest machines in the country, as Tom McEwen faced off with Tom Hoover in an all-Corvette battle. McEwen had to merely roll through for the win as Hoover lost on a red-light, but "the Mongoose" still went 6.23, 225.56 mph for the win, while Hoover hit 6.41, 229.59 mph for the loss with his Minn.-based machine.

Burgin grabbed the next win at 6.23, also hitting 227.27 mph to stop the upset ideas of Kenny Bernstein, whose Texas-based machine rolled through at 8.59. This was followed by George Johnson's 6.26, 228.42 mph shot with Wemett's Ford Mustang II to stop Segrini at 6.49, 225.00 mph. Johnson won the battle but lost the war, however, as he blew the engine on the New York-based entry and was through for the day.

Round one came to a screeching halt when Don Prudhomme laid down a perfectly straight 6.08 at 236.22 mph shot, while Billy Meyer tried gallantly to catch him at 6.34, 234.37 mph. The race served notice to everyone that "the Snake" was not going to be beaten easily.

Semi-final round action began with Burgin trying to get some more performance out of his Monza on a single caused by Johnson's absence. Burgin hit a good 6.20, 227.84 mph, but still had to find more if he was to match the performance of Prudhomme.

Any doubt of what Burgin was up against in the final was erased when Prudhomme hit the Low E.T. of the Meet at 6.04, 228.42 mph in defeating his long-time rival Tom McEwen, who ripped off a 6.31, 224.43 mph losing effort with his strong Corvette.

In the final, Prudhomme hit his fourth straight 6.0 by going 6.08, 237.46 mph for the Top Speed honors, making it a clean sweep for the Army Cam 2 Arrow. Burgin tried but had trouble holding the track and went to a 6.47, 229.59 mph runner-up shot that still had to please the veteran driver.





**NHRA MOLSON GRANDNATIONAL** — The Jim Wemett Mustang had a very good event, as driver George Johnson (far right) took the potent machine to a 6.18, 232.76 mph qualifying blast, beat Al Segrini in round one and then had trouble stop them before they could meet Gary Burgin in the semi-finals. Here car owner Wemett does the fuel mixing, while crewchief Bert Grunseth prepares to replace some plugs and then talks to driver Johnson before the first round.

### FUNNY CAR

Jim Wemett's Ford Mustang II, with George Johnson at the wheel, carded the best Funny Car qualifying time at 6.21, 216.86 mph for Low E.T. of the Meet in the flopper division. Tom Anderson was second at 6.43, 218.97 with Mike Kase's "Speed Racer" Chevy Vega, while Dick Rosberg hit a 6.48 for third.

Paul Radici, who qualified with a 6.55, upset George Johnson in the first round via a hole-shot as he hit a 6.38, 219.51 to cover Johnson's better 6.33, 226.10 (Top Speed) mph blast. Rosberg's "Fighting Irish" entry then took out Dennis Russell's wheelstanding mount with a solid 6.39, 220.04, and Tom Anderson decided on Murf McKinney's Chevy Monza, 6.46 to 6.91. The round ended with Larry Fullerton upsetting Dale Pulde's "War Eagle" Trans Am Firebird, 6.75 to a slightly better 6.72.

Dick Rosberg's Pontiac Firebird Trans Am broke in the semi's, allowing the Radici & Wise Vega to solo at 14.48 seconds. Tom Anderson then got all out of shape and up on two wheels, and did a masterful job of driving the car to a safe halt while Larry Fullerton's Ford Mustang II slid into the final round at 12.14 seconds.

Fullerton's "Trojan Horse" had problems during the title bout and slowed to a 14.96, 47.14, which sent Paul Radici into the winner's circle with a 6.64, 204.08 mph effort.

Tom "the Mongoose" McEwen's Corvette was third at a rapid 6.10, 233.16 mph clip.

The quick times continued in qualifying, with John Lombardo's Arrow fourth at 6.12, 240.64 mph followed by Ron Colson and the Avanti-backed "Hawaiian" Chevy Monza of Roland Leong at 6.13, 238.84 mph. Savage was sixth at 6.13, 230.76, while McCulloch was next in line with a 6.14, 236.22 mph effort. Gary Burgin's Chevy Monza was eighth at 6.16, 234.37 mph, and the Tom Anderson-driven "Speed Racer" Chevy Vega was ninth at a career best of 6.17, 230.76 mph. The Custom Body Plymouth Arrow of Fred Castronovo, with Al Segrini at the wheel, nailed down the 10th spot at 6.19, 231.95 mph, while Gene Snow's Plymouth Arrow rounded out the 6-teen qualifiers at 6.19, 233.11.

Tom Hoover's rebuilt Corvette clicked off a fine 6.21, 234.98 mph for the 12th position, and Texas' Kenny Bernstein belted out a 6.21, 231.36 with his new Arrow for spot number 13. George Johnson put Jim Wemett's Ford Mustang II in the show at 6.24, 231.36, Bob Pickett's U.S. Marines/Western Wheel Olds Starfire carded a 6.28, 225.56 and Gordie Bonin sat on the bump spot at 6.30, 234.37 mph with the Pacemaker/Bubble Up Trans Am Firebird.

Raymond Beadle failed to qualify for the second straight NHRA event, as he could only muster a first alternate spot at 6.35, 230.17 mph with the "Blue Max" Arrow. Tim Kushi was next on the alternate list at 6.40, 225.00 with his Chevy Monza, followed by Tommy Ivo's Arrow at 6.41, 229.00 mph, the "Travel Agent" Monza of Frank Manciso (6.41) and John Collins' Pioneer Stereo Trans Am Firebird (6.42).

Low E.T. and Top Speed of the Meet belonged to Don "the Snake" Prudhomme's awesome Army-backed Plymouth Arrow, which carded a stunning 6.02, 241.93 mph effort in qualifying. "The Snake" went on to record a 6.13 and a second round 6.17, only to lose a close decision to "Hawaiian" pilot Ron Colson on a hole-shot. Billy Meyer's Plymouth Arrow dipped to a 6.06, 236.84 for the second spot in qualifying, while

The first round started off with McCulloch belting out a torrid 6.09, 227.84 to cover Bob Pickett's trailing 6.49 at 227.27 mph. Tom Hoover fouled against John Lombardo, 8.35 to 6.30, and Denny Savage began his march with an easy 6.40 to 14.46 win over George Johnson. Al Segrini and Billy Meyer waged a strange duel, with Meyer getting out in front first

(Continued on Page 33)



**MVRA MOLSON GRANDNATIONALS.** — Two East Coast cars that put on a real show for the Montreal fans were the Custom Body Arrow and Jim Wainwright's Mustang. George Johnson drove Wainwright's car to a strong 6.18 in qualifying and then lost this first round match, 6.26, 228.42 mph to 6.46, 225.00 mph. Johnson had the motor let go, however, and his afternoon was over.



**NHRA MOLSON GRANDNATIONAL** — Two East Coast cars that put on a real show for the fans were the Custom Body Arrow and Jim Wamett's Mustang. George Johnson drove Wamett's to a strong 6.18 in qualifying and then took this first round match, 6.26, 328.42 mph to 6.49, 290.00 mph. Johnson had the motor let go, however, and his afternoon was over.

# SUPER STOCK

& DRAG ILLUSTRATED

A LOPEZ PUBLICATION  
 NOVEMBER 1978 • \$1.50

## NHRA MONTREAL

**FUNNY CAR:** Not too surprisingly, Don Prudhomme was low qualifier at the Grandnats, turning loose a 6.05-233.16 easily head up in the field. Many observers were surprised, however, to see George Johnson wheel Jim Wemhoff's Mustang to a fine 6.18 for the #2 number. '77 winner, Tom Hoover worked hard to get into the field, but finally cranked out a 6.20 for the third slot. Gary Burgin was fourth with a 6.21, followed by Billy Meyer's 6.22, Al Segrini's 6.24, and Tom McEwen's 6.27. Tom Anderson, driving the amazing SPEED RACER Vega, qualified #8, but had the misfortune to splatter the engine all over the race track in the last minutes of Saturday's qualifying. Anderson was unable to repair his wounded mount in time for Sunday's eliminations, so Kenny Bernstein (first alternate at 6.39) subbed in for him and made the field.

McEwen and Hoover faced each other in an all Corvette battle, with Hoover fouling away a 6.41-229.59, while McEwen

went on with a 6.23-225.58. Burgin's Monza put down Kenny Bernstein' CHELSEA KING Arrow with a 6.23-227.27 while Bernstein shut down to a 8.59.

Johnson continued to impress the on-lookers, as he laid down a 6.26-228.42 to stop Segrini's 6.49-225.00.

Prudhomme and Billy Meyer faced off in the final stanza, and the "Snake" clearly demonstrated the incredible lock he had on the rest of the field, as he flew to a 6.08-236.22 while Meyer slowed to a 6.34-234.37.

Round two saw a classic Prudhomme versus McEwen battle, but the Snake was an express train length ahead of the "Goose" at the far end. Prudhomme's 6.04-228.42 was simply too strong for McEwen's Corvette, which clicked off a 6.31-224.43.

Meanwhile, Burgin got a free ride into the final when Johnson was unable to answer the second round call. Burgin attempted to earn lane choice with an all out single, but only hurt the engine with his 6.20-227.84. Burgin came through the traps with dense white smoke pouring from every opening in his Monza's body shell.

The conditions of the respective racers was clearly evident in the preparations for the final round. While Prudhomme and crew merely performed routine maintenance, Burgin and crew were drafting members of the crowd to help them change the engine for the final. It looked like a regular Chinese fire-drill, with Burgin's crew, assisted by other racers and willing French Canadian race fans, all scrambling to put the wounded "Orange Baron" back together.

At the call, however, Burgin was ready, although it was doubtful that he managed to dial an extra tenth and a half into the car. He hadn't. Burgin could only manage a 6.47, while Prudhomme, still running with bracket racing consistency, blasted out another 6.08-237.45. Like Brown, the victory at the Grandnats gave Prudhomme an almost certain opportunity to win yet another World Championship.



**YORK U.S. 30 DRAGWAY,** York, Pa. — The Eighth Annual Funny Car Nationals were greeted by beautiful weather and balmy temperatures as the excitement roared into action and the field of 32 Funny Cars arrived at the track.

The 15,000 plus spectators on hand for the event were exuberant when the first round of feature cars appeared in their full glory for the scheduled 6:30 p.m. performance. Leading the parade was the "Jungle Jim" Memorial Funny Car, followed by the new entry of Tom Ivo.

The AA/Funny Car competition got underway with Rick Johnson and the "Beartown Shaker" defeating Rodlyn Knox and the "Country Girl," 7.19 to 7.29. The second pairing gave the win to the "Fighting Irish" car of Dick Rosberg, defeating the entry of Jake Crimmings who broke off the line.

The third battle saw Roy Harris' "Brutus" snatch the win from Larry Coogle's "Freedom Machine"; Harris wheeling and dealing a 7.16 to Coogle's 7.35. The fourth pairing in the first round enabled Paul Smith and the "Entertainer" to win over Larry Gould, as Smith ran a 7.08 to Gould's 7.19.

The fifth set was a battle between "TV Tommy" Ivo and the "Jungle Jim" Memorial car driven by Carl Ruth. The Ruth car had difficulty right off the line running an 8.51 to the Ivo pass of 6.99. The sixth pairing was between Frank Oglesby's "Quarterhorse," who recorded an 8.35, and the breaking Jim Wemett entry driven by George Johnson.

The seventh pairing saw Tim Kushi, in the "Yankee Sizzler" take his time rolling out a 12.53 compared to the 6.94 of Dodger Glenn's "Frantic Ford." The

eighth round resulted in the win for the "USA-1" car of Bruce Larson at 7.61 compared to the 7.74 time of Pete Hill.

The brutal second round of AA/Funny Car competition saw Larry Coogle's machine bow out of the race because of clutch problems giving the automatic win to the "Fighting Irish." Roy Harris was then matched against the "Entertainer" car of Paul Smith. Smith had the misfortune to cross the center divider and forfeited the round. The third pairing of the second round brought Ivo against the "Quarterhorse" of Oglesby. Ivo lost fire soon after leaving the line, supposedly because of misplaced spark plug wire, giving the win to Oglesby. Without a doubt the fourth pairing of the round was the most exciting with Dodger Glenn's "Frantic Ford" blasting its way down the track to a 6.51 to defeat the Larson entry.

Considering all the second round problems, in order to round out the pairings it was decided that the "Frantic Ford"-"USA-1" race would be repeated. This time it was the "USA-1" of Larson which assumed the winner's role and headed for the final round. The second pairing of the third round was between Rosberg's "Fighting Irish" and the "Quarterhorse" with the later experiencing difficulty at the line. The "Fighting Irish" took the round.

After a heated round of competition, Bruce Larson became the winner in the final round securing the best clocking of the day at 6.30 over Rosberg.

**RACEWAY PARK, English-**  
**town, N.J.** — Beautiful 75-  
degree weather and fantastic  
racing highlighted the seventh  
annual Fall Funny Car Finale.  
Over 4,500 people turned out  
for the exciting side-by-side  
Funny Car action and were not  
disappointed.

Racing got underway with  
the Fuel Funny Cars as Lester  
Cassidy started the action with  
a hole-shot victory over the  
"Brutus" Mustang of Roy Har-  
ris. Cassidy ran a 6.76 to Har-  
ris' 6.78 for the win.

Next it was "Crazy" Jake  
Crimmins unloading a 6.54,  
213.77 mph performance to out-

distance the "Boston Shaker"  
at 6.90, 150.75 mph. Paul Smith  
wheeled his "Entertainer"  
Pontiac Firebird to a 6.55,  
221.67 mph clocking defeating  
the only female piloted flopper  
of the competition, Rodlyn  
Knox at 6.86, 202.70 mph in her  
"Country Girl" Olds Starfire.

To end the round it was  
George Johnson rolling the Jim  
Wemmett Corvette to a Low  
E.T. time of 6.21, 221.67 mph  
over the "Trojan Horse" entry  
of Larry Fullerton at 6.67, 19-  
95.. mph.

Larry Fullerton was  
returned to the action in the se-

cond round of racing when Jake  
Crimmins was unable to  
restore his machine to running  
condition. Fullerton used the  
break to defeat the Les Cassidy  
machine, 6.37, 220.00 mph to  
6.76, 176.12 mph. Then it was  
Johnson with a broken rod on a  
burn-out handing the win to  
Paul Smith as he rolled to an  
easy time of 10.40, 76.59 mph.

The final pitted Smith up  
against Fullerton with the lat-  
ter taking the win with his  
"Trojan Horse" at 6.39, 233.32  
mph, over the 6.52, 227.84 mph  
time recorded by the "Enter-  
tainer" mount.

event win over seven years, and "Gentleman Hank" could put it all together at Pomona. Johnson has been a consistent five-second runner at the Winternationals over the years, and 1979's "Big Go West" could be Hank's year.

Ramsey, the winner of the first Supernationals back in 1970, placed second to Davey Uyehara in last year's Southwest Division points with the Withers and Ramsey Flyer. Rick was a strong contender in last year's Winternationals with a semi-final finish. He could easily be there again.

### FUNNY CAR

Popular John Lombardo of Van Nuys, Calif., defending Cajun Nationals winner Bob Pickett of Granada Hills, Calif., veteran Pat Foster of Reseda, Calif., and East Coast standout George Johnson of Macedon, N.Y., have been ad-

ded to Beadle as Funny Car entrants for the 19th annual Winternationals.

Lombardo, fourth in the world in 1977 and seventh a year ago, is expected to be as strong as ever for the 1979 circuit, and that could mean trouble for many of his flopper rivals. Impressive 6.0's at the Summernationals and U.S. Nationals last year as well as strong West Coast showings proves that "Lil John" can run with the best. Look for him to be one of the contenders at Pomona.

Pickett, winner at last year's Baton Rouge national event in his Olds Starfire, will be back at Pomona with his usual strong entry. Backed by Western Wheels and the U.S. Marines, Pickett showed impressive performances at many national events last year, and Bob hopes to find the winner's circle again in 1979.

Foster, a former Gatornationals winner, has been one of the hottest West Coast performers in the past few months in the popular Super Shops Plymouth Arrow. Winning the OCIR Funny Car event in September, Pat went on to set Low E.T. at the Winston World Finals, and we can expect more spectacular showings from this veteran.

Johnson, driving the Jim Wemett Chevy Corvette, will again be making the long trek to (hopefully) sunny California and the Winternationals. George showed plenty of potential in the Wemett machine last year especially at the Molson Grandnational when he was the number two qualifier. He'll be looking for a strong performance at Pomona.

The final Funny Car tidbit for this week comes from back East. Jim Wemett has a new '79 Corvette ready for George Johnson to campaign on the national event and Division 1 trail. The car is reported to be a real beauty and will make the trip to Pomona.



### FUNNY CAR

Popular John Lombardo of Van Nuys, Calif., defending Cajun Nationals winner Bob Pickett of Granada Hills, Calif., veteran Pat Foster of Reseda, Calif., and East Coast standout George Johnson of Macedon, N.Y., have been ad-

ded to Beadle as Funny Car entrants for the 19th annual Winternationals.

Lombardo, fourth in the world in 1977 and seventh a year ago, is expected to be as strong as ever for the 1979 circuit, and that could mean trouble for many of his flopper rivals. Impressive 6.0's at the Summernationals and U.S. Nationals last year as well as strong West Coast showings proves that "Lil John" can run with the best. Look for him to be one of the contenders at Pomona.

Pickett, winner at last year's Baton Rouge national event in his Olds Starfire, will be back at Pomona with his usual strong entry. Backed by Western Wheels and the U.S. Marines, Pickett showed impressive performances at many national events last year, and Bob hopes to find the winner's circle again in 1979.

Foster, a former Gator-nationals winner, has been one of the hottest West Coast performers in the past few months in the popular Super Shops Plymouth Arrow. Winning the OCIR Funny Car event in September, Pat went on to set Low E.T. at the Winston World Finals, and we can expect more spectacular showings from this veteran.

