



February 22, 1983

The Wombat racing team is moving fast into the 1983 season. This inaugural newsletter is our way of keeping you up with the excitement we've created this year as our campaign efforts overtook the California crowd at the Winternationals in Pomona these past two weeks.

The Wombat team of Tom Anderson and Jim Wemett has joined forces with Alan Aroneck of Auburn, New York. Aroneck/Wemett/Anderson have pooled all resources in an effort to make this the best racing season ever for the team. Sporting the new yellow and white colors of their 1983 Lincoln Mercury LN7, this year's Wombat flew down the track at Pomona for a 5.88 ET. Maintaining the lowest qualifying time at the Winternationals garnered the team bonus prizes from Budweiser and Pioneer, as well as jumping us to the head of the pack in the battle for points leading to the Big Bud Shootout in September.

Race day, first round of eliminations were run off with us posting a 5.96 ET win. Rain cooled our "hot" machine, delaying the event for one week. On our return the following weekend, we won the next two rounds putting us in the Finals against last year's World Champion, where we lost a close race with our 6.02 ET, 242 mph to the winner's 5.93 ET, 249 mph. Despite the final loss, we are well pleased with our opening assault towards 1983 Winston Points World Championship. To date, we rank #2 in NHRA points standing.

If you missed this exciting meet, ABC-TV, which videotaped the Winternationals, will air the races on Sunday, February 27th on ABC's Wide World of Sports. We hope you will watch.

Our next stop this season will be March 4th and 5th at Atlanta, Georgia, followed by the Gatornationals, March 10-13 and Darlington, South Carolina on March 18-20. We'll keep you posted on these events.

We hope you share our enthusiasm for the 'Year of the Wombat.' We plan to keep in touch with you via this newsletter. If you have any questions, please call or write, we need to hear from our friends and sponsors.

**Box 111, Macedon, New York 14502**

315-986-2495

# SPORTS

Democrat and Chronicle

## FUNNY AND FAST

The funny car of Macedon's Tom Anderson and Jim Wemett turns in the fastest time in qualifying at the National Hot Rod Association Winternationals. Story on 2C.

## SATURDAY

FEBRUARY 5, 1983  
ROCHESTER  
NEW YORK

## Macedon funny car fastest

Democrat and Chronicle

POMONA, Calif. — The funny car of Macedon's Tom Anderson and Jim Wemett turned in the fastest time in qualifying yesterday at the National Hot Rod Association Winternationals.

Anderson is the driver and Wemett the owner of the 1983 Lincoln Mercury LN-7 which was the only funny car in the field of 48 to beat the six-second mark.

The yellow and white "Wombat" car was clocked in 5.88 seconds, or 238.09 mph.

Anderson's closest rival heading is world champion Frank Hawley of London, Ontario, who covered the quarter mile in 6.01.

Yesterday was the second of three days of qualifying. The fastest 16 cars advance to elimination rounds.

"We might not even try another run Saturday," said Wemett by telephone. "We're pretty sure our time will stand up. The thing really flew today."

DEMOCRAT AND CHRONICLE, ROCHESTER, N.Y., MONDAY, FEBRUARY 7, 1983

## SPORTSCOPE

• Owner Jim Wemett and driver Tom

Anderson of Macedon won their first-round elimination in the 23rd annual National Hot Rod Association Winternationals drag races in Pomona, Calif., then rain halted out the program. The event is rescheduled for next Sunday.

4D

DEMOCRAT AND CHRONICLE, ROCHESTER, N.Y., MONDAY, FEBRUARY 14, 1983

## SPORTSCOPE

Macedon drag racing team second

The Macedon-based team of driver Tom Anderson and car owner Jim Wemett lost in the final of the Funny Car eliminations at the rain-delayed National Hot Rod Association Winternationals in Pomona, Calif.

From a field of 48, the Funny Car division was pared down to 16 last weekend. Then the elimination heats were rained out.

Anderson made it to the final, where he lost to Frank Hawley of London, Ontario. Hawley drove his Dodge Charger to a time of 5.93 seconds, or 249.30 mph, over the quarter-mile strip. Anderson was timed in 6.02, or 241 mph, in his Lincoln-Mercury LN-7.

# Tom Anderson still in fast lane

By MICHAEL MORROW  
Staff Writer

POMONA — The Force is going to be against Tom Anderson Sunday in the 1983 National Hot Rod Association Winternationals at the Los Angeles County Fairgrounds.

Anderson, the top-ranked qualifier and easy winner in first-round activity a week ago, will test surprising John Force in a featured funny car matchup.

"I can't be too concerned about the other driver," said Anderson, a 28-year-old veteran of a half-dozen seasons on the NHRA circuit.

"I have confidence in myself and my car. Everything else takes care of itself."

Last week, Anderson's Mercury LN-7 was timed in 5.96 seconds, second best of all eliminators, achieving a speed of 240.50 miles per hour. Earlier, he had run 238.09 mph in 5.88 seconds.

"I felt good then and I feel even better now," Anderson said earlier this week, asked if the rain-forced layoff might hurt his chances.

"Actually, the layoff is to my advantage. We've got a

good car and we want to run in the best-possible conditions. And it looks pretty good this weekend."

The weekend schedule begins this morning when the eight remaining drivers Top Fuel, Funny Car and Pro Stock, plus all Sportsman competitors still in the running for titles, are put through practice runs.

