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IHRA **DRM**

DRAG REVIEW MAGAZINE

the voice of sportsman racing

FIRE IT UP!

**Nitro Jam Opener Wows
Capacity Crowds At PBIR**



FEBRUARY 19, 2010 • ISSUE 3

New Nitro Jam Format an Overwhelming Success at Palm Beach International Raceway



All eyes were on Palm Beach International Raceway Friday and Saturday night as the Nitro Jam series opened its season with the first major motorsports event of 2010.

With Friday in the books as the largest opening-night crowd in decades, Saturday produced even bigger results when the largest crowd in Palm Beach International Raceway history jammed the grounds of the awesome facility near Jupiter, Florida. The Palm Beach Nitro Jam was hands-down one of the best and most successful debut weekends ever for the IHRA.

"We are obviously pleased with the results this weekend. We came in here with a plan to put on an incredible show for the fans and we feel we did just that," said IHRA President Aaron Polburn. "This being a first-time event we expected to have a big weekend, but this exceeded our expectations in every way."

Traffic backed up for miles on the Beeline Highway and shuttles were brought in to transport the thousands of fans that packed PBIR Saturday night. True to all the pre-race promotion, the racing on the track delivered the all the thrills the fans came for.

"It was a thrill to see the stands packed with thousands of excited fans enjoying this wonderful sport," said Polburn. "With results like these we could have run into problems, but Jason Rittenberry and his staff at PBIR did a tremendous job making sure there were no issues and that everything flowed smoothly."

"What a tremendous way to open the year for IHRA Nitro Jam and Palm Beach International Raceway."

SPORTSMAN RESULTS

Highlighting the weekend-long event were seven sportsman drivers who became the first Tournament of Champions qualifiers of 2010. Also making history during the weekend were the first-ever winners of the Harland Sharp Elite 8 shootout.

Sportsman winners from Saturday's IHRA Tournament of Champions

qualifier included Mark Brown (Lake Worth, Fla.) in Top Dragster, Keith Russell (Jupiter, Fla.) in Top Sportsman, Scott Richardson (Barbourville, Ky.) in Super Stock, Michael Beard (Seagrove, N.C.) in Stock, David Bledsoe (Pembroke Pines, Fla.) in Quick Rod, Steve Furr (Harrisburg, N.C.) in Super Rod and R.L. Koontz (Sarasota, Fla.) in Hot Rod.

While those drivers were busy winning the national event, John Benoit (Montpelier, Vt.) and Sheldon Bissessar (Marabella, Trinidad) were racing to the winners circle as they each claimed victories in the inaugural running of the Harland Sharp Elite 8 program.

Benoit won the Top Sportsman segment of the Harland Sharp Elite 8 with a victory over Matthew Buck, while Bissessar won the Top Dragster shootout over Edward Carecchia.

Benoit defeated Buck with a pass of 6.512 seconds at 212.49 mph. He reached the final with a victory over Gary Bingham and a bye run.

Top Dragster champion Bissessar defeated Carecchia with a blistering 5.820, 233.56 pass. He rode wins over Dean Brazell and Daniel Seidel to the big final round. Bissessar also claimed an IHRA World Record for speed and E.T. at the event on the strength of a staggering 5.793-second pass at 238.60 miles per hour.

The race at Palm Beach was a hit with the fans who had a chance to see racing throughout the day followed by an incredible show put on by the new stars of the IHRA.

With the first Nitro Jam of the season in the books the series moves to Baton Rouge for the Mardi Gras Nitro Jam March 6-7.

FRIDAY PROFESSIONAL RESULTS

Despite the doubts of some, the voices of many echoed loud and clear at the debut of the new IHRA Nitro Jam series as fans packed the house at Palm Beach International Raceway resulting in one of the largest opening night turnouts in IHRA history.

While Saturday events have typically been the biggest draw at IHRA





events, Nitro Jam's new format gave way to a new look that drew thousands to the Jupiter, Florida-based track.

When the smoke finally settled on the biggest night in IHRA drag racing history three drivers stood at the summit as the first three winners under the new format were crowned in Top Fuel, Pro Fuel and Prostagia Nitro Funny Car.

Those winners were Bobby Lagana Jr. (Top Fuel), Bill Evans (Pro Fuel) and Greg Jacobsmeyer (Prostagia NFC).

Lagana produced the most unlikely victory of the night by taking down 2007 World Champion Bruce Litton in the final with a solid 4.700 elapsed time at 305.63 mph. Litton had some trouble just after hitting the throttle. What made Lagana's victory so remarkable is that he had to go through Litton and 2008 champion Spencer Massey to reach the final.