Johnson, driving the Jim Wemett Chevy Corvette, will again be making the long trek to (hopefully) sunny California and the Winternationals. George showed plenty of potential in the Wemett machine last year especially at the Molson Grandnational when he was the number two qualifier. He'll be looking for a strong performance at Pomona.

# MORE On The PROS

(Continued from Page 18)

a lot of East Coast fans happy. Meanwhile, Jaime Sarte is credited with the update job on Johnny Laper's "little Boss," which will run with Tripp Shumake behind the wheel at Pomona as a '79 Arrow.

The Southeastern part of the country should be interested to know that Larry Fullerton has purchased a new '79 Ford Mustang body from Ken Cox for the upcoming year, while a similar body is being strapped over Larry Van Zandt's Sarte car, which the Sacramento, Cal. driver will debut at Pomona.

Word from the Race Car Productions shop in Rialto, Calif. indicates that John Lindsay will have a new 125" '79 Mustang for Ed Moore to drive on the Division 7 trail this year. The new "Impulse" entry will be K-B-powered and features tin work by Norm Porter.

The final Funny Car tidbit for this week comes from back East. Jim Wemett has a new '79 Corvette ready for George Johnson to campaign on the national event and Division 1 trail. The car is reported to be a real beauty and will make the trip to Pomona.

## PRO STOCK

The biggest news in Pro Stock racing this week comes from the MoPar ranks, as none

'78 Arrow from Garner, Iowa. Bill Bagshaw's Pro Parts business is also involved with the energetic entry.

While speaking of the revitalized MoPar Pro Stock effort for 1979, Ray Hill will be at Pomona with his potent '78 Arrow, as will Minnesota's John Hagen, making the Chrysler product entry list a formidable one indeed when adding Bob Glidden's and Randy Humphrey's new mounts.

Bill Wash, of Forsan, Texas, is moving up from Modified

# AGGRESSIVE PLANS FOR '79

MONROE, Pa. — As the inaugural issue of the new 100 HOTLINE goes to press, area racers are busily preparing for what should be an outstanding season of drag racing, both from the racers' and the spectators' point of view. *Warwith*, from Top Fuel to Street Eliminator is our annual capsule report on what to look for in the 1979 season.

## TOP FUEL

The upcoming Spring All-Pro Series should see the debut performances of two sparkling new machines belonging to Jim and Alison Lee, and Larry Becker. Young Robby Wilson will pilot the Lee's entry, replacing Dale Thinner, who elected to seek a ride a bit closer to home.

Look for the return of Kerry Swigart, at the wheel of the Rochester, N.Y. based entry of Aronack and Michael. Keith Black's powered entry should give Swigart solid five second potential.

Racers also have it that Jeff Hagg and Dave Robinson will join forces. The "Grim Panster"

## PENNY CAR

1979 promises to be an exciting year for Penny Car racing, as new Corvette bodies flow from Midwest's Al Kevlar and the New York City of George Johnson and Jim Wenzel. Pennsylvania's Steve Larson has sold his Monza, and will debut his new West Coast



Jim Wenzel and George Johnson



Winning this years event was George Johnson in Jim Wemmett's "Wombat" Corvette Funny Car. Johnson scored in the final over the red hot Kosty Ivanof in the "Boston Shaker". Both cars became eligible for the final via - their first round e.t. wins. They sat out second round giving them plenty of time to get ready for the final.

Here's how it went; first round started off with the "Bud Man" Roy Harris against longtime favorite Bruce Larson in the USA - 1 Corvette. The race was typical of the close competition in the Funny Car ranks as Harris won at 6.53 - 216.86 mph to Larson's 6.88 - 714.28 mph. Next up was last years winners of the event Pete Williams in Austin Coils' "Chi-Town Hustler" against the Florida based all new Cassidy Brothers' Corvette. Williams had a tough time of it going out of shape at half-track but still had enough horsepower to take on Les Cassidy; 6.60 - 218.97 mph for Williams while Cassidy lost a 6.71 - 199.55 mph. Paul Smith then actually beat finalist Kosty Ivanof but Kosty's

quicker e.t. in the "Boston Shaker" gave him the spot for the final. Smith's Holeshot made the difference, 6.49 - 216.86 for the "Entertainer" to Kosty's better 6.46 - 215.31 mph. Johnson then started his march to victory at the expense of Lee Beard in Jerry Ruth's Mustang. Johnson was no match for Beard's 6.64 - 211.26 mph number, scoring at a 6.29 - 225.00 mph blast. That last pair featured the California Killer Car of Jim Adolphi a.k.a. "Shady Glenn" against local star Jake Crimmins in his "Crazzy Jake" Mustang II. This was a rematch of the final at this years world championship series event which actually never happened. Remember Jake had a single in that race. Adolph this time raced but was side-ways and shut-off giving an easy win to Mr. Crimmins who sped to a 6.64 - 218.44 mph win. So far this years score is Crimmins 2 Adolph 0. That finished up first round for the Funny Cars with Kosty Ivanof and George Johnson set for the final.

Action continued with probably the strangest race of the evening. The Wheelstander of Jack Ehrmantraut in the "Bandit" Trans-Am up against Gary Richards and Harlan Thompson. Handicap start going to the Wheelie CAR Thompson made a show of it giving it a good try but

Continued on Page 7

Then came the moment of truth, Kosty in the Boston Shaker against the winner of last years U.S. all Pro bash George Johnson and Wemmett's "Wombat". This race was just as exciting as last years Burgin and Williams confrontation. Both cars went through the pre-race procedures and they looked ready. Johnson made it his second big win in a close race 6.31 - 224.43 mph for George to Kosty's 6.32 - 221-13 mph loss. Only one, one hundreth of a second difference in the times, how close can you get!!

just missing a win light with their Funny Car. Wheelstander went .63 - 117.95 to Harians try of 6.60 - 223.88 mph. The crowd was buzzing after that one.

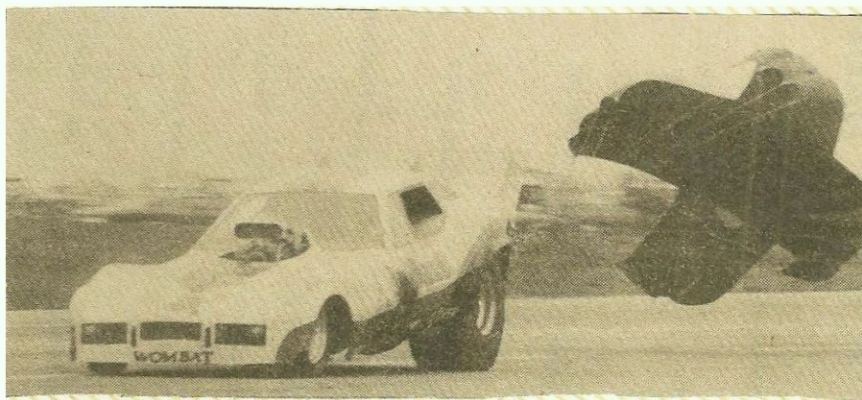
## JIM WEMETT AND GEORGE JOHNSON

The Wombat team will again be returning to Dragway Park with their 1979 Corvette Funny Car. Wemett and Johnson beat all the challengers at last



**GEORGE JOHNSON  
(JIM WEMETT DRIVER)  
1978 LABOUR DAY JET VS  
FUNNY CAR CHAMPION**

year's Jets vs Funny Car Show last Labour Day. One of Wemett's biggest accomplishments in Funny Car Racing was when he qualified second at last year's Grandnationals, which proved he could run with anybody.





# Stellar Funny Car Go Staged At Dragway Park

By Mark Lawrence

**DRAGWAY PARK, Cayuga, Ontario, Canada** — "Funny Car Fever" returned to Dragway Park with six of the northeast's finest nitro dumping, fire breathing monsters waging battles for the Spring Funny Car Extravaganza.

It was Al Segrini who hot off his Easter Weekend win here at Dragway Park walked off with all the marbles today. Segrini piloted Fred Castronova's "Custom Body Enterprises" Plymouth Arrow to a final round win over Dick Rosberg's "Fighting Irish," Trans-Am Firebird which made its strongest showing ever at Dragway by taking the runner-up slot.

The "Utica Flash" started his bid to the final with a 6.62, 214.28 triumph over Jim Wemett's George Johnston-driven "Wombat," Corvette, which trailed with a 6.94, 211.26. The "Fighting Irish" proceeded to lay down the Low E.T. of the round at 6.57, 217.39 in putting away Larry Fullerton's 6.81, 176.47 in his all new Ford Mustang bodied "Trojan Horse."

The "Bear Town Shaker" Ford Mustang then motored to a 6.64, 205.94 under Rick Johnson's guidance, to dispose of the traction plagued 7.92, 134.73 from Roy Harris in his Budweiser-sponsored "Budman" Pontiac Firebird.

Rosberg opened the second round with a 6.57, 222.77 blast for the Top Speed of the Meet, to upset former track record holder Rick Johnson whose

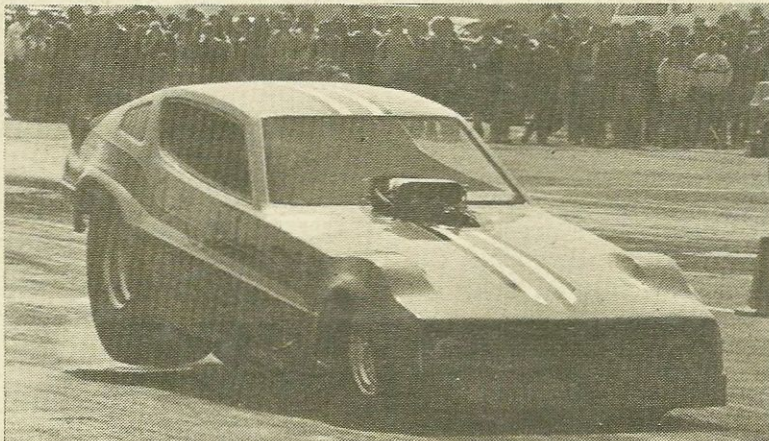
6.69, 218.44<sup>1</sup> wasn't far behind. Segrini soloed to the low e.t. of the round at 6.55, 217.39. The "Budman" proceeded to down the "Wombat," 6.89, 218.44 to a 7.02, 205.01.

After two rounds of racing, the two low e.t. cars returned for the final.

In what could be a preview of the upcoming Winston World Championship Meet, Segrini cranked out the low elapsed time shot of the meet at 6.54, 211.26 to zip by Rosberg who back pedalled his Pontiac Firebird to a tire smoking 6.86, 200.00.

An added attraction was Bob

(Continued on Page 14)



**DRAGWAY PARK, Cayuga, Ontario** — Al Segrini dominated the AA/Funny Car action at the recent racing event staged at Dragway Park as the Fred Castronova-owned "Custom Body Enterprises" flopper collected the top honors of the event, defeating the final challenge from the Funny Car of Dick Rosberg.



By Pam Hurley

**DRAGWAY PARK, Cayuga, Ont.** — Don "the Snake" Prudhomme again proved his dominance in Funny Car competition by putting away the rest of the field in the Canadian Funny Car Nationals, much to the delight of the multitude of race fans at Dragway Park.

The first two rounds of Funny Car action were qualification rounds, as only the two low e.t. cars would square off in the final. Round one action saw Bruce Larson's Corvette clock a 6.716, 200.44 mph over the 11.981, 70.58 mph registered by George Johnson, piloting the Jim Wemett Corvette. Next out were Dale Pulde in the "War Eagle" Pontiac Firebird and Gary Burgin with the Mustang "Supercharg'r Special."

Although Burgin tied the track mph record with a 6.333, 234.37 mph, Pulde crossed the finish line first with a 6.376, 210.77 mph. Bill Schifsky's "Bear-town Shaker" then went a 6.382, 218.44 mph against Prudhomme's Arrow at 6.942, 139.31 mph. The "Custom Body" Arrow, driven by Al Segrini, dispensed a 6.452, 184.04 mph over the 6.615, 215.82 mph of Al Hanna's "Eastern Raider."

The second round came all too soon for the busy pit crews, as this would be the last chance to better the previous times and make it to the final round. Action began with George Johnson turning a 6.780, 208.81 mph on a solo run. Then the "War Eagle" flew past Bruce Larson's "USA-1" entry to set a new Track E.T. Record with a 6.257, 227.84 mph. Larson recorded a 6.687, 206.42 mph. Segrini, winner of this event last year, recorded a 6.317, 216.86 mph to defeat the 6.456, 219.51 put out by the "Bear-town Shaker," while Prudhomme clocked a 6.272, 230.17 mph to sail by Al Hanna, whose

"Eastern Raider" blew the blower at mid-track. Hanna's entry limped through the traps with an 11.657, 57.03 mph. Gary Burgin ended the second round with a 6.427, 231.95 mph on a bye run. The third and final round would be between Dale Pulde and Don Prudhomme.

Jack Ehrmantraut's surprise visit delighted the fans between rounds, as his "Bandit" wheelstander made

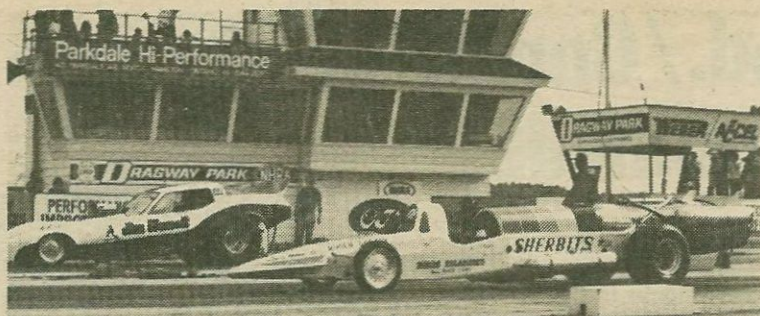
several passes up and down the quarter-mile. Then it was time for the deciding round in Funny Car action, as the "War Eagle" and "The Snake" squared off. Prudhomme's winning 6.337, 225.56 mph easily handled the "War Eagle," as Dale Pulde's tires broke loose just past the "Tree, giving him a 9.545, 84.66 mph losing time.



**DRAGWAY PARK, NHRA Winston Series — Special Award winners at the Division I Winston Series event at Cayuga, Ontario's Dragway Park included Carl Ruth and his Corvette flopper (left photo) for "Best Appearing Car," and the Jim Wemett Corvette team (right photo) for "Best Appearing Crew." "NED" Division Director Greg Zakells was on hand to congratulate the Carl Ruth team**

**Photos by R.F. Bissell**





**DRAGWAY PARK, Cayuga, Ontario, Canada — Fans at Dragway Park were treated to a fantastic Funny Car vs. Jet exhibition with the first round finding the machine of Roger Gustin blasting to the win with a 6.43, 245.90 mph time to defeat the "Wombat" Funny Car of Jim Wemett at 7.08, 205.94 mph.**

## Dragway Park Holds Jets vs. F/C Event

**By Pam Hurley**

**DRAGWAY PARK, Cayuga, Ontario, Canada —** The final day of an action-packed three-day racing weekend concluded today with an excellent show from the wheelstanders, and a new Jet Dragster Track Record.

The first round of the Jets versus Funny Cars began with Roger Gustin pitting his "Sherbit Special" J34 Jet against the "Wombat" Corvette Funny Car of Jim Wemett. Gustin's 6.430, 245.90 mph put him into the second round, while Wemett clocked a 7.080, 205.94 mph.

The next pairing saw Dick Rosberg's "Fighting Irish" Funny Car dispense a 6.875, 165.44 to triumph over the 7.408, 212.76 mph put out by Mike Evagens' J46 "Earthquake" jet.

Tommy Ivo's past experience with Funny Cars may have helped him to the 6.962, 239.36 mph win over Al

Segrini's Custom Body Funny Car. Segrini's Arrow clocked a 12.74, 59.44 mph.

Tom Brown, a newcomer to Dragway Park, piloted the "Daily-C" jet to a 6.436, 257.14 mph to beat out Bruce Larson's "U.S.A. 1" Corvette Funny Car with a 6.754, 192.30 mph.

The semi-final round produced the new Jet top speed record when Gustin's "Sherbit Special" registered a 6.388, 259.36 mph to defeat the "Fighting Irish" Funny Car. Rosberg's "Fighting Irish" Trans Am went a 6.685, 201.34 mph. Tom Brown's "Daily-C" jet again came out on top with a 6.685, 258.62 mph over the 6.750, 241.93 mph dispensed by Tommy Ivo's Jet.

The final round saw the Jet Car Team of the "Sherbit Special" and the "Daily C" battling it out for top honors. When the smoke had cleared, Gustin had tied the new mph record of 259.36 mph and set

the new E.T. Record with a 6.313, while Brown's "Daily-C" clocked a 6.409, 253.52 mph.

In the consolation rounds, Mike Evagens' "Earthquake" went a 7.391, 212.76 mph over the 7.562, 132.15 mph of Bruce Larson's "U.S.A. 1" Funny Car. Jim Wemett's "Wombat" broke on the line, sending Segrini down the quarter-mile alone, with his Arrow Funny Car going a 6.424, 218.97 mph.

Tommy Ivo's jet dispensed a 6.696, 243.24, mph as Larson again trailed through the traps, his Corvette Funny Car going a 6.698, 219.51 mph. Evagens caught a red-light and went a 7.585, 214.79 mph, giving Segrini a warm ride and the win with a 6.693, 212.76 mph.

Wemett got the "Wombat" back together, but could only muster a 6.972, 203.16 mph, which was not quick enough to stop Dick Rosberg. Rosberg's "Fighting Irish" Funny Car clocked a 6.683, 191.48 mph for the win.