Gates open at 9 a.m. today and at 7 a.m. Sunday, when all finals will be contested.

There is a record \$611,225 purse available in the first of a season-long schedule of NHRA activities.

Anderson teamed with longtime Funny Car owner Jim Wemett to make the Winston Top Ten in 1982, the second time he's reached that elit list.

He enjoyed one of his best years ever and is looking forward to continuing his success this year.

A former Cajun Nationals runnerup in 1978, Anderson lost in the first round at both the Winternationals and Gatornationals last year, but was a semifinalist at the Springnationals and went through two

rounds at the United States Nationals in Indianapolis.

It was at the nationals where Anderson clocked the first-sub 5.80 elapsed time (5.79 seconds), though moments later Don Prudhomme had a 5.77 elapsed time.

"I've always enjoyed fast cars, even as a kid growing up in Ohio," said Anderson. "Actually, I was a rowdy guy. I liked to build street hot rods and race them through the street. I did all sort of illegal things then."

"I like doing exciting things. I like being a little bit daring. This is just the thing for me."

Nowadays, of course, Anderson is being totally straight-forward.

Straight to the finish line, he makes things happen.

"You're always concerned about your health, but safety is something we make a top priority," said Anderson.

"The car's owners (Wemett and Allan Aroeck), the other members of the crew (Andy Kaye and Bill Graney) and myself can't minimize the importance of car care."

The five-person crew oper-

ates an almost non-stop schedule for days prior to a race and during the competition itself. There's is a monumental assignment.

Explains Anderson:

"I'm not sure people realize what goes on. It's the crew's job to disassemble the engine after every run. They have 90 minutes to do it. If an engine is in such condition that we can't rebuild it, then we've got to

A new engine, said Anderson, costs more than \$16,000. And it is possible (though not probable) to use more than one every weekend.

"Our people have to be ready right away" said Anderson. "In an Indy champ car race, you can get an oil leak fixed right there. But if we have an oil leak, it's all over."

"During an afternoon, we'll replace rods, pistons, sleeves and valves, and occasionally a few other things. Hoopefully, that's all. With those prices, we can't really afford much else."

First place can take care of that.



April 14, 1983

The response to our first newsletter has been great. We appreciate your letting us know you share our pride in our campaign this year.

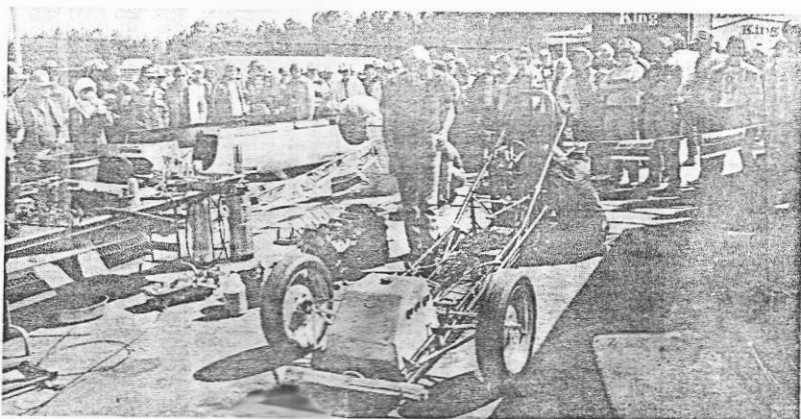
Our second NHRA points race was in Gainesville last month at the Gatornationals. During our qualifying run, a 6.01 at 235 mph, the motor expired when connecting rods broke, igniting fuel and oil. The intense blaze engulfed the car, burning off the parachutes, scorching the rear of the body and melting the rear tires. You can see Tom's superb driving skills in bringing the Lincoln Mercury/Motorcraft LN7 to a safe stop in the "cool down" area as well as his graceful dive through the car's roof hatch on Diamond P's television coverage of the race (partial schedule of air dates enclosed). Tom's instinctive talents saved the car from being a total wreck, while his fire suit proved its worth and was destroyed, leaving Tom with only a minor singe on his neck.

Our excellent crew changed motors, and fiberglass, paint and repair work on the Lincoln Mercury LN7 body put us in the race first round against the Pepsi Challenger of Don "Snake" Prudhomme. With a .087 reaction advantage and a 6.04 at 239 mph, we advanced to second round against Gary Burgin's "Orange Baron," which during first round had set a new low ET of 5.78. Again Tom, with a .075 starting line reaction advantage took the win (6.00, 235 mph). Luck seemed to be with us again, until, during third round against Dale Pulde's "Miller Beer Warrior," a floater in our clutch broke and the ring and pinion in our rear-end cracked, resulting in wheelstands and smoked tires, ending our race day.

We're still number two in NHRA standings! Tom, Al, Jim and the crew have spent the past few weeks revving up for the NHRA Southern Nationals in Atlanta, Georgia, April 15-17. With a completely repainted car, thanks to Circus, and all new lettering, we'll be in Atlanta as strong as ever.

Aroneck/Wemett/Anderson

Box 111, Macedon, New York 14502



The Jim Wemett/Tom Anderson crew had their LN-7 bodied Funny Car stripped down to the bare bones between runs at Gainesville, looking for that little extra something. Anderson made it to the semi's before getting crossed up against Dale Pulde.