In the highly anticipated Prostagia Nitro Funny Car debut Greg Jacobsmeyer claimed the first-ever win over Jeff Diehl with an elapsed time of 6.209 seconds at 227.57 mph. Diehl took the place of Mike McIntire, who broke prior to the final. Jacobsmeyer defeated Steve Nichols to reach the last round.

Diehl had a scary moment during the run as his car burst into flames just after crossing the finish line, but IHRA rescue workers were quickly on the scene and safely removed him from the car.

In the weekend's other class debut, Pro Fuel driver Bill Evans kept his win streak at Palm Beach International alive with a victory over Jeff Hammelink. Evans, who has won several exhibition races at the track, ran a 5.469, 267.43 to Hammelink's 5.538, 238.64 to claim the first victory in the new IHRA class.

Evans defeated Mike Manners in the first round to reach the final.

SATURDAY PROFESSIONAL RESULTS

With the stands jammed with enthusiastic spectators, the weekend's second professional show produced repeat winners in two of the three fuel classes in competition.

Longtime IHRA veteran Bobby Lagana Jr. swept Top Fuel with his second victory of the weekend, joining newcomer Bill Evans, who achieved the same result in Pro Fuel. Steve Nichols joined the club of first-time Nitro Jam winners with his victory in Prostagia Nitro Funny Car.

Other winners from Saturday's Nitro Jam included Elite 8 champions John Benoit (Montpelier, Vt.) in Top Sportsman and Sheldon Bissessar (Marabella, Trinidad) in Top Dragster.

Lagana once again stunned the crowd by defeating 2009 Top Fuel champ Del Cox Jr. in the final despite having some trouble on his run. Lagana, who fired off three straight 300 mile-per-hour passes and consistent elapsed times during the weekend, crossed the line with a run of 6.339, 136.52. Cox also had problems on his run, giving him the first runner-up finish of his career.

Lagana, who defeated 2007 champion Bruce Litton Friday, swept the list of former champions by taking down Spencer Massey in the first round on his way to picking up the win.

In the Prostagia Nitro Funny Car final Nichols, who was knocked out of contention Friday by Greg Jacobsmeyer, got his revenge with a victory over Jacobsmeyer in the final.

Nichols posted a run of 6.217, 226.70 in the final to better Jacobsmeyer's 6.235, 228.73 effort.

Wrapping up the evening, Evans continued to put down consistent laps on his way to his second victory of the weekend, this time over Mike Manners. Evans ran a solid 5.498, 263.26 to defeat Manners.



Representatives from the U.S. Air Force were on hand at Palm Beach International Raceway to swear-in a group of enlistees. Congratulations and good luck to these patriotic young Americans.



Harland Sharp Elite 8 Top Sportsman Winner
JOHN BENOIT



Harland Sharp Elite 8 Top Dragster Winner
SHELDON BISSESSAR

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"BEST" AWARDS

Best Appearing



Sergio Santovenia (Boca Raton, Florida)
Super Rod, '69 AMX

Best Engineered



Al Miller (Chester, Maryland)
Top Dragster, '10 Miller

Editor's Choice



Bob Schaefer (Saranac Lake, New York)
Super Rod, '59 Corvette

HARLAND SHARP ELITE 8

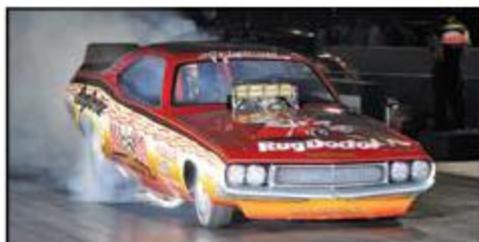
Harland Sharp Elite 8 Top Sportsman - John Benolt (Montpelier, VT)



Harland Sharp Elite 8 Top Dragster - Sheldon Bissessar (Marabella, Trinidad)



RECORDS



Greg Jacobsmeier
Prostagia Nitro Funny Car
230.76 mph/6.156 ET



Bill Evans
Pro Fuel
267.43 mph/5.469 ET



Sheldon Bissessar
Top Dragster
238.60 mph/5.793 ET

JAM Format A Grand Slam!!



DAVID BLEDSOE - Quick Rod winner

This is the first time I have ever attended an IHRA Nitro Jam event. It was absolutely fantastic. I am a local boy. I grew up here and have never seen anything like it at West Palm. It was the biggest crowd in history. The fans were parked everywhere.