## AL SEGRINI

Al Segrini has been one of the hottest funny car forces on the East Coast this season. Segrini topped the field at the 1978 Winston World Championship Series Event and then took last year's Canadian Funny Car Nationals. In 1979 Segrini was again well on his way, winning the Spring Funny Car race and



AL SEGRINI  
1978 CANADIAN FUNNY CAR  
NATIONAL CHAMPION

running very strong at the WWCS event before breaking his car. More recently Segrini was the low qualifier at the NHRA Springnational with a 6.12 before breaking the car in the quarter finals. Segrini also broke into the fives with a 5.97 clocking at Maplegrove, PA with the Custom Body Arrow.

## BRUCE LARSON

The USA No. 1 Corvette entry of Bruce Larson is one of the best funny car acts on the circuit to date. Larson, who always runs hard, is one of the crowd's favorites wherever he races. Larson is from Dauphin, PA.

## DALE PULDE

Holds the title of being the fastest Funny Car. Dale Pulde currently holds the NHRA National Funny Car Mile Per Hour Record at 245.23 which was set at Martian, Michigan. Dale Pulde has driven for such well knowns as Stone Woods and Cook, Trojan Horse, Doug Thorley and Mickey Thompson. In 1979 the War Eagle team of Mike Hamby and Dale Pulde have already won the 1979 IHRA Winternationals at Darlington.

## BILL SCHIFSKY AND RICK JOHNSON

The White Bear Lake team of Bill Schifsky and Rick Johnson is one of the most popular cars who

## AL HANNA

Al Hanna and his Eastern Raider will be making his first visit to Dragway Park. Hanna is a 15 year Funny Car veteran from Enfield, Conn. Hanna recently ran very well at the Summerationals.

The Canadian Funny Car Nationals will be held at Dragway Park on Sunday, August the 12th. Gates open at 9:30, Tim Trials 10:30 to 1:30. Show time and Eliminations start at 3:00 p.m.

## HAULERS' HANDICAP

Don Prudhomme	Plymouth Arrow	The Snake	World Champ needs no introduction	2 to 1
Al Segrini	Plymouth Arrow	Custom Body	Last year's champ still not rated number one, watch for him in the finals.	5 to 1
Gary Burgin	Ford Mustang	Supercharg'r	One of the quickest cars in the country, will be fresh after Springnational win.	15 to 1
Al Hanna	Chev. Monza	Eastern Raider	The Eastern Raider would like to put away some of the big names early.	25 to 1
Dale Pulde	Pontiac Trans Am	War Eagle	World's Fastest Funny Car, watch for his win light.	25 to 1
Bruce Larson	Chev. Corvette	USA No. 1	East Coast favourite can run hard at Cayuga.	30 to 1
Jim Wemett	Chev. Corvette	Wombat	This New York based entry can run with anybody. Watch out.	30 to 1
Bill Schifsky	Ford Mustang	Bear Town Shaker	Runner-up at the WWCS still looking for a big win at Cayuga.	30 to 1



An outstanding line-up of fire-breathing Funny Car will also be in competition on May 19-20 with defending Winston Series winner Al Segrini of Utica, N.Y., leading the top contenders. Segrini was very impressive at Dragway Park in the Easter Weekend Spectacular when he defeated Gary Burgin.

In addition to Segrini in the Funny Car category, other top challengers will include Roy Harris of Drexel Hills, Pa., Bruce Larson of Dauphin, Pa., George Johnson of Macedon, N.Y., Rick Johnson of White Bear Lake, Minn., Dick Rosburg of Grass Lake, Mich., Ken Safford's "Mr. Norm's Challenger" from Chicago, Ill., and lady racer Rodalyn Knox of Weare, N.H.

Joining Crimmins in the nitro-burning monsters will be local favorite Roy Harris of Drexel Hills, Pa., who now campaigns the all-new "Budman" Pontiac Trans-Am, veteran Bruce Larson of Dauphin, Pa., R.C. Sherman of Rockville, Md., George Johnson of Macedon, N.Y., Kosky Ivanoff of Brighton, Mass., Arne Swensen of North Brunswick, N.J., and Jim Adolph of Sylmar, Calif.

# SUPER FIELD SET

## for The Canadian Funny Car Nationals, August 12

On Sunday, August 12th eight of the nation's best funny cars, as selected by the readers of the Dragway Park News will be featured at the Canadian Funny Car Nationals.

### DON PRUDHOMME

Heading the line-up of Funny Car stars will be Don "The Snake" Prudhomme from Granada Hills, CA. Prudhomme will be driving his Army backed Plymouth Arrow that he drove to his fourth NHRA

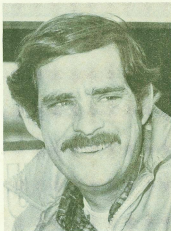


**DON PRUDHOMME**  
1978 WORLD CHAMPION

World Championship last year. No other drag racer has had such domination of the sport of drag racing like Prudhomme who has won over 27 National titles, 20 of those wins coming in the last five years, which is eight more than Don Garlits.

### GARY BURGIN

Gary Burgin in the Supercharg'r Mustang is one of the quickest funny cars on the circuit. Burgin is fresh off his win at the NHRA Springnationals. Burgin from Stanton, CA. is still looking for his first major



**GARY BURGIN**  
1979 NHRA SPRINGNATIONALS  
FUNNY CAR CHAMPION

win at Cayuga. Burgin faced Segrini at the Easter weekend match race but was beat two runs to one. Burgin will be looking for revenge.

run regularly at Dragway Park. The Bear Town Shaker once hold the Dragway Park Track Record and would like to regain that mark.

### JIM WEMETT AND GEORGE JOHNSON

The Wombat team will again be returning to Dragway Park with their 1979 Corvette Funny Car. Wemett and Johnson beat all the challengers at last



**GEORGE JOHNSON**  
(JIM WEMETT DRIVER)  
1978 LABOUR DAY JET VS  
FUNNY CAR CHAMPION

Year's Jets vs Funny Car Show last Labour Day. One of Wemett's biggest accomplishments in Funny Car Racing was when he qualified second at last year's Grandnationals, which proved he could run with anybody.

# Al Segrini Claims Canadian Gold Cup

By Mark Lawrence

DRAGWAY PARK, Cayuga, Ontario — Al Segrini, of Utica, N.Y., walked off with the Canadian Gold Cup Funny Car Nationals by putting away Denny Savage, of Mission Viejo, California, in the final. Segrini laid down a string of 6.30 elapsed times in outdistancing the stellar 16 car flopper contingent in front of over 11,200 vocal funny car enthusiasts. In the final, Segrini uncorked a solid 6.34, 223.88 for the Low E.T. and high mph of the event.

The second round began with Al Segrini continuing his rapid pace of the previous round when he blasted out a 6.35, 218.97 to down Les Cassidy's 6.93, 173.41 from his Chevy Monza.

The next race went to Tommy Ivo as the Burbank, California native squeezed by Gary Burgin's Stanton, California-based Chevy Monza, 6.62, 205.47 to 6.61, 223.32. Denny Savage proved his Chevy Camaro to be the second quickest Funny Car by streaking to a 6.36, 208.81, outlasting Bruce Larson's 6.72, 216.34.

Billy Meyer's "Aqua Slide and Dive" Plymouth Arrow proceeded to outdistance Ray Sherman's Plymouth Arrow 6.72, 189.87. Rick Johnson then battled Tom Frock, with the "Beartown Shaker's" 6.76, 201.79 coming out on top of the "Detroit Tiger's" 6.86, 201.79.

The action continued with Harlan Thomson motoring past Roy Harris with a 6.90, 202.24 and Al Bergler disposed of Larry Fullerton with a strong 6.82, 209.79.

Al Segrini's "Custom Body" Plymouth Arrow and Denny Savage's "Power Steel" Chevy Camaro earned their spots in the final by turning the two lowest elapsed times. Savage, hot off his win at the Summer-nationals, turned a 6.46, 200.00 but it just wasn't enough to handle Segrini's solid meet setting 6.34, 223.88 for the Gold Cup Championship.

The round ended with a bang when Jack Ehrmantraut pulled his "Bandit" wheelstander to the line opposite George Johnson, at the helm of "Jim Wemmett's" funny car. Johnson motored to a 6.93, 192.30, while the "Bandit" wheelstood through the lights at 10.84. The crowd just went insane and gave the spectacular show a long standing ovation.

Ed Domenichetti picked up

(Continued on Page 24)

## Cayuga WWCs . . .

(Continued from Page 18)

The first round then came to a screeching halt with eventual runner-up Tom Steed and his Pinehurst, Mass. entry taking an 8.51 shut-off win over Bernie Schaker's Lindenhurst, N.Y. Demovan, as the latter had trouble and hit only 11.57.

In round two Garlits went 6.30, 230.75 mph to easily beat the slowing Sweigart, who clicked it off early to a 13.85 clocking, while Steed soloed into the final. Garlits again hit an "easy" 6.36, 231.95 mph pace to take the final when Steed could only muster an 11.82 clocking from his injured mount.

### FUNNY CAR

"Rapid Roy" Harris led the qualifying with his "Budman" '79 Firebird flopper at 6.38, which stood as the Low E.T. of the Meet. He didn't make it out of round one, however, as he was defeated by the "Wombat" Corvette of Jim Wemmett with George Johnson driving. Johnson took the win at 6.65, 211.26 mph, while Harris tried to catch him at 6.71, 219.51 mph.

Next came the first win for eventual winner Ron Colson and Roland Leong's famed "Hawaiian" Corvette at 6.40, 212.26 mph to defeat the new Corvette of Bruce Larson, which fouled away a 6.82, 200.00 mph pass.

Minnesota's Rick Johnson then drove Bill Shifsky's "Bear

Town Shaker" Mustang to a win at 6.52, 223.32 mph to cover the quicker 6.51, 211.26 mph clicked off by the "Custom Body" '79 Plymouth Arrow of Fred Castonovo with Al Segrini aboard.

Another midwesterner took the next race, as Dick Rosberg piloted the Bill McDaniel and Don Novak-owned "Fighting Irish" '78 Pontiac Firebird to a winning 6.56, 226.13 mph shot, covering the 6.87, 212.22 mph effort of John Spelman's Maryland-based '78 Chevy Vega.

The semi-finals started with Colson getting around George Johnson in another all-Corvette battle, 6.42, 226.70 mph to 6.71, 205.47 mph, as the "Hawaiian's" Top Speed of the Meet charge went around the Wemmett machine.

—Then it was Rick Johnson (no relation) and the "Bear Town Shaker" Mustang, hitting 6.59,

**By Jon Graves**  
**CONNECTICUT DRAGWAY, E. Haddam, Ct.** — Funny Cars were the featured attraction at Connecticut Dragway this time out and many fans streamed through the gates to see the "plastic fantastics" do their thing.

The first round of action got started with George Johnson driving Jim Wemett's brand new Corvette to a winning 6.41, 220.58 mph blast when Pete Hill lost a blower belt on his burn-out. Roy Harris then took his "Brutus" Mustang to a win over Harlan Thompson, driving Gary Richards' car. Harris thundered to a winning 6.38, 217.91 mph for the Low E.T. of the Meet, while Thompson went 6.88, 208.27 mph for the loss.

Bruce Larson was the next

winner at 6.73, 201.34 mph in his "U.S.A.-1" Monza over the tire-smoking "ATI Black Magic" car of D.A. Santucci. Jimmy King then defeated Rodalyn Knox and the "Country Girl" Olds Starfire, 7.01 to 8.16.

Round two began with King

taking a win over Johnson, 6.96, 205.47 mph to an out-of-shape 7.46. Harris then beat Larson on a red-light start, 7.77 to a quicker 6.87, 203.43 mph.

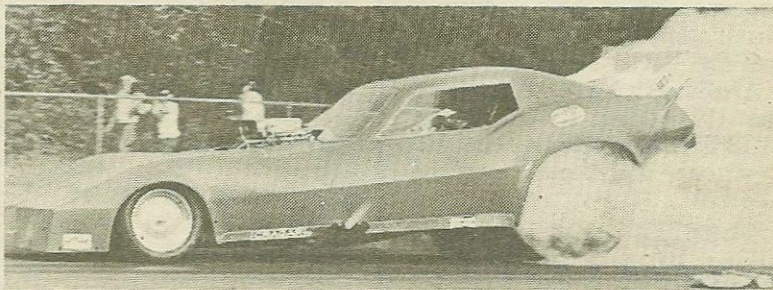
In the final, both cars got sideways and had to lift, then got back on it again with Harris taking the win in his "Brutus" ride, 7.24, 206.73 mph to 7.44, 203.01 mph.

The semi-finals of the Modified/Comp. Combo found the B/Econo Dragster of Bill Bagshaw taking the win over Joe Michard's C/Super Modified, 8.74 to 12.78, while Ed Stuart's K/Gasser took out another C/SM, beating Glen Molson, 11.20 to and off-pace 20.52.

In the final, Bagshaw had an easy go, as Stuart's K/Gasser red-lighted away a fine 11.17. Bagshaw still went 8.73, 153.83 mph for the title.

The final round of Stock Eliminator went to Mark Yacavonne, in the Yacavonne & Santangelo R/Stock Chevy to victory over the A/Stocker of

(Continued on Page 43)



**CONNECTICUT DRAGWAY, E. Haddam, Ct.** — The brand new Corvette AA/Funny Car of Jim Wemett made its debut at Conn. Dragway with George Johnson driving it to a best of 6.41, 220.58 mph in the first round over Pete Hill's wounded mount. Johnson went out in round two to Jimmy King when he got out of shape.

Photo by Dale C.





**GEORGE JOHNSON**

**JIM WEMETT**

# Stakes Are High in Drag Racing

By JIM MCLAURIN  
Morning News Sports Writer

It's that kind of game. When the stakes are high, the losses are apt to be heavy.

When the Jim Wemett Pro Funny car exploded in a ball of flame at the end of the Darlington International Dragway strip Friday, the losses were heavy.

Thankfully, driver George Johnson managed to hold the car, even though blinded by flames and flying oil. He skidded into the number two lane occupied by Roy Harris in the Budweiser entry, but both men walked away unscratched.

The losses were all financial. The fragile body was reduced to a piece a junk, and an expensive one at that.

One of these fiberglass beauties, by the time it's painted and the necessary tinwork has been added, costs around \$6,000.

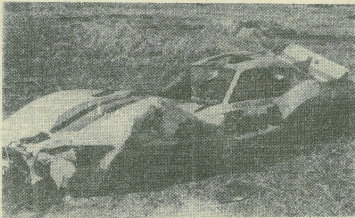
And the damage to the frame and engine could run up to a couple of thousand before you can bat an eye.

But too, it's the nature of this game that those who play it, play it like professionals.

Watching the two men grimly loading the pieces of their machine onto the trailer for the long trip back to their garage in Macedon, N.Y., one noticed a sense of disappointment, not defeat.

There were no acrimonious accusations, not even a hint of blame-laying or fault-finding, just quiet disappointment.

By the time the car is track-ready again in a month or so the three-man team (Crew Chief "Uncle Bert" Gronseth was



**\$6,000 PIECE OF JUNK WAS ONCE A DRAGSTER**  
**Fiberglass Shell of Jim Wemett's Pro Funny Car**

back in Macedon) will have lost from \$10-\$15,000, counting repair costs, lost time, and potential earnings.

It's also the nature of the game that it builds tight friendships and real loyalties. When asked how the loss of a couple of paychecks while the car was being repaired would affect him, Johnson said, "It's not really

like losing a paycheck...Jimmy and I have been friends all our lives and if I need money, he'll see that I get it."

"Besides, if I know Jimmy, he's already got something cooking about getting the car ready. Those wheels are turning all the time."

Wemett indeed had the wheels turning, looking forward,

not back. "There's a race on the 21st of April that we can make. We'll be ready."

Wistfully, as he was climbing into the truck to leave Darlington, Wemett said, "We had the fastest car on the eastcoast last year." With a wry grin he added, "Don't know about this year, though."

It's that kind of game.



**PHR PHOTO  
SPECTACULAR:**

# FIRE!

George Johnson heated things up a bit at Darlington South Carolina when Jim Wemett's "Wombat" Corvette suffered a violent engine explosion and fire. Although the "Wombat" was heavily damaged, the driver was uninjured.

**PHOTOS BY RICHARD BRADY**

56/AUGUST 1979





It's that kind of game. When the stakes are high, the losses are apt to be heavy.

When the Jim Wemett Pro Funny car exploded in a ball of flame at the end of the Darlington International Dragway strip Friday, the losses were heavy.

Thankfully, driver George Johnson managed to hold the car, even though blinded by flames and flying oil. He skidded into the number two lane occupied by Ray Harris in the Budweiser entry, but both men walked away unscathed.

The losses were all financial. The fragile body was reduced to a piece a junk, and an expensive one at that.

One of these fiberglass beauties, by the time it's pointed and the necessary tinwork has been added, costs around \$5,000.

And the damage to the frame and engine could run up to a couple of thousand before you can bat an eye.

But too, it's the nature of this game that those who play it, play it like professionals.

Watching the two men grimly loading the pieces of their machine onto the trailer for the long trip back to their garage in Macedon, N.Y., one noticed a sense of disappointment, not defeat.

There were no acrimonious accusations, not even a hint of blame-laying or fault-finding, just quiet disappointment.

By the time the car is track-ready again in a month or so the three-man team (Crew Chief "Uncle Bert" Grzeszch was

back in Macedon) will have lost from \$14-\$15,000, counting repair costs, lost time, and potential earnings.

It's also the nature of the game that it builds tight friendships and real loyalties. When asked how the loss of a couple of paychecks while the car was being repaired would effect him, Johnson said, "It's not really

like losing a paycheck... Jimmy and I have been friends all our lives and if I need money, he'll see that I get it."

"Besides, if I know Jimmy, he's already got something cooking about getting the car ready. Those wheels are turning all the time."

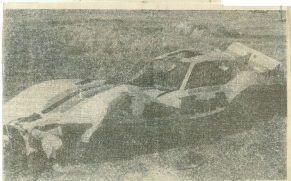
Wemett indeed had the wheels turning, looking for-

ward, not back. "There's a race on the 21st of April that we can make. We'll be ready."