# 1983 NHRA/WINSTON WORLD POINT STANDING PROFESSIONAL

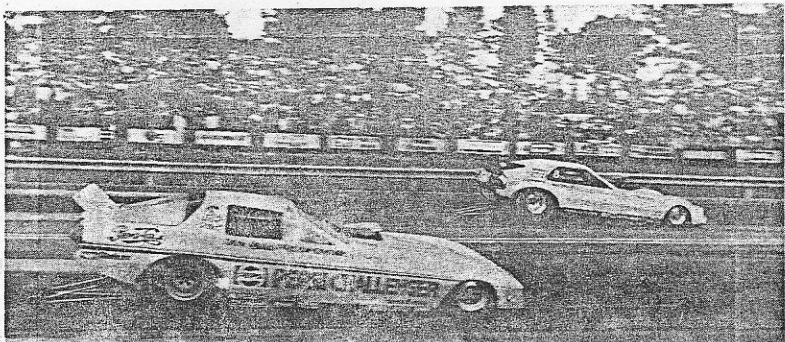
EFFECTIVE 3-13-83

## FUNNY CAR

	Pts.	Races
Frank Hawley		
'82 Charger 2.2	2,296	2
Tom Anderson		
'83 Merc. LN-7	1,588	2
Gary Burgin		
'83 Trans Am	1,308	2
Dale Pulde		
'83 Trans Am	1,230	2
John Force		
'83 Trans Am	1,052	2
John Lombardo		
'82 Dodge Omni	1,036	2
Tom McEwen		
'82 Corvette	1,034	2
Don Prudhomme		
'82 Trans Am	844	2
Raymond Beadle		
'82 EXP	832	2
Mike Dunn		
'83 Charger	820	2

Qualifying at Gainesville was tough what with 6.07 Funny Car "bubbles". Pomona Funny Car runner-up Tom Anderson had the motor fireball in the Wemett & Aroneck car on Saturday resulting in some scorched paint and a frazzled firesuit. Ever the professional, Anderson borrowed Funny Car champ Frank Hawley's firesuit for eliminations, and actually brought in a painter who restored the paint on his LN-7, drawing in the tail lights on the car, etc. One question arises from the above: what would've happened had Hawley and Anderson met again in the Funny Car final like at Pomona?





Tom Anderson got the Jim Wemett & Al their first round encounter. Anderson clo

ock LN-7 off the line ahead of Don Prudhomme and won sold 6.04, 239.36 covering "the Snake's" 6.19, 209.78.

# 1983 GATORNATIONALS

## TELEVISION PLAY DATES



MARKET	STA	CH	DATE	TIME	City	STA	CH	DATE	TIME	City	STA	CH	DATE	TIME	City	
Amarillo	KFDA	10	Apr. 2	1:30 pm	Waukegan	WITI	6	TBA	TBA	Waukegan	WITI	6	TBA	TBA	Waukegan	
Bakersfield	KPWR	17	June 3	11:00 am	Chicago	WMSP	9	Apr. 23	12 noon	Chicago	WMSP	9	Apr. 23	12 noon	Chicago	
Baltimore	WRC	4	June 5	11:00 am	Chicago	KFVR	5	TBA	TBA	Chicago	KFVR	5	TBA	TBA	Chicago	
Bangor	WVH	7	May 14	3:00 pm	Chicago	WPML	15	Apr. 16	2:30 pm	Chicago	WPML	15	Apr. 16	2:30 pm	Chicago	
Binghamton	WMGC	34	TBA	TE	Chicago	WKAB	32	May 14	2:30 pm	Chicago	WKAB	32	May 14	2:30 pm	Chicago	
Bismarck	KFVR	5	TBA	TB	Chicago	WDSU	5	Apr. 30	3:00 pm	Chicago	WDSU	5	Apr. 30	3:00 pm	Chicago	
Birmingham	WTTO	21	TBA	11:00 am	Chicago	WTGZ	33	TBA	TBA	Chicago	WTGZ	33	TBA	TBA	Chicago	
Boston	WSMW	27	TBA	TBA	Chicago	KGMC	34	TBA	TBA	Chicago	KGMC	34	TBA	TBA	Chicago	
Buffalo	WIVB	4	TBA	TBA	Chicago	WPML	15	Apr. 16	2:30 pm	Chicago	WPML	15	Apr. 16	2:30 pm	Chicago	
Charleston	WOWK	13	TBA	TBA	Chicago	WMBD	31	TBA	TBA	Chicago	WMBD	31	TBA	TBA	Chicago	
Chattanooga	WBCT	61	TBA	TBA	Chicago	WPHL	17	TBA	TBA	Chicago	WPHL	17	TBA	TBA	Chicago	
Chicago	WLS	7	May 14	2:30	Chicago	KPNX	12	Apr. 16	11:30 am	Chicago	KPNX	12	Apr. 16	11:30 am	Chicago	
Chico	KRCR	7	TBA	TBA	Chicago	WFSH	53	TBA	TBA	Chicago	WFSH	53	TBA	TBA	Chicago	
Cleveland	WEWS	5	TBA	TBA	Chicago	WPTAZ	5	May 15	1:00 pm	Chicago	WPTAZ	5	May 15	1:00 pm	Chicago	
Colorado Springs	KKTU	11	Apr. 10	11:00 am	Chicago	KGW	8	TBA	TBA	Chicago	KGW	8	TBA	TBA	Chicago	
Columbus, OH	WBNS	10	Apr. 16	4:30 pm	Chicago	WSMW	27	TBA	TBA	Chicago	WSMW	27	TBA	TBA	Chicago	
Denver	KBTV	9	May 14	1:00 pm	Chicago	WFTM	28	TBA	TBA	Chicago	WFTM	28	TBA	TBA	Chicago	
Detroit	WXYZ	7	TBA	TBA	Chicago	KRCR	7	TBA	TBA	Chicago	KRCR	7	TBA	TBA	Chicago	
Duluth	KBJR	6	TBA	TBA	Chicago	KAME	21	April 17	3:00 pm	Chicago	KAME	21	April 17	3:00 pm	Chicago	
Fargo	KXJB	4	TBA	TBA	Chicago	W AEO	12	May 7	4:00 pm	Chicago	W AEO	12	May 7	4:00 pm	Chicago	
Flint	WJRT	12	May 14	3:30 pm	Chicago	WTVR	6	TBA	TBA	Chicago	WTVR	6	TBA	TBA	Chicago	
Fresno	KATL	53	Apr. 23	1:30 pm	Chicago	WTVR	17	May 8	1:00 pm	Chicago	WTVR	17	May 8	1:00 pm	Chicago	
Ft. Wayne	WKUG	33	May 7	4:00 pm	Chicago	KOVR	13	TBA	TBA	Chicago	KOVR	13	TBA	TBA	Chicago	
Gainesville	WGJR	20	TBA	TBA	Chicago	XTV	6	TBA	TBA	Chicago	XTV	6	TBA	TBA	Chicago	
Grand Rapids	WRZO	3	June 4	2:00 pm	Chicago	KGO	7	June 11	1:30 pm	Chicago	KGO	7	June 11	1:30 pm	Chicago	
Greensboro	WJTM	45	TBA	TBA	Chicago	KSTW	11	TBA	TBA	Chicago	KSTW	11	TBA	TBA	Chicago	
Greensville	WSPA	7	Apr. 10	1:00 pm	Chicago	KDTL	5	May 14	2:30 pm	Chicago	KDTL	5	May 14	2:30 pm	Chicago	
Hartlingen	KGDT	4	TBA	TBA	Chicago	WSPA	7	Apr. 10	1:00 pm	Chicago	WSPA	7	Apr. 10	1:00 pm	Chicago	
Harrisburg	WHP	4	June 18	3:30 pm	Chicago	KAYU	28	Apr. 17	12 noon	Chicago	KAYU	28	Apr. 17	12 noon	Chicago	
Hastings	KHAS	5	TBA	TBA	Chicago	WSMW	27	TBA	TBA	Chicago	WSMW	27	TBA	TBA	Chicago	
Honolulu	KGMB	9	TBA	TBA	Chicago	KSDK	5	TBA	TBA	Chicago	KSDK	5	TBA	TBA	Chicago	
Huntington	WOWK	13	TBA	TBA	Chicago	St. Paul	KMSP	9	Apr. 23	12 noon	Chicago	KMSP	9	Apr. 23	12 noon	Chicago
Indianapolis	WTTV	4	Apr. 2	10:00 am	Chicago	St. Petersburg	WXLT	40	TBA	TBA	Chicago	WXLT	40	TBA	TBA	Chicago
Jacksonville	WJKS	17	TBA	TBA	Chicago	Syracuse	WTVH	5	TBA	TBA	Chicago	WTVH	5	TBA	TBA	Chicago
Johnstown	WFAT	19	Apr. 2	10:00 am	Chicago	Tacoma	KSTW	11	TBA	TBA	Chicago	KSTW	11	TBA	TBA	Chicago
Joplin	KODE	12	May 14	1:30 pm	Chicago	Tampa	WSLT	40	TBA	TBA	Chicago	WSLT	40	TBA	TBA	Chicago
Knoxville	WBIR	10	TBA	TBA	Chicago	Tempe	WCEN	6	May 7	4:00 pm	Chicago	WCEN	6	May 7	4:00 pm	Chicago
Lafayette	KATC	3	Mar. 26	12:30 pm	Chicago	Traverse City	WSTU	29	TBA	TBA	Chicago	WSTU	29	TBA	TBA	Chicago
Lansing	WJRT	12	May 14	3:30 pm	Chicago	Tri-Cities	WJHG	11	June 18	2:30 pm	Chicago	WJHG	11	June 18	2:30 pm	Chicago
Las Vegas	KLAS	8	Apr. 10	9:00 m	Chicago	Waco	KCEN	6	May 17	4:00 pm	Chicago	KCEN	6	May 17	4:00 pm	Chicago
Lincoln	KHAS	5	TBA	TBA	Chicago	Washington, DC	WRC	4	June 5	2:00 pm	Chicago	WRC	4	June 5	2:00 pm	Chicago
Los Angeles	KABC	7	TBA	TBA	Chicago	Wausau	W AEO	12	Apr. 10	TBA	Chicago	W AEO	12	Apr. 10	TBA	Chicago
Lubbock	KAMC	28	TBA	TBA	Chicago	West Palm Beach	WPEC	12	TBA	TBA	Chicago	WPEC	12	TBA	TBA	Chicago
Madison	WMTV	15	TBA	TBA	Chicago					Chicago					Chicago	

The 1983 GATORNATIONALS television special is presented by the Goodyear Tire & Rubber Co.; Anheuser Busch, St. Louis, brewers of Budweiser Beer; Motorcraft Spark Plugs and Filters; Meguiar's Wax, Polish & Car Care Products; and Faberge, makers of Brut men's toiletries. Dates and times are subject to change. Please consult your local listing.