Wistfully, as he was climbing into the truck to leave Darlington, Wemett said, "We had the fastest car on the east coast last year." With a wry grin he added, "Don't know about this year, though."

It's that kind of game.

## Stakes Are High in Drag Racing



\$8,000 PIECE OF JUNK WAS ONCE A DRAGSTER  
Fiberglass Shell of Jim Wemett's Pro Funny Car

Northeast

1 FINAL

Division

### FUNNY CAR

George Johnson	
127 FC .....	1115
Roy Harris	
142 FC .....	823
Al Segrini	
106 FC .....	640
Dick Rosberg	
373 FC .....	638
Al Bergler	
302 FC .....	532
Ron Colson	
327 FC .....	531
D. A. Santucci	
102 FC .....	508
Jake Crimmins	
148 FC .....	506

As for the 1979 Division I points crowns, Larry Dixon hung on in Top Fuel, George

Johnson captured Funny Car and Frank Iaconio swept Pro Stock. Division Champions in the Sportsman ranks included Joe Amato (Pro Comp), Dennis Ferrara (Comp.), Larry Kopp (Modified) for the fifth straight year, Herb Kutz (Super Stock) and Jerry Stein (Stock).

# Crazy Eddie's "Night of Thrills"

RACEWAY PK. N.Y. JUNE 6  
By Lewis Bloom

What more can you say about a Drag Race that was just about perfect? I'm speaking about last Wednesday's "Third An" all the elements were there. Plenty of race cars; ten

Floppers, two Pro Stocks, two Jets, two Wheelie cars and one 300 mph Rocket. This plus good weather and about ten thousand enthusiastic fans adds up to an almost perfect race. Besides racing there was a car-jumper, drag racing disc jockeys and the an-

nual Crazy Eddie friske giveaway.

Fans were treated to a debut in Pro-Stock of the new "Dyno Don" 1979 Mustang. The car had never turned a tire on a racetrack till last Wednesday. Also, the Funny Cars were going

# Crazy Eddie's "Night of Thrills"

Continued from Page 4  
just missing a win light with their Funny Car. Wheelstander went .63 - 117.95 to Harlians try of 6.60 - 223.88 mph. The crowd was buzzing after that one.

Speed demons had there turn up next in the form of "Brad Proffit" in the USA No. 1 Rocket Dragster. Competing against his own track record which is 4 seconds at over 326 mph Proffit put on a super show re-setting one end of his record, 4.91 seconds at 328.46 mph. The 328.46 happens to be the new N.J. land speed record by the way. Congratulations to Brad and his father Hayden on the new mark.

Next up came the Jet Cars. It is kind of hard to describe the feeling watching the fire-blasts of the Jet Cars. TV Tommy Ivo raced against Larry Kisha in his Odyssey Jet racer. These guys put on some show with Kisha winning over a fouling Ivo, 6.54 - 252.80 mph to former Funny Car racer Ivo's mark of 6.63 - 249.30 mph.

First round finally ended with carburetors and gasoline. Bill "Grumpy" Jenkins up against Dyno Don in his brand new 1979 Mustang. Both cars were running at legal weight unlike last years matchrace weights. This was due to this weekends, Springnationals which both will be competing in trying to stop Bob Glidden in Pro Stock. Dyno was impressive in his just put together Beauty, running an 8.79 - 152.54 mph to the Grump's better 8.65 - 156.25 mph in the "Malverne Missile" Camaro. Some first round!

was Odyssey 6.50 - 253.52 mph to Ivo's 6.64 - 254.23 mph loss.

Lombardo and "The Jenkins" scored number two over Dyno's brand new racer. Larry shifted the Lenco to the tune of 8.63 - 157.61 mph while Nicholson made it close at 8.71 - 155.97 mph. Not a bad debut for the new Nicholson Pro car.

Then came the moment of truth. Kosty in the Boston Shaker against the winner of last years U.S. All Pro bash George Johnson and Wermett's "Wombat". This race was just as exciting as last years Burgin and Williams confrontation. Both cars went through the pre-race procedures and they looked ready. Johnson made it his second big win in a close race 6.31 - 224.43 mph for George to Kosty's 6.32 - 221.43 mph loss. Only one, one hundredth of a second difference in the times, how close can you get!

To finish up the evening Gordie Tap jumped 20 cars with a car and only cleared 17!! The "Master of Disaster" put the icing on the cake for the 1979 "Crazy Eddie Night of Thrills". We here at Raceway Park would like to especially thank Larry Weiss of "Crazy Eddie" for their great participation as always. We would also like to thank the folks from WPIX - FM who came out to Drag Race in some high-performance go-carts from J & R Cycles. Finally, we would like to thank the Bracket Racers for their super showing especially the guys in Super Pro. That's all for the 1979 "Night of Thrills" 4th!!!

at it primarily side-by-side which as always is dynamite to watch. Then there were the Jet Cars without a doubt the overall crowd favorite. The race also was done in record time, starting at eight o'clock and finishing promptly at eleven, three hours of magic.

Winning this years event was George Johnson in Jim Wermett's "Wombat" Corvette Funny Car. Johnson scored in the final over the red hot Kosty Ivanof in the "Boston Shaker". Both cars became eligible for the final via - their first round e.t. wins. They sat out second round giving them plenty of time to get ready for the final.

Here's how it went; first round started off with the "Bud Man" Roy Harris against longtime favorite Bruce Larson in the USA - 1 Corvette. The race was typical of the close competition in the Funny Car ranks as Harris won at 6.53 - 216.86 mph to Larson's 6.88 - 714.28 mph. Next up was last years winners of the event Pete Williams in Austin Coils' "Chi-Town Hustler" against the Florida based all new Cassidy Brothers' Corvette. Williams had a tough time of it going out of shape at half-track but still had enough horsepower to take on Les Cassidy; 6.60 - 218.97 mph for Williams while Cassidy lost a 6.71 - 199.55 mph. Paul Smith then actually beat finalist Kosty Ivanof but Kosty's

quicker e.t. in the "Boston Shaker" gave him the spot for the final. Smith's Holeshot made the difference, 6.49 - 216.86 for the "Entertainer" to Kosty's better 6.46 - 215.31 mph. Johnson then started his march to victory at the expense of Lee Beard in Jerry Ruth's Mustang. Johnson was no match for Beard's 6.64 - 211.25 mph number, scoring at a 6.29 - 225.00 mph blast. That last part featured the California Killer Car of Jim Adolph a.k.a. "Shady Glenn" against local star Jake Crimmins in his Crazy Jake Mustang II. This was a rematch of the final at this years world championship series event which actually never happened. Remember Jake had a single in that race. Adolph this time raced but was side-ways and shut-out giving an easy win to Mr. Crimmins who sped to a 6.64 - 218.44 mph win. So far this years score is Crimmins 2 Adolph 0. That finished up first round for the Funny Cars with Kosty Ivanof and George Johnson set for the final.

Action continued with probably the strangest race of the evening. The Wheelstander of Jack Ehrmantraut in the "Bandit" Trans-Arm up against Gary Richards and Harlan Thompson. Handicap start going to the Wheelie Car Thompson made a show of it giving it a good try but

Continued on Page 7

Dyno was impressive in his just put together Beauty, running an 8.79 - 152.54 mph to the Grump's better 8.65 - 156.25 mph in the "Malverne Missile" Camaro. Some first round!

think the Grump's Beauty was their super showing especially the guys in Super Pro. That's all for the 1979 "Night of Thrills" 4th!!!

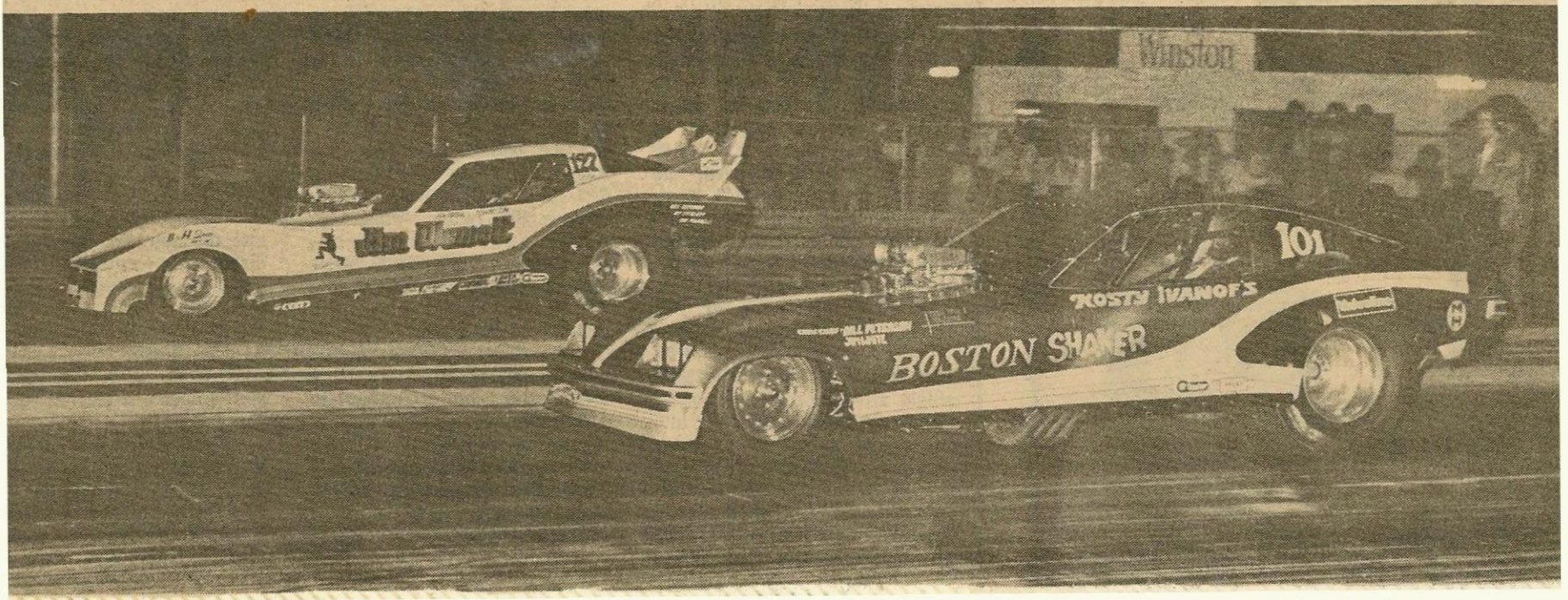


# Crazy Eddie's "Night of Thrills"



RACEWAY PARK N.J. The funny car field of Crazy Eddie's "Night of Thrills" brought Jim Wenert and Kasty Ivesoff together. George Johnson in Wenert's Corvette took the honors with a 8.21/138.40 to Kasty's 8.32/129.13.

# Crazy Eddie's "Night of Thrills"



RACEWAY PARK N.J. The funny car final of Crazy Eddie's "Night of Thrills" brought Gim Wemmet and Kosty Ivanof together, George Johnson in Wemmet's Corvette took the honors with a 6.31/224.43 to Kosty's 6.32/221.13.

RACEWAY PARK		
ENGLISHTOWN, N.J.		
PHONE 201 - 446-6331		
CAR NO.	Wemmet	
ET.	6.318	
MPH	224.43	
WIN	LOSE	TROPHY
NEXT CAR	FOUL	RUNNER UP

7/79

# Johnson / Wemett Thunder To Englishtown F/C Win

By Lewis Bloom

**RACEWAY PARK, Englishtown, N.J.** — The third annual running of the "Crazy Eddie Night of Thrills" presented the Englishtown fans with a great showing of Fuel Funny Cars, Pro Stockers, Jets and wheelstanders.

George Johnson and the Jim Wemett Corvette flopper was the big winner in the Funny Car action, beating the Kosty Ivanof "Boston Shaker" entry in the final.

All the floppers ran two rounds with the two lowest elapsed times going to the final. Both Johnson and Ivanof clicked off their best times in

round one and then sat out the second stanza.

The first round began with "Bad Man" Roy Harris facing Bruce Larson's "USA-1" Corvette, with Harris winning 6.53, 216.86 mph to 6.89 at 214.28 mph. Next up was last year's winning car, the Pete Williams-driven "Chi-Town Hustler" of Austin Coil against the sleek new Corvette of the Cassidy Brothers. Williams got

(Continued on Page 20)



**ENGLISHTOWN RACEWAY PARK, Englishtown, N.J.** — George Johnson drove the sleek Jim Wemett Corvette to a big Funny Car win at the "Crazy Eddie Night of Thrills." He took this final from the strong Kosty Ivanof "Boston Shaker" Buick Starfire, 6.31, 224.43 mph to 6.32, 221.13 mph. Photo by Steve Bell

## Englishtown . . .

(Continued from Page 20)

out of shape but still held on for a wild win at 6.60, 218.97 mph to 6.71, 199.55 mph.

Paul Smith and the "Entertainer" then defeated Ivanof's "Boston Shaker" but Kosty's quicker elapsed time got him to the final. Smith went 6.49, 216.86 mph for the win, while Ivanof hit a losing 6.46, 215.31 mph.

Johnson then started his march to victory at the expense of Lee Beard and the Jerry Ruth Mustang, hitting a winning 6.29, 225.01 mph compared to Beard's 6.64, 211.26 mph. California's Jim Adolph and the Jim Glenn "Shady Glenn" machine then faced Jake Crimmins and his "Crazy Jake" Mustang. Crimmins sent the Californian home a loser, 6.64, 218.44 mph to a slowing shut-off pass for the out-of-shape Adolph.

The second round started with Williams beating Smith, 6.34, 231.95 mph to a slowing time for the losing Pontiac

Trans-Am. Larson then handled Beard, 6.65, 222.77 mph to 6.81, 213.27 mph. Harris then set Low E.T. in his "Bad Man" Trans-Am to stop Adolph, 6.39, 230.17 mph to 6.36, 226.13 mph in a great race. Crimmins then finished the round by beating Cassidy's pretty car, 6.59, 207.85 mph to 6.83, 198.23 mph.

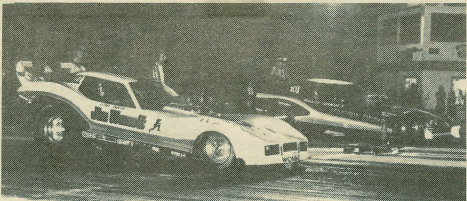
The final was absolutely great, with Johnson and the sleek Corvette beating Ivanof's tough entry barely, 6.31, 224.43 mph to 6.32, 221.13 mph.

The Pro Stock action found Larry Lombardo taking the best-of-three match in two straight over "Dyno" Don Nicholson's new Ford Mustang. The Jenkins Camaro hit times of 8.63 and 8.63 with a best speed of 157.61 mph, while the Ford was close at 8.79 and 8.71 and a best of 155.97 mph.

Brad Proffitt hit 4.91, 326 mph in the "USA-1" Rocket car to set the new New Jersey land speed record, while Larry Kisha and Tommy Ivo blasted off with their jets, Kisha getting the nod in his "Odyssey" at 6.59, 253.52 mph to 6.64, 254.23 mph.



7/79



**ENGLISHTOWN RACEWAY PARK, Englishtown, N.J. — George Johnson drove the sleek Jim Wemett Corvette to a big Funny Car win at the "Crazy Eddle Night of Thrills." He took this final from the strong Kosty Ivanof "Boston Shaker" Buick Starfire, 6.31, 224.43 mph to 6.32, 221.13 mph.**

**Photo by Steve Bell**

# Johnson / Wemett Thunder To Englishtown F/C Win

By Lewis Bloom

**RACEWAY PARK, Englishtown, N.J.** — The third annual running of the "Crazy Eddie Night of Thrills" presented the Englishtown fans with a great showing of Fuel Funny Cars, Pro Stockers, Jets and wheelstanders.

George Johnson and the Jim Wemett Corvette flopper was the big winner in the Funny Car action, beating the Kosty Ivanof "Boston Shaker" entry in the final.

All the floppers ran two rounds with the two lowest elapsed times going to the final. Both Johnson and Ivanof clicked off their best times in

round one and then sat out the second stanza.

The first round began with "Bud Man" Roy Harris facing Bruce Larson's "USA-1" Corvette, with Harris winning 6.53, 216.86 mph to 6.88 at 214.28 mph. Next up was last year's winning car, the Pete Williams-driven "Chi-Town Hustler" of Austin Coil against the sleek new Corvette of the Cassidy Brothers. Williams got

## Englishtown . . .

(Continued from Page 25)

out of shape but still held on for a wild win at 6.60, 218.97 mph to 6.71, 199.55 mph.

Paul Smith and the "Enter-tainer" then defeated Ivanof's "Boston Shaker" but Kosty's quicker elapsed time got him to the final. Smith went 6.49, 216.86 mph for the win, while Ivanof hit a losing 6.46, 215.31 mph.

Johnson then started his march to victory at the expense of Lee Beard and the Jerry Ruth Mustang, hitting a winning 6.29, 225.00 mph compared to Beard's 6.64, 211.26 mph. California's Jim Adolph and the Jim Glenn "Shady Glenn" machine then faced Jake Crimmins and his "Crazy Jake" Mustang. Crimmins sent the Californian home a loser, 6.64, 218.44 mph to a slowing shut-off pass for the out-of-shape Adolph.

The second round started with Williams beating Smith, 6.34, 231.95 mph to a slowing time for the losing Pontiac

Trans-Am. Larson then handled Beard, 6.65, 222.77 mph to 6.81, 213.27 mph. Harris then set Low E.T. in his "Bud Man" Trans-Am to stop Adolph, 6.29, 230.17 mph to 6.36, 226.13 mph in a great race. Crimmins then finished the round by beating Cassidy's pretty car, 6.59, 207.85 mph to 6.88, 198.23 mph.

The final was absolutely great, with Johnson and the sleek Corvette beating Ivanof's tough entry barely, 6.31, 224.43 mph to 6.32, 221.13 mph.