May 20, 1983

Our trip to Atlanta, Georgia ended a bit discouragingly. While we qualified at 5.94 seconds at 239 mph, Tom's consistently incredible reaction time missed the mark and he red-lighted first round. However, we came away from the race in one piece and remain in the number two position in the Winston World Points.

We are in the process of building a new LN7-Lincoln Mercury Motorcraft funny car. It is currently under construction at J. ED Horton Race Cars in Belton, South Carolina and a new LN7 body is being molded at G & K Fiberglass in George and Kathryn's new headquarters also in Belton. We hope to have it ready by Indy for the U.S. Nationals. More later as it progresses.

Many of the newstand magazines are reporting our progress through excellent write-ups and pictures. Enclosed are some pictures from Car Craft, Super Stock, Drag Racing, "News and Views," and National Dragster. I am also including with this newsletter a copy of our excellent promotional picture furnished us by Gene DiCola at Motorcraft. If you would like extra copies of this photo, please contact us. Quantities are available.

Also enclosed is a Car Craft magazine "All-Star Drag Racing Team" ballot for 1983. It needs to be filled out and sent in to them by June 30th. Tom Anderson is the first one listed under Funny Car Driver. If you feel as strongly as I do that Tom is an excellent candidate for 1983, please consider checking his name when you fill out the ballot.

Our next points race for the World title is in Baton Rouge, Louisiana for the Cajun Nationals on May 27-29.

Thank you for your continued support of our endeavors.

Box 111, Macedon, New York 14502

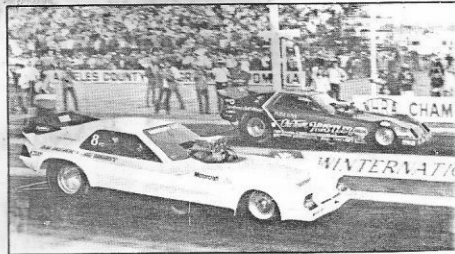


Tom Anderson is the newest up-and-comer on the NHRA scene. He qualified low and reached the final before getting "Hustled."



### Funny Car

Tom Anderson surprised everybody but himself when he laid down an impressive 5.88 during Friday's session in the Jim Wemett/Al Aroneck Mercury LN-7. The surprise stemmed from the fact that far more experienced drivers were going bananas trying to figure out the right clutch combination to prevent ET robbing tire smoke. Defending Winston world champion Frank Hawley was closest to Anderson with a 5.97 from the "Chi-Town Hustler."



CAR CRAFT 30TH ANNIVERSARY MAY 1983  
Super Stock magazine - 5/83



New York state Funny Car racer Tom Anderson continued to prove his potential in competition by qualifying in the premier spot with a fine 5.88. He ran 5.96 to defeat Tripp Shumake, 6.11 to stop John Force, and 5.97 to edge Gary Burgin, only to come up slightly short at 6.03 against the Chi-Town Hustler. Anderson will be one driver to watch in the coming season, especially if he can secure a "big name" for the side of his speedy racer.



Tom Anderson, currently number two behind Hawley in the Winston Funny Car standings, qualified Jim Wemett & Alan Aroneck's "Wombat" Mercury LN-7 at the Southern with a 5.94, 239.99 charge.



# ballot



## TOP FUEL DRIVER

- 1. Johnny Abbott (Jolly Rancher Candies)
- 2. Joe Amato (Hurst/Airheart Spcl.)
- 3. Jim Barnard (Northwind)
- 4. Gary Beck (Larry Minor)
- 5. Frank Bradley (Empire Swift Plumbing Spcl.)
- 6. Don Garlits
- 7. Jim Head
- 8. Connie Kalitta (Kalitta's Flying Service)
- 9. Scott Kalitta (Kalitta's Flying Service)
- 10. Doug Kerhulas (Neuman, Kerhulas & Danekas)
- 11. Dick LaHoie
- 12. Shirley Muldowney (Pioneer Stereo)
- 13. Butch Osmon (Jim & Alison Lee)
- 14. Jack Osstrander (300 Bowl)
- 15. Jerry Ruth
- 16. Dwight Salisbury (Whiting & Markley)
- 17. Jody Smart
- 18. Gene Snow (Snow Oil Company)
- 19. Richard Tharp (Connell & Kilpatrick)

20. \_\_\_\_\_

## FUNNY CAR DRIVER

- 1. Tom Anderson (Wemet & Aronek)
- 2. Raymond Beadle (Blue Max)
- 3. Kenny Bernstein (Budweiser King)
- 4. Gary Burgin (Orange Baron)
- 5. John Collins (JVC Audio Express)
- 6. Mike Dunn (Hawaiian Punch Spcl.)
- 7. John Force (Brute Force)
- 8. Tim Grose (Spirit II)
- 9. Frank Hawley (Chi-Town Hustler)
- 10. Tom Hoover (Showtime)
- 11. Tom Hoveland (Main Attraction)
- 12. John Lombardo (Lil' John's Auto Parts)
- 13. Tom McEwen (Coors Corvette)
- 14. Billy Meyer (Chief Auto Parts/7-Eleven Spcl.)
- 15. Mark Oswald (Candies & Hughes)
- 16. Don Prudhomme (Pepsi Challenger)
- 17. Dale Pulde (Miller High Life Warrior)
- 18. Al Segrini (Faberger Brit)
- 19. Tripp Shumake (Joe Pisano)
- 20. Ken Veney (The Red Rocket)

21. \_\_\_\_\_

## FUEL RACING CREWCHIEF

- 1. Ron Barrow (Connie & Scott Kalitta)
- 2. Lee Beard (Northwind)
- 3. Bob Brandt (Pepsi Challenger)
- 4. Austin Coil (Chi-Town Hustler)
- 5. Marc Danekas (Neuman, Kerhulas & Danekas)
- 6. Jim Duffy/Mark Quaternik (Billy Meyer)
- 7. Dale Emery/Fred Miller (Blue Max)
- 8. Pat Galvin (Lil' John's Auto Parts)
- 9. Mike Hamby (Miller High Life Warrior)
- 10. George Hoover (Showtime)
- 11. Leonard Hughes (Candies & Hughes)
- 12. J.E. Kristek (Jody Smart)
- 13. Roland Leong (Hawaiian Punch Spcl.)
- 14. Gaines Markley (Whiting & Markley)
- 15. Tom Prock (Coors Corvette)
- 16. Tim Richards (Joe Amato)
- 17. Amos Saterlee (JVC Audio Express)
- 18. Bill Schultz (Connell & Kilpatrick)
- 19. Rahn Tobler/John Muldowney (Shirley Muldowney)

20. \_\_\_\_\_

## FUEL RACING SPONSOR

\_\_\_\_\_

## PRO STOCK DRIVER

- 1. Chuck Aronson
- 2. Sonny Bryant
- 3. John Brumley
- 4. Don Campanello
- 5. Sam Carroll
- 6. Tom Chelbana
- 7. Don Coonce
- 8. Bubba Corzine
- 9. Harold Denton
- 10. Gary Duckworth
- 11. Jim Feurer
- 12. Bob Glidden
- 13. John Hagen
- 14. Roy Hill
- 15. Frank Iacono
- 16. Bob Ingles

## PRO STOCK CREWCHIEF/ ENGINE BUILDER

- 1. Ray Allen (Frank Iacono)
- 2. Booth-Arons Racing Engines
- 3. Sonny Bryant Racing Engines
- 4. Bob Glidden Race Cars (Etta Glidden)
- 5. Jenkins Competition (Bill Jenkins)
- 6. Jon Kaase Racing Engines
- 7. Koffel's Place
- 8. Bob Lambeck Racing Engines
- 9. Dick Landy Industries
- 10. Precisioned Speed Equipment (Dave Smith)
- 11. Radar Corporation (John Hendrickson)
- 12. Reher-Morrison Racing Engines
- 13. Jack Roush Performance Engineering
- 14. Truppi-Kling Competition
- 15. Wayne County Speedshop

16. \_\_\_\_\_

## PRO STOCK SPONSOR

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June 1983

We have attended two NHRA points races since our last newsletter, one in Baton Rouge, Louisiana and the other in Columbus, Ohio. Louisiana turned into a nightmare for us. During qualifying, Al Segrini, driving the "Super Brut" funny car, crossed over the center line into our lane colliding with our Mercury LN7 and effectively removing us from the race. Our LN7's fiberglass body was shorn in half, the entire left side removed, leaving us with extensive damage to the front left wheel and the front frame rails. Segrini suffered only minor damage to his car. Neither driver was injured. Our worse setback was in not receiving qualifying points in our NHRA ranking.

We were able to repair and repaint our car thanks to the swift and efficient aid of many people. Raymond Beadle and his Blue Max Team furnished us with the body he rolled a year ago at Gainesville, Florida (the left side still intact). J. Ed Horton of Horton Race Cars in Belton, South Carolina and Larry Nelson from Jegs in Columbus, Ohio, put the pieces together and repainted our yellow and white colors to have us down the track for the Columbus Winston points race.

At the Springnationals in Columbus, we qualified #11 at 6.07 and only 206 mph. Round one of eliminations matched us against Frank Hawley, the current points leader, where Tom unleashed a 5.97 at 240 mph to beat the "Chi Town Hustler" and narrow our points margin. Next round we smoked the tires hard on the starting line. By the time our Funny Car got traction we had lost by only one hundredth of a second at 245 mph.

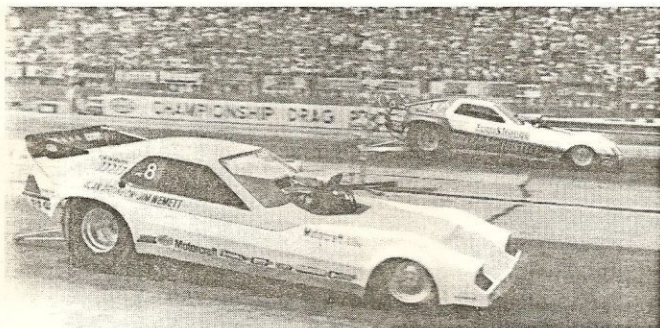
After these two points races, we have dropped back to #4 by only 172 points behind #2, or one round of winning in competition. We still maintain our position in the Big Bud Shootout. This is a special televised race in September at Indianapolis, Indiana where the winner receives \$25,000 from Budweiser.

Our next race is July 1, 2, 3 in Montreal, Canada.

Have a nice holiday!