The Pro Stock action found Larry Lombardo taking the best-of-three match in two straight over "Dyno" Don Nicholson's new Ford Mustang. The Jenkins Camaro hit times of 8.65 and 8.63 with a best speed of 157.61 mph, while the Ford was close at 8.79 and 8.71 and a best of 155.97 mph.

Brad Proffitt hit 4.91, 326 mph in the "USA-1" Rocket car to set the new New Jersey land speed record, while Larry Kisha and Tommy Ivo blasted off with their jets, Kisha getting the nod in his "Odyssey" at 6.59, 253.52 mph to 6.64, 254.23 mph.



By Lewis Bloom

**RACEWAY PARK, Englishtown, N.J.** — Englishtown Raceway Park got the 1979 season going into full swing by hosting its first AA/Funny Car show of the season. The race-starved fans shook off the effects of a long winter and showed up in force to watch the likes of Gary Burgin, Larry Fullerton, Jim Wemett/George Johnson, R.C. Sherman, Jake Crimmins and the Cassidy Brothers do battle.

Burgin started off the show with his new super-sleed "Supercharg'r" Ford/Mustang entry, hitting the Low E.T. of Top Speed marks of 6.31, 231.95 mph to beat the Cassidy Brothers' pretty, new Corvette, which hit a losing 6.83, 201.34 mph.

The next pair of floppers went at it side-by-side all the way down the track, as R.C. Sherman's new car beat Jake Crimmins' Ford Mustang right before lights, 6.84, 207.37 mph to 6.99, 196.07 mph. The last race of the first round would have been a great go, but Larry Fullerton had a tire blow out on

his burn-out in the "Trojan Horse" Ford Mustang, giving George Johnson a single in Jim Wemett's Corvette. The Corvette kicked a rod out at the end of its 6.62, 217.91 mph single and caught fire. Johnson was not hurt, but the pretty machine was through for the day.

Burgin joined Johnson on the sidelines in round two, needing more time to message a wounded engine. The Cassidy Corvette started off the round with a 6.62, 218.86 mph over a problem-plagued Sherman and his "Black Arrow" machine, which shook the tires to a losing 7.31, 179.64 mph.

The next pairing found Crimmins winning over a wheelstanding Fullerton. Jake hit a winning 6.75, 194.80 mph after Fullerton shut-off.

The final was another frustrating affair, as Les Cassidy had the motor go away after his burn-out, letting Burgin single for the glory at 8.84, 100.11 mph as the "Orange Baron" lost a transmission at half track.



The "NED" Empire Dragway Gold Cup National Open went off this past weekend with Top Fuel honors going to Larry Bucher, Funny Car to R.C. Sherman, Pro Comp to Mike Kosky, Mike Stowicki (Comp.), F.J. Smith (Modified), Wally Clark (Super Stock) and Robert Slater (Stock). Bucher hit a 6.54, 211.26 to down Howard Haight and the "Hemi Hunter" in the final, as Haight set the meet's pace at 6.44, 224.43. Sherman's Arrow dropped the George Johnson-driven, Jim Wemett Corvette in Funny Car, 6.53 to 6.70, while Kosky's Chevy AA/DA knocked off a broken John Samolyk and his AA/DA Chevy with a final 6.92, 190.67. Stowicki's C/ED beat Robert Newberry's B/EA roadster in Comp., 8.85 to 9.38, while F.J. Smith's B/SM '67 Camaro won Modified over Sam DiAngelo's C/SM Camaro, 10.24 to 10.81. In the all Chevy Super Stock battle, Clark's SS/HA Camaro dropped Peter MacRitchie's SS/MA Chevelle, 11.06 to 12.04, while Slater's H/SA Plymouth Duster beat Chris Hadler's K/SA Ford Torino in Stock, 12.68 to 13.31.

## FUNNY CAR

Some simply wild Funny Car action began with Tom Prock's pretty Poncho Rendon "Detroit Tiger" '79 Arrow from Michigan becoming the first victim of R.C. Sherman's Maryland-based Arrow, 6.65, 204.48 mph to a smokey 7.12, 97.80 mph.

Next it was the John Speelman '79 Vega from Maryland over the breaking '76 Monza of John King. Speelman went 6.98, 205.47 mph, while King sat on the line with his Rhode Island-based King & Marshall entry.

Al Segrini then took the very strong Fred Castronovo Custom Body '79 Arrow to a win over former Pro Comp standout Jeff Rapp in Dave Robinson's '79 Arrow, 6.63, 207.37 mph to 7.07, 202.70 mph, while George Johnson ended the round with a win in Jim Wemett's pretty Corvette, beating Robert Seifert, 6.70, 197.36 mph to 7.90, 205.47 mph.

The semi-finals found Sherman beating Speelman, the Arrow over the Vega in a close one, 6.73, 202.24 mph to 6.86, 208.33 mph, and Johnson upending Segrini, the Corvette over the Arrow, with the Low E.T. of the Meet 6.52, 209.79 mph to 6.73, 210.26 mph.

Sherman was up to the task in the final, as he ripped off a good 6.53, 214.79 mph shot for the Top Speed of the Meet and the win over Johnson's 6.70, 210.28 mph.



**EMPIRE DRAGWAY, Gold Cup Championships — R.C. Sherman's Plymouth Arrow led George Johnson and the Jim Wemett Chevy Corvette all the way in the Funny Car final round, hitting a winning 6.53, 214.79 to a losing 6.70, 210.28. Johnson had earlier set Low E.T. of the Meet in Funny Car at 6.52 seconds.**



**EMPIRE DRAGWAY, Gold Cup Championships — R.C. Sherman's Plymouth Arrow led George Johnson and the Jim Wemelt Chevy Corvair all the way in the Funny Car final round, hitting a winning 6.53, 214.79 to a losing 6.70, 210.28. Johnson had earlier set Low E.T. of the Meet in Funny Car at 6.52 seconds.**



## FUNNY CAR

Al Bergler's popular  
"Motown Shaker" '79 Corvette

entry ended up in the winner's circle at New England, but it was Dick Rosberg and the "Fighting Irish" Pontiac Trans-Am that led the way in qualifying at 6.23, 230.17 mph for the Top Speed of the Meet honors, while Bergler laid in the weeds at 6.45 for the second spot.

Rosberg then started off the first round at 6.50, 211.79 to advance over the red-lighting George Johnson and the Jim Wemett Corvette, as the new Division 1 Champion wasted a 6.91, 217.39 mph effort.

Then Jimmy King and the King & Marshall '77 Monza took a win at 7.53, 195.65 mph to stop the '78 Monza of Ric Deschner, followed by Bergler's first win at a stunning Low E.T. 6.22 and 220.58 mph over Tim Kushi and his Plymouth Sapporo at 6.73, 195.65 mph.

The round ended with a real dog fight between the Mustangs of Larry Fullerton and Al Hanna, with Fullerton's '79 model getting the better of Hanna's '78 version, 6.572, 195.22 mph to 6.571, 208.33 mph.

Rosberg continued on in the semi-finals by stopping King, 6.32, 220.50 mph to a slowing 9.62, while Bergler ripped off a 6.30, 220.58 mph compared to Fullerton's 8.84 shut-off pass.

Rosberg won the battle in the semi-finals but lost the war, as he was not able to show for the final and Bergler took a 17-second single for the win.

## AA/FUNNY CARS

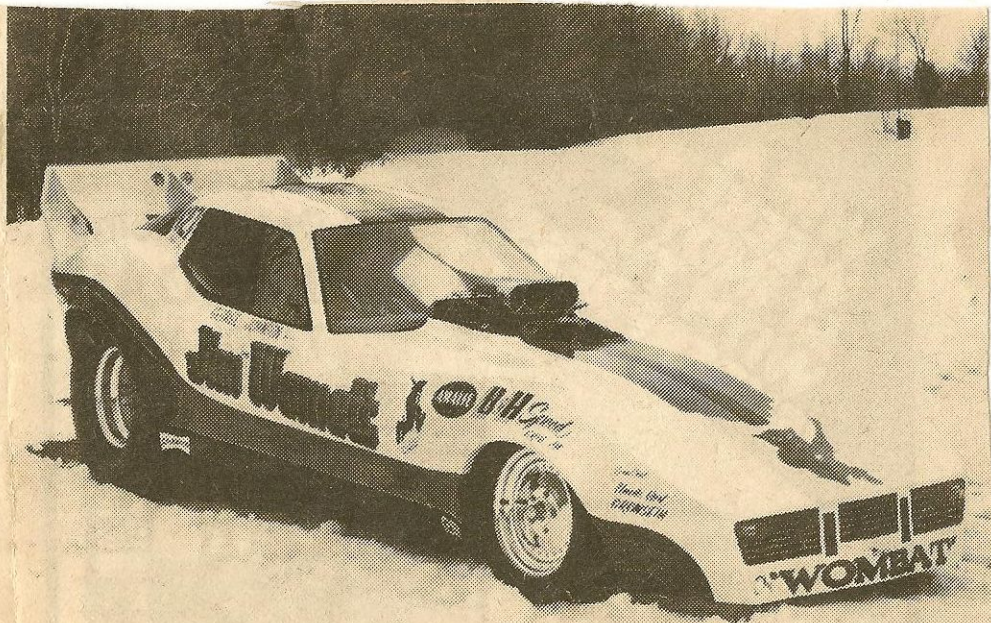
Bruce Larson and Al Hanna opened round one with the win going to the "USA-1" at 6.32, 203 as the "Eastern Raider" trailed at 16-seconds. The King & Marshall Chevy Monza and the "Trojan Horse" Ford Mustang were up next with King putting on the win light at 6.89, 212, while Fullerton turned in a 7.09, 179.

Defending Champ Pete Williams disposed of Bob Siefert's "Agitator" with a strong 6.21, 210 to a 7.72, 122. Freddy DeName's new "Saturday Night Fever" experienced problems on the burn out with a sticky throttle and lightly tapped the guard rail, which set the "Future Force" Monza on a single at 6.92.

Al Segrini easily out distanced Bill Dee's "Noreaster" for the win at 234 mph with no E.T., and Gary Burgin produced a stout 6.11, 228 to put away the "Yankee Sizzler." Roger Lindamood's "Color Me Gone" turned in a 6.48, 208 to stop Harlan Thompson at the wheel of Gary Richards' mount at 6.53, 221.

Roy Harris' "Budweiser Firebird" faced the Cassidy Bros., and in a close match it was Harris for the win at 6.50, 229 to Cassidy's 6.56, 221. George Johnson in Jim Wemett's car and the "Shake and Bake" entry closed the round with the win going to the "Shanke and Bake" at 7.40, 153.





The all new "Wombat" Corvette funny car returns to Raceway Park on Sunday March 25th. Jim Wemett and driver George Johnson have got to be one team to watch in 1979. Towards the end of the 1978 season they were the hottest act going, with numerous 6.10 and 6.20 clockings. What's a "Wombat"??



Qualifying was led by Raymond Beadle's Napa/Regal Ride "Blue Max" Plymouth Arrow for quite a while at a track-record breaking 6.18,

238.72, that is until Don Prudhomme mastered things with Low E.T. of the Meet at 6.15, 243.90 mph to tie Shumake for Top Speed. Beadle came back later and ran 6.20, Prudhomme 6.19. Tom Hoover was third with his beautiful Hoover Family Corvette at 6.22, 232.55, while Shumake put Johnny Loper's "Little Hoss" Arrow in solidly at 6.26, 243.90 mph (Top Speed). Billy Meyer nailed down the fifth spot at 6.28, 241.28 with his "Mystery Arrow" and Ron Colson wheeled Roland Leong's new Avanti "Hawaiian" Corvette to a 6.29, 234.37 for the sixth slot. The top eight was rounded out by Tom McEwen's Corvette at 6.30, 231.95 mph and Kenny Bernstein's "Chelsea King" Arrow at 6.33, 229.59 mph.

Bob Pickett's U.S. Marines/Western Wheel Olds Starfire headed up the second half of the 16-car field with a 6.33, 229.59, while Gary Burgin's "Supercharg'r" Ford Mustang was 10th at 6.35, 238.09 mph. Tom Anderson put the "Speed Racer" Chevy Vega in the 11th spot at 6.38, 226.70, and eventual winner Gordie Bonin was 12th at 6.38, 224.99 mph. Defending champion Dale Pulde put his brand new "War Eagle" Trans Am Firebird ("Best Appearing Car") in the field at 6.39, 228.42, while the field was rounded out by George Johnson and the Jim Wemett Corvette (6.41), Larry Fullerton's new "Trojan Horse" Mustang (6.44) and 16th qualifier Al Segrini with Fred Castronovo's Custom Body-backed '79 Arrow (6.45).

John Force was the first alternate with the Wendy's "Hot & Juicy" Corvette at 6.47, 221.13 mph, and ended up in the show as Larry Fullerton had a bad fire on his qualifying pass and was unable to return for eliminations. Fullerton was not injured, but his new mount suffered quite a bit of damage. Stan Bowman's Ohio-based Chevy Camaro (6.48) and Rick Johnson in Bill Schifsky's "Beartown Shaker" Ford Mustang (6.48) rounded out the top alternates.

The Sunday morning rain and subsequent cooler weather played havoc with the Funny Car program virtually from round one on. Tire smoke seemed to be the order of the day, and it became a real driver's race right from the start. He who could hook-up or recover quickest ended up advancing.

Racing began with a battle of Corvettes, with McEwen's strong 6.31, 232.55 downing John Force's tire-blazing 7.23 at 183.67 mph. Next it was Raymond Beadle really pounding out a stout time at 6.21, 239.36 mph (quickest time of eliminations) to advance past Gary Burgin's tire-smoking 7.72, 125.69. Hoover began his march with a decisive win over Tom Anderson, 6.64, 233.16 to a slowing 9.83, and Ron Colson blasted out a 6.33, 234.90 with the "Hawaiian" to trailer George Johnson's 6.68, 214.79 in another all-Corvette duel.

The round continued with Dale Pulde's repeat victory hopes going up-in-smoke against Billy Meyer, 6.35, 239.36 to 16.30 at 42.69 mph. Don Prudhomme and Bob

Pickett waged quite a battle in the next clash, with "the Snake" prevailing at 6.44, 228.42 to Pickett's game try of 6.65 at 221.13. Bernstein and Shumake were the next two victims of tire-blazing, advancing Al Segrini (6.54, 222.22) and Gordie Bonin (6.47, 225.56) to end the round.

## NHRA GATORNATIONALS

— Battling Sunday's traction woes that plagued Funny Car Eliminator seemingly the most, Gordie Bonin survived to post his second Gatornationals Funny Car win in three years and his first NHRA national event triumph since his great '77 campaign with the Pacemaker/Bubble-Up Trans Am Pontiac Firebird. Bonin and ace crewchief Jerry Verbeul didn't have lane choice except in the second round (a solo run), kicked a rod out in the first round and then used a hole-shot to beat highly-favored Tom Hoover in the title bout.

It was a tenacious effort for the Canadian team, who took advantage of a few good breaks and the right performance at the right time to score their first NHRA national event win since 1977 where they won the Gatornationals and Winston World Finals. A prime example was the final round where Bonin left first, smoked the tires and recovered for a narrow win over Tom Hoover's potent "Showtime" Corvette, 6.93, 224.43 to a fast-closing 8.84 at 227.27 mph.

For Hoover, the veteran racer from Minnesota, the Gatornationals runner-up performance certainly bolstered his lead in the NHRA Winston national points standings. Tom, of course, won the Winter-nationals and nearly made it two in a row at Gainesville.

Low E.T. of the Meet and a new track record of 6.15 seconds went to Don "the Snake" Prudhomme, who for the third straight year at Gainesville lost out in the semi-final round. Prudhomme also ran 6.19 in qualifying, but fell to traction problems as did many others. Tripp Shumake also put his name in the record books by setting Top Speed of the Meet at 243.90 mph with the sleek Johnny Loper Plymouth Arrow. Shumake fell to traction trouble in the opening round.

Qualifying was led by Raymond Beadle's Napa/Regal Ride "Blue Max" Plymouth Arrow for quite a while at a track-record breaking 6.18,

238.72, that is until Don Prudhomme mastered them with Low E.T. of the Meet at 6.15, 243.90 mph to tie Shumake for Top Speed. Beadle came back later and ran 6.20, Prudhomme 6.19. Tom Hoover was third with his beautiful Hoover Family Corvette at 6.22, 232.55, while Shumake put Johnny Loper's "Little Hoes" Arrow in solidly at 6.26, 243.90 mph (Top Speed). Billy Meyer nailed down the fifth spot at 6.28, 241.28 with his "Mystery Arrow" and Ron Colson wheeled Roland Leong's new Avanti "Hawaiian" Corvette to a 6.29, 234.37 for the sixth slot. The top eight was rounded out by Tom McEwen's Corvette at 6.30, 231.95 mph and Kenny Bernstein's "Chelsea King" Arrow at 6.33, 229.59 mph.

Bob Pickett's U.S. Marines/Western Wheel Olds Starfire headed up the second half of the 16-car field with a 6.33, 229.59, while Gary Burgin's "Supercharg'r" Ford Mustang was 10th at 6.35, 238.09 mph. Tom Anderson put the "Speed Racer" Chevy Vega in the 11th spot at 6.38, 226.70, and eventual winner Gordie Bonin was 12th at 6.38, 224.99 mph. Defending champion Dale Pulde put his brand new "War Eagle" Trans Am Firebird ("Best Appearing Car") in the field at 6.39, 228.42, while the field was rounded out by George Johnson and the Jim Wemett Corvette (6.41), Larry Fullerton's new "Trojan Horse" Mustang (6.44) and 16th qualifier Al Segrini with Fred Castronovo's Custom Body-backed '79 Arrow (6.45).

John Force was the first alternate with the Wendy's "Hot & Juicy" Corvette at 6.47, 221.13 mph, and ended up in the show as Larry Fullerton had a bad fire on his qualifying pass and was unable to return for eliminations. Fullerton was not injured, but his new mount suffered quite a bit of damage. Stan Bowman's Ohio-based Chevy Camaro (6.48) and Rick Johnson in Bill Schifsky's "Beartown Shaker" Ford Mustang (6.48) rounded out the top alternates.