# 1983 NHRA-WINSTON POINTS FUND

Pos.	Funny Car
1.	\$40,000
2.	12,500
3.	10,000
4.	7,500
5.	5,000
6.	3,000
7.	2,500
8.	2,300
9.	2,200
10.	2,000



The biggest surprise of the event saw Anderson hand Frank Hawley and the "Chi-Town Hustler" its first national event loss of the year. Anderson ran a 5.97, 240.64 to Hawley's 6.03, 235.60.

The other "five" was the shocker of the event as Tom Anderson took a wild win from Frank Hawley and the newly repainted Team Strange "Chi-Town Hustler" with a 5.976, 240.64 to the World Champ's close 6.03. It marked the first time that Hawley had been beaten in national event competition in '83.

EFFECTIVE 6-12-83

## FUNNY CAR

	Pts.	Races
Frank Hawley		
'82 Charger 2.2	3,730	4
Mark Oswald		
'83 Trans Am	2,980	4
Al Segriai		
'83 Trans Am	2,946	4
Tom Anderson		
'83 Merc. LN-7	2,808	5
Tom McEwen		
'82 Corvette	2,366	5
Gale Puleo		
'83 Trans Am	2,354	4
Raymond Beadle		
'83 Ford EXP	2,214	4
John Lombardo		
'82 Dodge Omni	2,210	5
John Force		
'83 Camaro	2,172	5
Ken Vesey		
'82 Trans Am	2,158	4



Burgin's "Orange Baron" drove away from Tom Anderson in the Wemett & Aroneck LN-7 in round two. Burgin clocked a 6.26, 233.16 to Anderson's hard try of 6.29, 243.24.



## POINTS STANDINGS

BASED ON QUALIFYING AT NHRA EVENTS:  
FOUR OF NINE EVENTS COMPLETED:

1. Tom McEwen, Fountain Valley, Calif.	660
2. Mark Oswald, Cincinnati, Ohio	640
3. Ken Vesey, Wadsworth, Ohio	625
4. Don Prudhomme, Granada Hills, Calif.	590
5. Frank Hawley, London, Ontario, Canada	575
6. John Force, Fullerton, Calif.	545
7. John Lombardo, North Hollywood, Calif.	525
8. Tom Anderson, Macedon, N.Y.	520



August 15, 1983

July was a busy month for the Aroneck/Wemett/Anderson Team. Beginning July 3rd at the Grandnationals in Montreal, we qualified 5th, losing that all important lane choice and subsequently losing first round by smoking the tires in a lane known for less traction. However, we did receive more Budweiser Shootout points and moved into 5th position in the NHRA Winston World Points chase.

The Summernationals at Englishtown, New Jersey on July 17th were the next stop for our LN7/Motorcraft Funny Car. Our qualifying was flawless with times of 5.95, 5.95 and 5.91 at speeds up to 244 mph. Qualifying #3 gave us lane choice on race day. Again we smoked the tires first round, but this time not due to poor track conditions, but by our overpowering the capabilities of the starting line. Shootout points were received and we remained in the 5th position in the World Winston Points.

Mile High Nationals -- July 30th -- Denver, Colorado. Wombat is Runner-up! High altitude is tough to run and get great performances. We qualified #6 at 6.14, 238 mph, and eliminated Ken Veney and John Force before the ChiTown Hustler, driven by Frank Hawley, out ran us in the final. We were pleased with our runner-up finish. It moved us firmly into the #3 spot in points for the World Championship, as well as securing us a solid guaranteed spot in the Budweiser Shootout to be run at Indianapolis, Indiana on September 4th.

Our team has been getting a lot of television, newspaper and magazine coverage. Additionally, Motorcraft has printed an excellent brochure on their involvement in motorsports. This is distributed around the world through Lincoln Mercury and Ford dealers and auto related stores where their fine products are sold. Ask your local dealer for a copy of this informative brochure. Enclosed are copies of an article done by Car Craft on Tom Anderson, and some highlight pictures of our recent racing efforts.

From here, we go to the NorthStar Nationals at Brainerd, Minnesota on August 21st and then to the largest race in our sport, the U.S. Nationals for 1983 and the Big Bud Shootout on September 4th and 5th in Indianapolis. See you there!

Box 111, Macedon, New York 14502

EFFECTIVE 8-1-83

## FUNNY CAR

	Pts.	Races
<b>Frank Hawley</b>		
82 Charger	2.2	6561 7.5
<b>Mark David</b>		
83 Firebird		5834 8
<b>Tom Anderson</b>		
83 Merc. LN-7		4550 8
<b>Ken Veney</b>		
84 Corvette		4357 8.5
<b>John Forca</b>		
83 Camaro		4306 8
<b>Al Sagrini</b>		
83 Firebird		3974 7
<b>Don Prudhomme</b>		
83 Firebird		3632 6
<b>Dale Pauls</b>		
83 Firebird		3548 7.5
<b>Raymond Beadle</b>		
83 Ford EXP		3346 8
<b>Kenny Bernstein</b>		
83 Merc. LN-7		3328 8

**TOM ANDERSON** is one Funny Car pilot whose name is well known at any national event—especially by the other "name" drivers. Having recorded the first F/C run in the 5.70's (Indy 1982), and nailing down the low qualifying position this year at Pomona (turning a 5.88 when most of the field couldn't break out of the sixes), Tom's status as a solid contender for the gold—whenever he races—comes as no surprise to members of the drag racing fraternity.