(Continued on Page 35)

## Funny Car . . .

(Continued from Page 3)

The Sunday morning rain and subsequent cooler weather played havoc with the Funny Car program virtually from round one on. Tire smoke seemed to be the order of the day, and it became a real driver's race right from the start. He who could hook-up or recover quickest ended up advancing.

Racing began with a battle of Corvettes, with McEwen's strong 6.31, 232.55 downing John Force's tire-blazing 7.23 at 183.67 mph. Next it was Raymond Beadle really pounding out a stout time at 6.21, 239.36 mph (quickest time of eliminations) to advance past Gary Burgin's tire-smoking 7.72, 125.69. Hoover began his march with a decisive win over Tom Anderson, 6.64, 233.16 to a slowing 9.83, and Ron Colson blasted out a 6.33, 234.30 with the "Hawaiian" to trailer George Johnson's 6.68, 214.79 in another all-Corvette duel.

The round continued with Dale Pulde's repeat victory hopes going up-in-smoke against Billy Meyer, 6.35, 239.36 to 16.30 at 42.69 mph. Don Prudhomme and Bob

# Funny Cars Not So Funny

They're called "Funny Cars," but there's nothing humorous about Jim Wemett's and driver George Johnson's 2000 horsepower "Corvette" Funny Car when they get down to the business of professional racing.

The Funny Car name is a source of some confusion since the cars do not prompt laughter either as a result of their appearance or performance—5.97 seconds elapsed time, 240 mph in the 1/4 mile. The modern Funny Car is a short-wheel-based fuel dragster hidden by a fiberglass replica of a late model American production car body. These bodies slip up for easy access to the engine compartment. These cars also run on nitromethane which has a cost of \$18.00 a gallon. In one quarter mile run the car will burn up about 7 gallons of this most expensive fuel (has a great gallons per mile rating).

Wemett Racing Enterprises operates out of Macedon, New York. Their operation consists of a specially built 40 foot trailer complete with a shop, spare parts, and a 1979 Hemi 426 aluminum powered Corvette Funny Car.

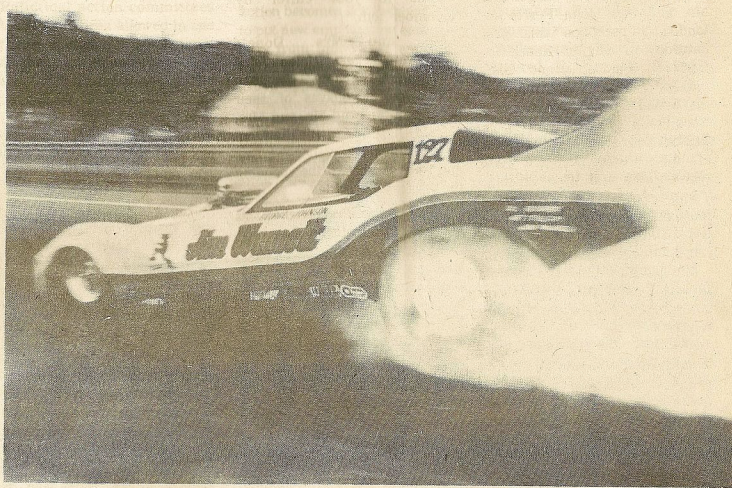
Touring the tough Northeast Division I professional circuit, Jim Wemett and his "Wombat" 1979 Corvette Funny Car driven by George Johnson, became 1979

Division I Champion by gathering points in New Jersey, Canada, Pennsylvania, Maryland and New Hampshire.

Becoming Division I Champion is quite a feat for Jim and George, both formerly of Hemlock, because of the problems they had early in the season. In January 1979 they started the season in California at the NHRA Winter-nationals and immediately destroyed a motor. Coming back East to Darlington, South Carolina in March, they had a severe motor explosion at 200 mph which destroyed their new Funny Car. Pictures of the explosion appeared in the August 1979 issue of Popular Hot Rodding.

Immediately a new car was built at S & W Race Cars in Pennsylvania so that Jim and George were back on their way racing and ultimately winning the NHRA Division I Funny Car Title. Assisting Jim and George to their victory were Bert Gronseth, crew chief, and Bill Richards and Art Stollery, crew members.

Today more than 8 million spectators attend drag racing events annually and more than 130 million people watch drag racing on national TV. The median age of the average racing enthusiast is 28 years, and his median income is \$20,000.





# RECORD REVOLUTION FUNNY CAR NATIONALS WINS BY SEGRINI, PETRO

MOHNTON, PA. — After months of the most dismal weather in the eighteen year history of Maple Grove Dragway, the skies finally cleared in time for Saturday's Record Revolution U.S. Funny Car Nationals. An all time record crowd braved freezing gas lines to witness the wild 24 car event which would yield a historic 5.97 by AA-Funny Car winner Al Segrini.

Segrini's effort tied Don Prudhomme's officially recognized NHRA record, and placed him in the company of Prudhomme, Raymond Beadle, and Pat Foster as the sport's only recognized five second Funny Car performers. Two rounds later, Segrini defeated Gary Burgin for the Record Revolution U.S. Funny Car Nationals title in a wild 6.15, 232.55 to 6.24, 235.60

duel.

Joe Petro entered the BB-Funny Car program a decided underdog, his new "Kamakazi" Corvette only two weeks old and as yet unable to find its six second combination. Petro, who won two Pro Comp meets in as many tries with his AA-DA in 1978, raised a few eyebrows by qualifying fourth at 6.87. After a semi-final holeshot victory over Ace Manzo, Petro found himself in the winners' circle when Arnie Karp exchanged lanes in the final.

## AA-FUNNY CAR

Following the gala pre-race parade led by Miss Record Revolution U.S. Funny Car Nationals Meg Chandler and her court, Annette Martin and Lisa Craver, eliminations began with Gary Burgin's 6.27, 225.00 to 6.44, 193.54 win over Bruce Larson.

Roy Harris matched Burgin's performance in the next stanza, retiring Dick Rosberg's "Fighting Irish" entry with a 6.27, 226.42 to Rosberg's 6.28, 229.55. A battle of Corvettes followed, with George Johnson taking a 6.24, 218.44 decision over Al Berger's crossed up 7.42 in the gorgeous "Motown Shaker." Segrini was next up, against Tom Prock in the Grafiat Auto Supply-Poncho Bendon "Detroit Tiger." With Segrini's recent string of 6.0 and 6.1 showings in the Fred Castronovo "Custom Body" Plymouth Arrow, the fans anticipated a Low E.T. shot, and possibly a new track record. It was exactly 8:00 P.M., the air was beginning to cool, yet the track retained its heat from the intense afternoon sun, and

(Continued on page 13)

(Continued from page 12)

Segrini responded with a stunning 5.97, tying the Snake's speed record at 234.93 despite an early chute. Prock shut off early at 6.68, 185.47.

In the second round, Burgin and Harris locked horns in a good one, with Burgin's 6.30, 233.16 just missing out the 6.28, 227.84 effort posted by the popular Budweiser-Pontiac. Segrini's 4.14, 257.35 performance advanced him to the final past Johnson's 6.51, 187.13, and gave him lane choice against Burgin.

## AA-FUNNY CAR

Following the gala pre-race parade led by Miss Record Revolution U.S. Funny Car Nationals Meg Chandler and her court, Annette Martin and Lisa Craver, eliminations began with Gary Burgin's 6.27, 225.00 to 6.66, 193.54 win over Bruce Larson. Roy Harris matched Burgin's performance in the

next stanza, retiring Dick Rosberg's "Fighting Irish" entry with a 6.27, 228.42 to Rosberg's 6.38, 229.59. A battle of Corvettes followed, with George Johnson taking a 6.34, 218.44 decision over Al Bergler's crossed up 7.62 in the gorgeous "Motown Shaker." Segrini was next up, against Tom Prock in the Gratiot Auto Supply/Poncho Rendon "Detroit Tiger."

With Segrini's recent string of 6.0 and 6.1 showings in the Fred Castronovo "Custom Body" Plymouth Arrow, the fans anticipated a Low E.T. shot, and possibly a new track record. It was exactly 8:00 p.m., the air was beginning to cool, yet the track retained its heat from the intense afternoon sun, and Segrini responded with a stunning 5.97, tying "the Snake's" speed record at 234.98 despite an early 'chute. Prock shut off early at 6.69, 183.67.

In the second round, Burgin and Harris locked horns in a good one, with Burgin's 6.20, 233.16 just nosing out the 6.28, 227.84 effort posted by the popular Budweiser Pontiac. Segrini's 6.14, 227.29 performance advanced him to the final past Johnson's 6.51, 193.13, and gave him lane choice against Burgin.

It was 11:30 p.m., and eliminations were complete save for the AA/Funny Car final when Segrini and Burgin were rolled to the line. Following the completion of the burnouts, the crowd grew tense as the two veterans prepared for the climax of a truly exciting night of Funny Car racing.

At the green, both were gone in a simultaneous launch toward the finish. They remained side-by-side, and just when Burgin's go-for-broke strategy appeared ready to pay off, his "Supercharg'r" Ford Mustang broke traction, just for a split second, but long enough to give Segrini a 6.15,

232.55 victory. Burgin lost with a strong 6.24, hitting a new record speed at 235.60.



**George Johnson hit a first round 6.34, 218.44 to beat Al Bergler, but lost to Segrini's 6.14 with a 6.51 in round two. (Photo by Harold E. Hoch)**



MOHNTON, PA. — Following three weather plagued Sundays, Maple Grove Dragway's ninth annual Spring All-Pro Series closed with a hotly contested Funny Car program, a near-record crowd, and over 350 Sportsman and Bracket entries. While Dick Rosberg established the meet's quickest and fastest performances in the first two rounds of Funny Car Eliminations, it was Tom Prock who claimed the victory when a 20 cent oil pump gasket ruptured on Rosberg's popular "Fighting Irish" entry. It was Prock's first victory in 'Grove action since 1973.

Following the sixth annual Rolling Street Rod Show presented by the Philadelphia Modifiers and Mod-tiques Car Clubs, Funny Car eliminations opened with Jimmy King's 6.66, 208.33 victory over Bob Seifert's seven cylinder effort of 7.17, 172.08. Prock then powered the Poncho Rendon-Gratiot Auto Supply "Detroit Tiger" to a 6.41, 215.31 win over a determined Rodalyn Knox, who lost with a creditable 6.69, 211.26. Rosberg followed with his first ever 'Grove pass, and a memorable

Low E.T. shot, defeating Al Bergler's strong 6.51, 214.28 with a 6.37, 223.32. The round closed with Bruce Larson's debut showing of his new "U.S.A.'1" Corvette, which upset a quicker George Johnson 6.80, 214.79 to 6.75, 203.16 when Johnson shut off prematurely.

The second round saw Rosberg advance over a sideways Jimmy King, setting Top Speed with his 6.40, 227.27 effort, while Prock's 6.52, 203.61 bettered Larson's 6.76, 218.44.

Going into the final, the Novak, Rosberg, McDaniel team had yet to so much as change a plug in the "Fighting Irish" Trans Am, while Prock and crewchief Joey Oster fought piston woes each round. Prock's persistence paid off handsomely, however, as Rosberg became a victim of a ruptured oil pump gasket on his final round burnout and had to shut off, allowing Prock a 6.64, 184.80 single for Spring All-Pro Series honors.

In these tense days of soaring nitro and parts prices, it must be said that this Funny Car program, while not necessarily the quickest, nor fastest, was among the best in recent years.

## FUNNY CAR

The second annual "Jungle Jim" Memorial portion of the Pennsylvania Dutch Classic featured two of the former Team Liberman drivers, Jake Crimmins and Roy Harris. Harris and Tom Prock opened eliminations with a terrific 6.35, 217.91 to 6.37, 214.28 duel, with Prock just nosing out the Budweiser entry in the lights. Harris, though a disappointed loser, later commented, "Jungle sure would have been proud to see that one."

Crimmins suffered cylinder head woes in losing to Burgin's 6.36, 233.16, with George Johnson taking the bye. Bruce Larson's 6.43, 191.48 overcame an early Paul Smith lead when Smith's transmission failed to shift on his 6.71, 160.42 attempt.

In round two, Burgin set the meet's pace with a 6.28, 233.16 win over Prock, who appeared ready to match strides until mid-course when the Poncho Rendon Plymouth Arrow kicked out a rod. Larson advanced with a close 6.53, 214.79 to 6.63, 204.54 win over Johnson in Jim Wemett's Corvette.

In a wild conclusion, Burgin and Larson went wheel to wheel, both skating through the mid-course, with Burgin's late surge giving him the nod at 6.33, 231.36, while Larson's Corvette erupted in a brief, but brilliant fire following his 6.42, 219.51 runner-up effort.

## FUNNY CAR

The second annual "Jungle Jim" Memorial portion of the Pennsylvania Dutch Classic featured two of the former Team Liberman drivers, Jake Crimmins and Roy Harris. Harris and Tom Prock opened eliminations with a terrific 6.35, 217.91 to 6.37, 214.28 duel, with Prock just nosing out the Budweiser entry in the lights. Harris, though a disappointed loser, later commented, "Jungle sure would have been proud to see that one."

Crimmins suffered cylinder head woes in losing to Burgin's 6.36, 233.16, with George Johnson taking the bye. Bruce Larson's 6.43, 191.48 overcame an early Paul Smith lead when Smith's transmission failed to shift on his 6.71, 160.42 attempt.

In round two, Burgin set the meet's pace with a 6.28, 233.16 win over Prock, who appeared ready to match strides until mid-course when the Poncho Rendon Plymouth Arrow kicked a rod. Larson advanced with a close 6.53, 214.79 to 6.63, 204.54 win over Johnson in Jim Wemett's Corvette.

In a wild conclusion, Burgin and Larson went wheel to wheel, both skating through the mid-course, with Burgin's late surge giving him the nod at 6.33, 231.36 while Larson's Corvette erupted in a brief, but brilliant fire following his 6.42, 219.51 runner up effort. Larson's entry ruptured its oil pan spewing hot oil on the exhaust, but the fire quickly went out and Larson was able to stop safely with very little damage to his new U.S.A.-1 Corvette.



## FUNNY CAR

D.A. Santucci and his "Black Magic" Chevy Vega got started down the road to victory with a first round win over the all-Chevy '77 Monza entry of Ric Deschner, 6.96, 195.65 mph to 7.78, 143.54 mph, followed by a win for John Speelman's '79 Chevy Vega at 6.65, 220.58 mph over the 8.00, 137.61 mph slowing pass for Jeff Rapp and his new '79 Plymouth Arrow ride. The round then ended with a single for George Johnson and Jim Wemett's sleek "Wombat" Corvette at 7.09, 199.11 mph when Kevin Seifert didn't return after the rainout for the first round action.

Santucci got the single in the semi-final round, while Johnson hit 7.11, 208.33 mph to defeat the 7.33, 198.67 mph time recorded by Speelman's Vega.

The final was over real quick, as Johnson couldn't wait and tripped the foul light, giving the win to Santucci at 7.21, 191.08 mph. Johnson slowed down with the Corvette after the foul and coasted through at 18.29.

PRO STOCK



**MARYLAND INTERNATIONAL RACEWAY, NHRA Winston Series**  
— D.A. Santucci got a very big Winston win in the final round of Funny Car Eliminator, as he pushed his "Black Maglo" '78 Chevy Vega to a 7.21, 191.08 mph, while George Johnson fouled in the Jim Wamett Corvette.

Photo by R.F. Bissell



**MARYLAND INTERNATIONAL RACEWAY, NHRA Winston Series**  
— D.A. Santucci got a very big Winston win in the 1st round of Funny Car Eliminator, as he pushed his "Black Magic" '78 Chevy Vega to a 7.21, 191.08 mph, while George Johnson fouled in the Jim Wemett Corvette. Photo by P. E. [unreadable]

#### FUNNY CAR

D.A. Santucci and his "Black Magic" Chevy Vega got started down the road to victory with a first round win over the all-Chevy '77 Monza entry of Ric Deschner, 6.96, 195.65 mph to 7.78, 143.54 mph, followed by a win for John Speelman's '79 Chevy Vega at 6.65, 220.58 mph over the 8.00, 137.61 mph slowing pass for Jeff Rapp and his new '79 Plymouth Arrow ride. The round then ended with a single for George Johnson and Jim Wemett's sleek "Wombat" Corvette at 7.09, 199.11 mph when Kevin Seifert didn't return after the rainout for the first round action.

Santucci got the single in the semi-final round, while Johnson hit 7.11, 208.33 mph to defeat the 7.33, 198.67 mph time recorded by Speelman's Vega.

The final was over real quick, as Johnson couldn't wait and tripped the foul light, giving the win to Santucci at 7.21, 191.08 mph. Johnson slowed down with the Corvette after the foul and coasted through at 18.29.

In the popular Funny Car division, veteran Roy Harris of Drexel Hills, Pa., driver of the all-new "Budman" Trans-Am, will be leading a fine group of drivers along with popular Bruce Larson of Dauphin, Pa., George Johnson of Macedon, N.Y., D.A. Santucci of Glennilard, Pa., and Jake Crimmins of North Brunswick, N.J.

Harris drove his Firebird to a very impressive 6.13 second clocking last week at the Summernationals to hold down the No. 2 position in qualifications. Johnson currently leads the Northeast regional points, while Santucci captured the last Division 1 event at Budd's Creek to move to third in the points.



## NHRA National Event Attendance Reflects Increase; Overall '79 Attendance In Drag Racing 5.3 Million

**NORTH HOLLYWOOD, Calif.** — Races on the National Hot Rod Association Championship Circuit drew a record 516,675 spectators and participants in 1979 despite mid-season gasoline shortages and weather problems which had a serious negative impact on both the season-opening Winternationals at Pomona, Calif., and the Molson Grandnational at Montreal, Canada.

Paid attendance for the 11-race circuit was up five-tenths of one percent over 1978 in spite of a 31.2 percent decrease at the Winternationals and a 16.2 percent decrease at the Grandnational, races which had both reflected increases the previous year.

Those deficits were offset, however, by significant increases at the Cajun Nationals at Baton Rouge, La., up 23.9 percent in paid admissions; the Mile-High Nationals at Denver, Colo., up a whopping 58 percent in paid attendance; the Fallnationals at Seattle, Wash., up 49.9 percent; and the season-ending Winston World Finals at Ontario, Calif., up 17.5 percent.

The more than half-a-million racing enthusiasts who attended the national meets were but a small part of a combined audience of almost 5.3 million who watched 3,000 races at 150 tracks in 41 states and Canada last year.

Once again, the event with the single biggest impact on the attendance figures was the Labor Day U.S. Nationals at Indianapolis, Ind., the oldest, largest and richest event in drag racing history.

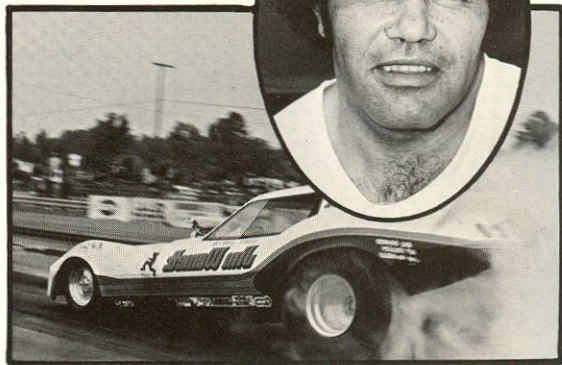
The 25th U.S. Nationals attracted a total audience of 114,300 for six days, reflecting an increase of 1.4 percent in paid attendance and seven-tenths of one percent in overall attendance.

Figures for the other events on the circuit: Gatornationals (Gainesville, Fla.), 57,456; Springnationals (Columbus, Ohio), 57,453; Summernationals (Englishtown, N.J.), 57,059; Winternationals, 48,122; Molson Grandnational, 40,090; Winston World Finals, 35,636; Sportsnationals (Bowling Green, Ky.), 30,889; Fallnationals, 29,406; Cajun Nationals, 27,840; and Mile-High Nationals, 18,406.

The Winternationals, shortened from five days to two by winter storms which virtually eliminated the spectator market north of Los Angeles, had its smallest crowd since 1975 when it drew 48,029 fans. The Grandnational, which was completed a day late because of rain, was down more than 5,000 from 1978.

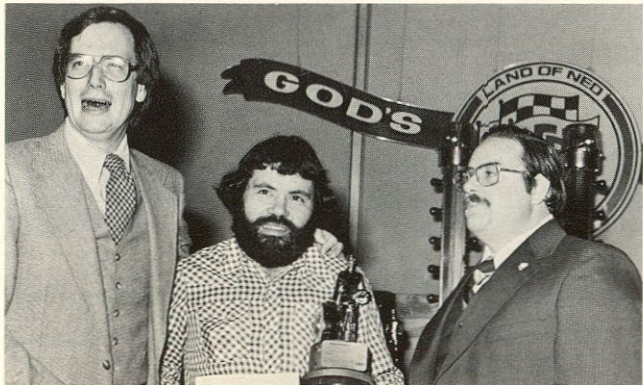
The most encouraging gains were those made by the Fallnationals, up substantially for the first time in history, and the World Finals, which enjoyed the biggest percentage increase since its move to Ontario Motor Speedway in 1974.

## George Johnson funny car



GEORGE JOHNSON has been the bridesmaid over the years, but 1979 saw a change in that stance when George drove Jim Wemett's "Wombat" entry to the NED Funny Car Championship. The Macedon, New York, duo will be back stronger than ever in 1980 on the NED Winston Series and we predict to an even stronger showing than last year.

Jeff Byrd Winston Drag Racing manager is ecstatic over presenting Funny Car Champ George Johnson with his Winston points check.

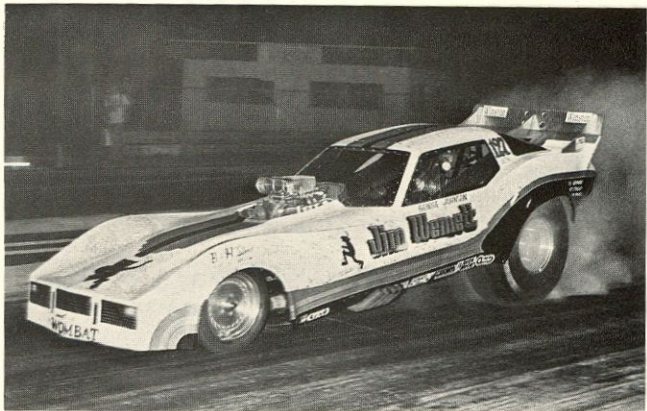




# NED Fetes '79 Stars



"NED" DIVISION 1 AWARDS BANQUET, Freehold, N.J. — Five of the 1979 Division 1 Champions all gathered for this group show along with lovely Shelly Harmon. From the left are Super Stock Champion Herb Kutz, Competition Champion Dennis Ferrara, Shelly, Pro Stock Champion Frank Iaconio, Funny Car Champion George Johnson and Pro Comp Champion Joe Amato. Photo by R.F. Bissell.



George Johnson teamed again with Jim Wemett of Macedon, New York, giving notice that their "Wombat" funny car entry was ready for a Division title and not another bridesmaid's role. The good looking entry garnered the honors with some very impressive showings in the Winston Series events.



**"NED" DIVISION 1 AWARDS BANQUET, Freehold, N.J. — Five of the 1979 Division 1 Champions all gathered for this group show along with lovely Shelly Harmon. From the left are Super Stock Champion Herb Kutz, Competition Champion Dennis Ferrara, Shelly, Pro Stock Champion Frank Iacono, Future Car Champion George Johnson and Pro Comp Champion Joe Amato.**

Photo by R.F. Bissell



# Top 50 T/F, F/C, Pro Scorers For 1979

The 1979 NHRA drag racing season is now in the books. Just as in recent years, the big Winston points payouts attracted literally hundreds of Professional category cars to national and regional events across the country. Here are just the Top 50 in each Pro category, representing the cream of the huge crop.

## TOP FUEL

1. Rob Bruins	Federal Way, Wash. ....	7,350
2. Kelly Brown	Calbasas, Calif. ....	6,209
3. Don Garlits	Sheffner, Fla. ....	5,955
4. Shirley Muldowney	Mt. Clemens, Mich. ....	5,770
5. Bob Noice	Van Nuys, Calif. ....	2,861
6. Bill Pryor	East Peoria, Ill. ....	4,822
7. Dave Uyebara	Santa Clara, Calif. ....	4,549
8. Larry Dixon	San Jacinto, Calif. ....	4,503
9. Johnny Abbott	Denver, Colo. ....	4,462
10. Richard Tharp	Dallas, Tex. ....	3,947
11. Gary Beck	El Toro, Calif. ....	3,450
12. Conrad Kalitta	Ypsilanti, Mich. ....	3,172
13. Jeb Allen	Coeur D'Alene, Ida. ....	3,138
14. Garth Widdison	Roy, Utah ....	2,850
15. Dave Settles	Dallas, Tex. ....	2,506
16. Steve Stephens	Houston, Tex. ....	2,281
17. Doug Kerrhulas	Bakersfield, Calif. ....	2,175
18. Rick Ramsey	Fountain Valley, Calif. ....	2,086
19. Bobby Hilton	Cincinnati, Ohio ....	2,080
20. Gary Ormsby	Roseville, Calif. ....	1,858
21. Pat Dakin	Dayton, Ohio ....	1,830
22. Hank Johnson	Marysville, Wash. ....	1,771
23. Clayton Harris	Moulton, Ala. ....	1,665
24. Frank Bradley	Napa, Calif. ....	1,480
25. Luigi Novelli	Calumet City, Ill. ....	1,451
26. Larry Bucher	Linden, N.J. ....	1,414
27. Ed Renck	Pueblo, Colo. ....	1,249
28. Mike Palmer	Puyallup, Wash. ....	1,231
29. Wayne Ernest	Elkhart, Ind. ....	1,225
30. Dwight Salisbury	Van Nuys, Calif. ....	1,217
31. Mike Tarter	Houston, Tex. ....	1,190
32. Howard Haight	Allentown, Pa. ....	1,127
33. Junior Kaiser	Lakewood, Colo. ....	1,121
34. Jim Archer	Los Alamos, N.M. ....	1,021
35. Jeg Coughlin	Columbus, Ohio ....	977
36. Jim Herbert	Sacramento, Calif. ....	935
37. Marvin Graham	Oklahoma City, Okla. ....	831
38. Jerry Ruth	Seattle, Wash. ....	828
39. Terry Capp	Edmonton, Alb., Canada. ....	816
40. Don Reed		

## FUNNY CAR

1. Raymond Beadle	Dallas, Tex. ....	7,023
2. Don Prudhomme	Granada Hills, Calif. ....	6,492
3. Don Bonin	Delta, B.C., Canada ....	6,400
4. Billy Meyer	Waco, Tex. ....	6,002
5. Ron Colson	Addison, Ill. ....	5,777
6. Tom Hoover	Minneapolis, Minn. ....	5,636
7. Tripp Shumake	Phoenix, Ariz. ....	4,284
8. John Force	Fullerton, Calif. ....	4,193
9. Kenny Bernstein	Austin, Tex. ....	3,515
10. Tom McEwen	Fountain Valley, Calif. ....	3,404
11. Pat Foster	Van Nuys, Calif. ....	3,167
12. Gary Burgin	Stanton, Calif. ....	2,648
13. Dale Pulde	Van Nuys, Calif. ....	2,442
14. Al Segrini	Utica, N.Y. ....	2,300
15. Rob Williams	Westminster, Colo. ....	1,747
16. Tom Ridings	Long Beach, Calif. ....	1,650
17. Simon Menzies	Torrance, Calif. ....	1,638
18. Jim Adolph	Sylmar, Calif. ....	1,531
19. Bob Pickett	Granada Hills, Calif. ....	1,438
20. Jim Dunn	Long Beach, Calif. ....	1,425
21. Tim Grose	Benton Harbor, Mich. ....	1,400
22. Len Imbrogno	Elvira, Ohio ....	1,323
23. George Johnson	Macedon, Ohio ....	1,318
24. Roy Harris	Drexel Hills, Pa. ....	1,242
25. Doc Halladay	Milwaukee, Wisc. ....	1,235
26. Kosty Ivanof	Brighton, Mass. ....	1,215
27. Les Cassidy	Providence, R.I. ....	1,089
28. Dick Rosberg	Jackson, Miss. ....	1,055
29. Gary Densham	Bellflower, Calif. ....	1,021
30. Shirl Greer	Warner Robins, Ga. ....	940
31. Dave Condit	Lakewood, Calif. ....	938
32. Jerry Jefferson	Oklahoma City, Okla. ....	924
33. John Collins	Long Beach, Calif. ....	922
34. D.A. Santucci	Corapolis, Pa. ....	915
35. Murf McKinney	Otterbein, Ind. ....	718
36. Ezra Boggs	Norman, Okla. ....	716
37. Jim Moore	Anchorage, Alaska ....	715
38. Larry Brown	Oklahoma City, Okla. ....	620
39. Mike Miller	Bothell, Wash. ....	615
40. Rick Johnson		

## PRO STOCK

1. Bob Glidden	Whiteland, Ind. ....	10,094
2. Frank Iaconio	Totowa, N.J. ....	7,662
3. Don Nicholson	Orange, Calif. ....	5,989
4. Lee Shepherd	Arlington, Tex. ....	5,628
5. Randy Humphrey	Long Beach, Calif. ....	5,408
6. Joe Satriano	Merrillville, Ind. ....	5,026
7. Larry Lombardo	Malvern, Pa. ....	4,878
8. Kevin Rotty	Tucson, Ariz. ....	4,723
9. Mark Yuill	Reno, Nev. ....	4,248
10. Ronnie Sox	Burlington, N.C. ....	3,570
11. Jim Kinnett	Lilburn, Ga. ....	3,556
12. Sonny Bryant	Orange, Calif. ....	3,101
13. John Hagen	St. Paul, Minn. ....	2,540
14. Wally Booth	Berkley, Mich. ....	2,248
15. Andy Mannarino	Farmington, Mich. ....	1,839
16. Terry Sherrill	Klamath Falls, Ore. ....	1,886
17. Lee Hunter	Costa Mesa, Calif. ....	1,649
18. Larry Johnson	Dana Point, Calif. ....	1,456
19. Don Campanello	Wayne, N.J. ....	1,434
20. Ronnie Manchester	Westport, Mass. ....	1,324
21. Alban Gauthier	Montreal, Que., Canada. ....	1,265
22. Tom Chelbana	Sunnymead, Calif. ....	1,232
23. Billy Wash	Forsan, Tex. ....	1,137
24. Bobby Lee Marriott	Dallas, Tex. ....	953
25. Gordie Rivera	Yuma, Ariz. ....	934
26. Gene Fasching	Winsted, Minn. ....	921
27. Richie Zul	Lindenhurst, N.Y. ....	920
28. Pat Williams	Lake Park, Fla. ....	820
29. Roger Denney	Garner, Ia. ....	819
30. Larry Sengstack	Spotswood, N.J. ....	814
31. Gary Hansen	Torrance, Calif. ....	813
32. Roy Hill	Sophia, N.C. ....	807
33. Gary Pugh	Tacoma, Wash. ....	719
34. Morris Johnson	Richmond, Va. ....	715
35. Mike Oppen	Tyler, Tex. ....	712
36. Brian Rodekopf	Independence, Mo. ....	712
37. Shelby Jester	Hot Springs, Ark. ....	709
38. Jim Mikel	Wakarusa, Ind. ....	624
39. Wyman Barnett	Stone Mountain, Ga. ....	622
40. Larry Peterson		

	Kalamazoo, Ind. ....	742		White Deer Lake, Minn. ..	811		Wright, Miss. ....	816
41.	Kerry Giesbert		41.	Alan Bowman		41.	Frank Parker	
	Manas, Pa. ....	715		Dartco, Ohio ....	807		Detroit, Mich. ....	818
42.	Marilyn Schwartz		42.	Carl Swanson			Rich Hubbard	
	Largo, Fla. ....	848		Sonia, Tenn. ....	824		Unionburg, N.Y. ....	819
43.	Tom Kaiser		43.	Al Senger			Mike Hanzel	
	Lakewood, Colo. ....	825		Mt. Clemens, Mich. ....	822		Federal Way, Wash. ....	813
44.	Wayne Meiner		44.	Pete Williams		44.	Jerry Jaska	
	Campton, Calif. ....	815		Chicago, Ill. ....	830		San Antonio, Tex. ....	812
45.	Ernie Hall		45.	Tom Anderson		45.	Joan Bakke	
	Cornelius, Ore. ....	812		Franklin, Pa. ....	816		Oakland, Calif. ....	808
46.	Doug Mead		46.	Cliff Miller		46.	Gaston Phillips	
	Buffalo, La. ....	811		Grand Junction, Colo. ....	812		Vienna, Va. ....	815
47.	Bill Gelpy		47.	Larry Pullerton		47.	Brad Full	
	Lanham, Kan. ....	832		Jacksonville, Fla. ....	810		Flora, Nev. ....	808
48.	Charles Greer		48.	Mike Van Sam		48.	Bob Wood	
	Philadelphia, Pa. ....	818		Torrance, Calif. ....	808		Springfield, Mass. ....	804
	Joe Orsco		49.	Jack Conway		49.	Tony Rizzo	
	Concord, Calif. ....	818		San Bransford, N.J. ....	808		Tulsa, Ark. ....	418
50.	Mark Oswald		50.	Tom Prock		50.	David Adams	
	Cincinnati, Ohio ....	812		Detroit, Mich. ....	804		Houston, Tex. ....	414



# Macedon's Wemett Drives A Fast 'Funny Car'



**LEAVING A TRAIL OF RUBBER —** Macedon's Jim Wemett gets off to a jack-

rabbit start in his Funny Car as he tests the vehicle for this season's racing events.

**MACEDON** — They're called "Funny Cars," but there's nothing humorous about Jim Wemett's and driver George Johnson's 2000-horsepower "Corvette" Funny Car when they get down to the business of professional racing.

The Funny Car name is a source of some confusion since the cars do not prompt laughter either as a result of their appearance or performance — 5.97 seconds elapse time, 240 mph in the 1/4 mile. The modern Funny Car is a short-wheel-based fuel dragster hidden by a fiberglass replica of a late model American production car body. These bodies slip up for easy access to the engine compartment. These cars also run on nitromethane which has a cost of \$18 a gallon. In one quarter mile run the car will burn up about seven gallons of this most expensive fuel (has a great gallons per mile rating).

Wemett Racing Enterprises operates out of Macedon. Their operation consists of a specially built 40-foot trailer complete with a shop, spare parts, and a 1979 Hemi 426 aluminum powered Corvette Funny Car.

Touring the tough Nor-

theast Division I professional circuit, Jim Wemett and his "Wombat" 1979 Corvette Funny Car driven by George Johnson, became 1979 Division I Champion by gathering points in New Jersey, Canada, Pennsylvania, Maryland and New Hampshire.

Becoming Division I Champion is quite a feat for Jim and George, because of the problems they had early in the season. In January 1979 they started the season in California at the NHRA Winternationals and immediately destroyed a motor. Coming back East to Darlington, SC in March, they had a severe motor explosion at 200 mph which destroyed their new Funny Car. Pictures of the explosion appeared in the August 1979 issue of "Popular Hot Rodding."

Immediately a new car was built at S&W Race Cars in Pennsylvania so that Jim and George were back on their way racing and ultimately winning the NHRA Division I Funny Car Title. Assisting Jim and George to their victory were Bert Gronseth, crew chief, and Bill Richards and Art Stollery, crew members.