The thing that sets this New York-based racer apart from the rest of the highly competitive Fuel ranks is the fact that he and car owners Jim Wemett and Alan Aroneck are among the 10st of a rare breed in professional drag racing: the true independents. One look at the flanks of their Funny Car creates the immediate impression that a good deal of space remains available for the name of a major sponsor. However, even without the mega-buck backing that lubricates most of the top entries' wheels, Tom continues to utilize his engine building and tuning talents in conjunction with his superb driving ability to put the team close to the winners circle.

Tom's dedication to the sport is such that after winning the Eastern Funny Car championship in the team's first year (1981), the decision was made to put the entire amount of the purse into the construction of a sophisticated fuel flow bench—which Anderson designed himself, investing hundreds of hours during the winter of 1981-82, he emerged with a knowledge of fuel system tuning that has proven to be an important factor in the incredible performances of the flopper. Even though major financial support has been lacking, Tom is quick to point out the help which the team has received from Lincoln-Mercury Motor Sports and B&H Speed in Erie, Pennsylvania. The Mercury-bodied LN-7 Funny Car receives all of its engine preparation at the B&H shop, with Tom doing the actual engine construction.

Besides a hectic schedule of national event competition, Tom is a licensed pilot and avid hunter, all of which keeps him running at wide-open throttle. If he's not flying to Nevada for a hunting expedition, expect to find Tom Anderson flying down a quarter-mile stretch of asphalt in his sleek Funny Car, probably leading the competition. ☐

## AUTO RACING

## Macedon driver second in NHRA

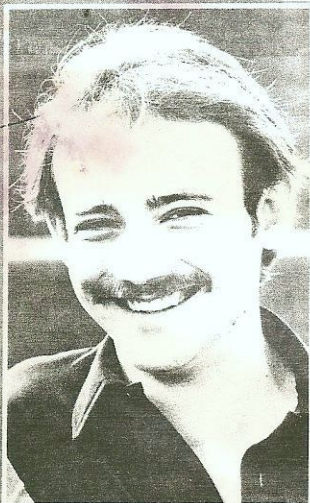
Democrat and Chronicle, Associated Press and United Press International

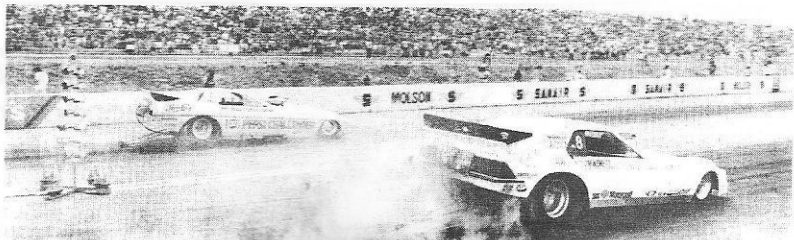
DENVER — Frank Hawley, of London, Ontario, won his fourth National Hot Rod Association Funny Car title this Saturday night by smashing track speed and time records at the Mile High Nationals at Bandimere Speedway in Denver.

Hawley, the defending Winston world champion, defeated Tom Anderson of Macedon in the championship round, clocking 5.91 seconds at 244.56 miles per hour in his Chi-Town Hustler Dodge Charger.

Anderson recorded an elapsed time of 6.34 seconds at 177.51 mph in his 1983 Mercury LN-7 Motorcraft Wombat. Anderson moved into third in NHRA point standings with his showing while Hawley remained first.

"He made more horsepower and he was running away from us so we clicked it off early," Anderson said. "We only ran 177. He was really running strong."

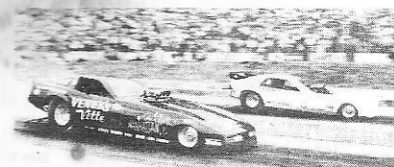




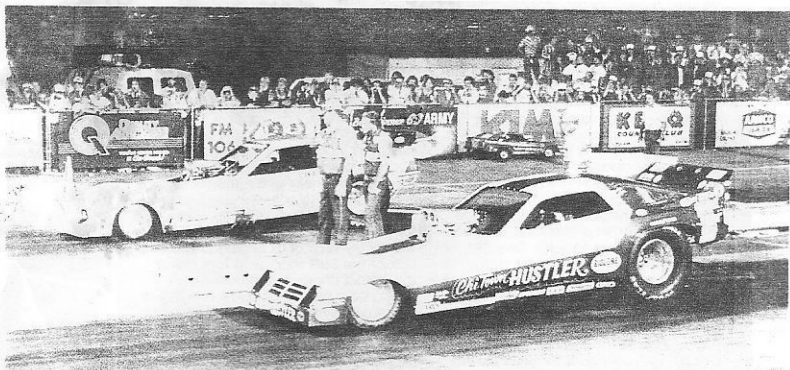
*Tom Anderson's problems in the Wemett & Aroneck LN-7 are apparent in this first round race with Don Prudhomme. Anderson smoked the tires, while "the Snake" sped to a 6.05 win.*



*Tom Anderson moved into the final round to face Hawley with a sharp leave on John Force's Camaro. Anderson hit 6.16 for the win.*



*Ken Veney did well, qualifying second but fell in round one to Tom Anderson's hole-shot 6.71 winner over the "Veney's Vette" time of 6.08.*



*Frank Hawley and the Farkonas-Coll-Minick "Chi-Town Hustler" Dodge rebounded with a vengeance at Denver, winning Funny Car over Tom Anderson in the final with a track record 5.91, 244.56.*