Wombat owner Jim Wemett spends his time during the week as president/owner of a million-dollar-plus sales corporation dealing in automotive and electronic equipment. Weekends find Jim coordinating the action of his 235-mph AA/Funny Car.

After graduation from Bryant College in 1970, Jim entered a family wholesale-retail oil business. It wasn't long before Jim moved on to coordinating his own enterprises including entering professional drag racing with an injected fuel 1969 Mustang. The following year he moved into a BB/FC Camaro. In 1973 a Dodge Challenger replaced the Camaro moving Jim into AA/FC. Jim drove his own races as well as managing the yearly campaign, at one point ranking as high as 9th in the NHRA Winston World Championship Series and finishing well in Division I points yearly. In 1974, George Johnson came on board, initially as mechanic, but ultimately taking over the driver's seat as well, leaving Jim to manage bookings and sponsors.



# ROC'S SECRET FORMULA: MIX TWO STORES, ONE RACE CAR AND LOTS OF K40'S



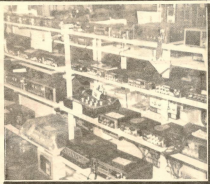
What's Jim Wemett's success formula? He takes two stores, one race car, and lots of K40's to stay ahead of his competition. Jim's two stores are ROC Communications in Rochester and Macedon CB Center in nearby Macedon. As a sideline Jim owns and races his high speed funny car, the "Mombat." Jim continues to be one of the largest K40 dealers in the area through constant advertising in local newspapers. Jim believes in taking full page ads to let his customer know what he's got on sale. When Jim isn't trying to sell a K40 to one of his customers or calling us to order some more, you'll find him at the speedway racing his "Mombat."

### K40 DEALER PROFILE BOX

1. ROC COMMUNICATIONS
2. ROCHESTER, NY
3. JIM WEMETT
4. 4 YEARS IN BUSINESS
5. 60% CB



Business is FULL SPEED AHEAD at ROC.



George Johnson was handed the Funny Car trophy for his good work in the Jim Wemett "Wombat" Corvette, which beat out Roy Harris and the Tom Ryan-owned "Budman"

Glennillard, Pa.'s D.A. Santucci won Funny Car Eliminator with the former "Black Magic" '78 Chevy Vega

---

entry, hitting a final round 7.21, 191.08 over a red-lighting George Johnson and the Jim Wemett Chevy Corvette. Johnson shut-off on the run at 18.29, 28.10 mph. John Speelman set Low E.T. and Top Speed at 6.65, 220.58 mph with his '79 Chevy Vega, but unfortunately had a fire in the semi-final round. Speelman was not injured; but the Chevy Vega body was a total loss as John went off the track.



### FUNNY CAR

"Rapid Roy" Harris led the qualifying with his "Budman" '79 Firebird flopper at 6.38, which stood as the Low E.T. of the Meet. He didn't make it out of round one, however, as he was defeated by the "Wombat" Corvette of Jim Wemett with George Johnson driving. Johnson took the win at 6.65, 211.26 mph, while Harris tried to catch him at 6.71, 219.51 mph.

Next came the first win for eventual winner Ron Colson and Roland Leong's famed "Hawaiian" Corvette at 6.40, 212.26 mph to defeat the new Corvette of Bruce Larson, which fouled away a 6.82, 200.00 mph pass.

Minnesota's Rick Johnson then drove Bill Shifsky's "Bear

Town Shaker" Mustang to a win at 6.52, 223.32 mph to cover the quicker 6.51, 211.26 mph clicked off by the "Custom Body" '79 Plymouth Arrow of Fred Castronovo with Al Segrini aboard.

Another midwesterner took the next race, as Dick Rosberg piloted the Bill McDaniel and Don Novak-owned "Fighting Irish" '78 Pontiac Firebird to a winning 6.56, 226.13 mph shot, covering the 6.87, 212.22 mph effort of John Speelman's Maryland-based '78 Chevy Vega.

The semi-finals started with Colson getting around George Johnson in another all-Corvette battle, 6.42, 226.70 mph to 6.71, 205.47 mph, as the "Hawaiian's" Top Speed of the Meet charge went around the Wemett machine.

Then it was Rick Johnson (no relation) and the "Bear Town Shaker" Mustang, hitting 6.59,

213.27 mph to get around the stubborn 6.71, 224.43 mph pass recorded by Rosberg's "Fighting Irish" Firebird.

Then, in the final, Colson, of Illinois, drove the Avanti CB Antenna-backed Corvette to the winner's circle at 6.47, 225.56 mph over the 6.69, 203.16 mph pass for the slowing Rick Johnson and his Mustang entry.

## FUNNY CAR

Traveling all the way from Phoenix, Arizona, Tripp Shumake made the trip to the East Coast pay off as the driver of the Johnny Loper Plymouth Arrow Funny Car took the Low E.T. and Top Speed of the Meet in the Friday afternoon qualifying with a pass of 6.23, 231.36 mph.

Close behind the potent Loper Arrow was the Ford Mustang II flopper "Boston Shaker" machine of Kosty Ivanof. Before rolling to the winner's circle he took the second position in the qualifying

with a 6.28, 223.32 mph performance, while it was the "Speed Racer" Chevy Vega of Franklin, Pa.'s Tom Anderson with a 6.31, 221.12 mph.

Continuing with the close eight car field was George Johnson driving the Jim Wemett Corvette to fourth position with a 6.36, 218.97 mph time with the Pontiac Firebird "Budman" of Roy Harris in fifth at 6.38, 224.43 mph and John Speelman's '79 Chevy

Vega in sixth at a 6.39, 225.66 mph effort from the Gaiterburg, Maryland-based machine.

Local favorite Bruce Larson with his "USA-1" Corvette-bodied flopper was seventh with a 6.40, 223.88 mph timing, while holding down the eighth and final qualifying spot was R.C. Sherman's black Plymouth Arrow with a 6.41, 218.45 mph time.

Surprisingly the cars of

Harlan Thompson, Les Cassidy and D.A. Santucci were unable to make the eight car field despite times quicker than 6.60 proving the quality of the tough Funny Car field.

In a surprise, the Tripp Shumake driving day ended in the first round as his 6.35, 227.76 mph time lost out to the Roy Harris flopper with a 6.27, 225.56 mph. Then it was Bruce Larson advancing with a 6.81, 212.76 mph time to defeat the troubled run of 8.48, 115.24 mph for Tom Anderson.

Eventual winner Kosty Ivanof began his run to the winner's circle with a 6.61, 220.59 mph time to defeat the John Speelman Chevy Vega at 6.71, 221.67 mph. Then it was George Johnson in the entry of Jim Wemett breaking off the line handing the win to the R.C. Sherman Arrow at 6.42, 202.24 mph.

Roy Harris was the winner of the first semi-final round race facing off against the potent Corvette of Bruce Larson. Harris' time of 6.42, 227.84 mph handled the Larson timing of 6.64, 182.18 mph.

Kosty Ivanof rolled to the final with a 6.40, 218.91 mph gaining momentum for the final. The 6.79, 196.07 mph effort by R.C. Sherman was not enough to defeat Ivanoff in the semi's.

The final came down to a battle between Harris and Ivanof with the latter the winner at a very quick 6.25, 223.87 mph compared to the 6.46, 230.76 mph time for Harris.



## FUNNY CAR

Jake Crimmins ended up in the winner's circle with some very strong passes and a bit of luck. His 6.46 second round shot wasn't too far off the Low E.T. of the Meet that was turned in by "Rapid" Roy Harris and his "Budman" Pontiac Trans-Am at 6.40 for the low qualifying spot.

Harris started the first round by almost equalling that Low E.T. with a fine 6.41, 231.95 mph shot for the Top Speed honors to stop the ailing Dodge entry of Harland Thompson at 10.26. This was followed by

Crimmins hitting 6.55, 211.26 mph with his '78 Mustang K-B machine to defeat Maryland's John Speelman and his new Chevy Vega machine at 6.70, 207.85 mph.

George Johnson then piloted Jim Wemett's tough Corvette machine to a fine 6.44, 215.31 mph shot to beat the new Mustang entry of veteran Larry Fullerton, who hit 7.10, 152 mph with the troubled Division 2 car.

Jim Adolph, of Van Nuys, California ended the round by hitting 6.65, 210.77 mph with Jim Glenn's "Shady Glenn" Plymouth Volare to advance over the Vega machine of Edgewood, Maryland's Bob Seifert at a slowing 8.70, 105 mph.

The second round began with a win for Crimmins over Harris, as the Mustang beat the Trans-Am 6.46, 218.44 mph to a slowing but close 6.64, 159.85 mph. Meanwhile, Adolph took the other semi-final race, 6.50, 164.53 mph to a losing catch-up effort of 6.71, 212.26 for the Wemett/Johnson Corvette.

The final ended up being an easy single for Crimmins at 15.44, as the California car had to be loaded back on the trailer with terminal problems preventing it from making the run.



## FUNNY CAR

Some simply wild Funny Car action began with Tom Prock's pretty Poncho Rendon 'Detroit Tiger' '79 Arrow from Michigan becoming the first victim of R.C. Sherman's Maryland-based Arrow, 6.65, 204.48 mph to a smokey 7.12, 97.80 mph.

Next it was the John Speelman '79 Vega from Maryland over the breaking '76 Monza of John King. Speelman went 6.98, 205.47 mph, while King sat on the line with his Rhode Island-based King & Marshall entry.

Al Segrini then took the very strong Fred Castronovo Custom Body '79 Arrow to a win over former Pro Comp standout Jeff Rapp in Dave Robinson's '79 Arrow, 6.63, 207.37 mph to 7.07, 202.70 mph, while George Johnson ended the round with a win in Jim Wemett's pretty Corvette, beating Robert Seifert, 6.70, 197.36 mph to 7.90, 205.47 mph.

The semi-finals found Sherman beating Speelman, the Arrow over the Vega in a close one, 6.73, 202.24 mph to 6.86, 208.33 mph, and Johnson upending Segrini, the Corvette over the Arrow with the Low E.T. of the Meet 6.52, 209.79 mph to 6.73, 210.26 mph.

Sherman was up to the task in the final, as he ripped off a good 6.53, 214.79 mph shot for the Top Speed of the Meet and the win over Johnson's 6.70, 210.28 mph.



# SUPER STOCK NATIONALS RESCHEDULED



Due to the long gas line, threatened strikes by station operators and dwindling supplies of gasoline, the management of York US 30 Dragway deemed it necessary to postpone the running of the 15th Annual Coca Cola Super Stock Magazine Nationals.

The event has been rescheduled for Saturday, August 11 and the new rain date established as August 25. The same time schedule of Gates opening at 10:00 AM with Features at 7:00 PM will prevail, and as before, *ALL CLASSES*

*OF COMPETITION WILL BE RUN IN ADDITION TO THE FEATURE PRESENTATION.*

Due to other commitments, the feature cars of Don "The Snake" Prudhomme and Tom "Mongoose" McEwen will be unable to return for the rescheduled event. However, the York US 30 Dragway is pleased to announce that a full program of feature cars will still be presented with the following entries confirmed as of this date.

JIM WEMMIT

ROY HARRIS

RAY SHERMAN

AL SEGRINI

TOM POCK

BRUCE LARSON

LARRY FULLERTON

KOSTY IVANOF

**ADDITIONAL INVITED FEATURES YET TO BE ANNOUNCED.**

We hope to see you on August 11, for the running of the 15th Annual Super Stock Magazine Nationals.

# National DRAGSTER Championships

(Continued from Page 11)

4.35, 233.15 mph.

The final race of the first round was very close with the hole-shot by the Ypsilanti, Michigan-based dragster of Casare Kalitta in his famed "Bounty Hunter" machine over the Allenton, Pa.-based Chevy-powered machine of Howard Haight. Kalitta rolled into the next round of racing with a 4.23, 234.70 mph over the quicker but losing time of 4.19, 223.21 mph for Haight.

Hilton continued to overwhelm the competition as his time of 4.15, 238.42 mph easily outdistanced the Lee Weller entry at a slowing 6.92, 159.28 mph pass.

Barbin became the other final round contestant as in possibly the best race of the night it was Barbin the winner at 6.11, 236.76 mph to the 6.17, 234.59 mph clocking for Kalitta.

The final was cracked up to

be one of the best races of the night as Hilton wheeled the Lee entry to the line against Barbin. Hoping to cut a close light, Hilton jumped the gun red-lighting to a slowing time of 7.29, 108.44 mph, while Barbin, witnessing the error by Hilton, rolled to an easy time of 4.39, 232.31 mph for the win.

## FUNNY CAR

Traveling all the way from Phoenix, Arizona, Tripp Shumake made the trip to the East Coast pay off as the driver of the Johnny Loper Plymouth Arrow Funny Car took the Low E.T. and Top Speed of the Meet in the Friday afternoon qualifying with a pass of 4.23, 231.36 mph.

Close behind the potent Loper Arrow was the Ford Mustang II flopper "Boston Shaker" machine of Kasty Irsanof. Before rolling to the winner's circle he took the second position in the qualifying

with a 4.38, 223.32 mph performance, while it was the "Speed Racer" Chevy Vega of Franklin, Pa.'s Tom Anderson with a 4.31, 221.12 mph.

Continuing with the close-fight car field was George Johnson driving the Jim Wemett Corvette to fourth position with a 4.36, 218.97 mph time with the Pontiac Firebird "Badman" of Ray Harris in fifth at 4.38, 224.43 mph and John Speelman's '79 Chevy

Vega in sixth at a 4.39, 225.96 mph effort from the Gaithersburg, Maryland-based machine.

Local favorite Bruce Larson with his "USA-1" Corvette-bodied flopper was seventh with a 4.40, 223.88 mph timing, while holding down the eighth and final qualifying spot was R.C. Sherman's black Plymouth Arrow with a 4.41, 218.45 mph time.

Surprisingly the cars of

Harlan Thompson, Lee Cassidy and D.A. Santucci were unable to make the eight car field despite times quicker than 6.60 proving the quality of the tough Funny Car field.

In a surprise, the Tripp Shumake driving day ended in the first round as his 6.25, 227.76 mph time lost out to the Ray Harris flopper with a 6.27, 225.34 mph. Then it was Bruce Larson advancing with a 4.81, 212.76 mph time to defeat the troubled run of 8.98, 115.24 mph for Tom Anderson.

Eventual winner Kasty Irsanof began his run to the winner's circle with a 6.82, 220.59 mph time to defeat the John Speelman Chevy Vega at 6.71, 221.62 mph. Then it was George Johnson in the entry of Jim Wemett breaking off the line handing the win to the R.C. Sherman Arrow at 6.42, 202.24 mph.

Ray Harris was the winner of the first semi-final round race facing off against the potent Corvette of Bruce Larson. Har-



NATIONAL DRAGSTER CHAMPIONSHIPS — Frank Iacono was the winner of the Pro Stock final as due to a staging error the final had to be re-run between the Iacono Camaro and the Chevy Camaro of Larry Lombardo. Unfortunately Lombardo did not return for the final and Iacono staged to the win at 8.58, 153.32 mph.

Photo by R.F. Blassell

(Continued on Page 17)



**FUNNY CAR:** The name is the source of some confusion since the cars do not prompt laughter either as a result of their appearance or performance — 5.97 seconds elapsed time, 240 miles per hour. The name was derived from early models which often featured mismatched bodies and chassis so that at times they did actually look “funny”. Although the machines reached a state of sophistication which made the title obsolete, it somehow remained in vogue. Actually, the modern funny car is nothing more than a short-wheelbased fuel dragster hidden by a fiberglass replica of a late model American production car body. These bodies flip up for easy access to the engine compartment.

# Study Rates Spectators Desirable Consumers

**NEW YORK CITY, N.Y.** — The auto racing spectator audience, based on age, income and occupational status, comprises one of the more desirable consumer groups in America, according to a recently completed study.

But, cautions the study's author, there are substantial variations among spectator audiences, depending on the type of racing the spectator prefers.

"Those variations make all the difference in the world to the modern consumer goods marketer," says Brad Niemcek, whose New York City firm conducted the four-month study. "The old generalizations about racing spectators — that they are young and predominantly male — are no longer good enough for the advertiser who knows through research of his own that his product appeals to only a select portion of the young male market."

It was his aim, Niemcek says, to determine what, if any, were the differences among racing spectators and define them precisely for a sport which obviously needs all of the advertiser support it can get.

His firm's study therefore covered audiences at five major types of racing events — NASCAR Grand National, NHRA Drag Racing, USAC Championship, SCCA Can-Am and a combination of IMSA GT and SCCA Trans-Am. The findings also apply to Formula Atlantic, Gold Cup and Mini-Indy events because they are often presented as companion events to the others.

report will be made available to sponsor-seeking drivers and teams in the sport, tailored to their needs and their pocket-books, says Niemcek.

"If the sport is to benefit from the collection of this kind of marketing information, it's got to be put to use as a selling tool. So we've produced a profile of the spectator audience in each of the five areas of racing, along with a manual to help the racer use the information productively."

The Racing Spectator Profiles can be obtained for \$150 each, by writing Brad Niemcek, Inc., 210 East 36th St., New York, N.Y. 10016.

The survey team sampled spectators at two events in each major series and deliberately covered races in every region of the country to eliminate the possibility of geographic distortions in the results.

Among the major findings of the study:

- The average income of racing spectators, in general, is substantially higher than the U.S. as a whole;

- Educational attainment among some racing audiences is "astonishingly high";

- Spectators respond remarkably well to most products promoted in the sport, but not to all;

- Racing spectators are also "passionate participants" in other sports and leisure time activities, but the pattern of those interests varies greatly.

Altogether, Niemcek's survey team has compiled almost 1,000 pages of computerized data on the five major types of racing spectator audiences. That information is broken down into five major categories — demographics, "Media usage," leisure interests, general marketing behavior and automotive-related marketing behavior.

Major sections of the study