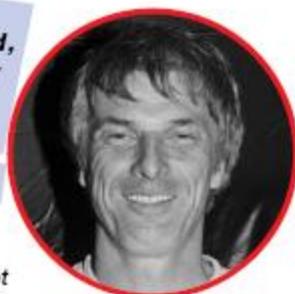
The new race format is very racer friendly. We received five qualifying runs. We got the runs because the officials ran the race so smoothly. It was just awesome. There is such a difference between the treatment we received at this event versus the other sanctioning body. Every single IHRA official thanked us for racing here. I can't explain how great this felt!

JOHN BENOIT - No. 1 qualifier, low E.T. and top speed, and Harland Sharp Elite 8 Top Sportsman winner

We enjoyed the Nitro Jam event, but we wish the car count had been a little higher. We liked the Elite 8 race the best - we were very excited to hear that IHRA was bringing back the Quick 8 program.

We were very excited to win the first Harland Sharp Elite 8 race. I know I drive Top Sportsman car and not a Pro Mod but as a sportsman racer this is as close to racing at a professional level that I will get.

It was very exciting to race in front of a crowd that large. It was pretty cool to think that they did an interview when I got out of my car at top end. I do feel that IHRA wants to do the best for the sportsman racer.



SCOTTY RICHARDSON - Super Stock winner and six-time NHRA and IHRA World Champion

I loved the new Nitro Jam format. I hope it does great the rest of the year. Anybody that didn't go missed out on a good race. The time schedule was geared towards everybody.



KEITH RUSSELL - Top Sportsman winner

Overall, this was a great event! It was really cool to run the eliminations during the pro rounds. I know you are only supposed to be focusing on your run, but you can't deny that all of the fans are out there watching.

SHELDON BISSESSAR, of Trinidad/Tobago, No. 1 qualifier, new class record holder, and Harland Sharp Elite 8 Top Dragster winner

We definitely thought the new Nitro Jam format was a success. At the end of the day, it was a high energy, entertaining event, and that's what it is all about. We appreciate IHRA's continued efforts to provide us a competitive racing format with an impacting crowd. And in our book, Palm Beach International Raceway and IHRA provided a definite crowd pleaser.



CHUCK PORTER (who traveled from Edmonton, Alberta, to be at PBIR) - Stock Eliminator

The new format is great - the two-day event offers a reduction in cost to the racer, especially if you are staying off-track. There are fewer costs associated with hotels, fuel, food, and so on. There are better things to do than wait, wait, wait. IHRA is recognizing that time away from home/jobs will keep participants away. People just can't afford it.

Giving sportsman racers the entire day to run uninterrupted is absolutely a positive step. This process almost felt un-natural. We ran our entire program like clockwork. No waiting, period.

I think the new format is a home run for Sportsman racers. During the day, it's all our show with no interruptions.



The Lady in Red



The blue paint on the '69 Camaro driven by former IHRA Stock World Champion Brenda Grubbs can now only be seen in pictures. The new look for the Brenda Grubbs Motorsports car is "Lipstick" Red with a black vinyl top.

"Deciding on the paint color was a big decision, as the car had been blue since we bought it in 1998," said Grubbs. "We wanted a new look, one that people would notice, so that's why we decided to paint the car red."

Just about everything was stripped from the car before delivering it to the paint shop and Brenda and husband Bill worked hard to get the car put back together in time to do some testing before heading to Florida for the Palm Beach Nitro Jam.

Visit www.BrendaGrubbsMotorsports.com for additional information.

The Shoe Steps Out



Richard Platania will campaign his 1969 Chevy Nova SS in Division 1 Stock competition in 2010. The car, which runs in C/CM trim, features a spanking-new 502/502 crate motor built by Jeff Taylor at Taylor Performance. In addition, the chromoly cage and chassis fabrication was carried out by Jack "The Spark" Lazar.

Competition Engineering Slide-A-Link bars keep the car reaching for the sky and a new line of Moroso Racing Products will keep this team winning races.

Driving chores will be handled by Anthony "The Shoe" Platania, the 2008/2009 Skyview Drags Stock champion.

Long Distance Voyager



If there was an award for the driver traveling the farthest to race at IHRA events in North America, Sheldon Bissessar would surely be in the running. Bissessar lives in Marabella, Trinidad, and he makes regular trips "stateside" to take on the challenging IHRA Top Dragster competition. He recently upgraded his 2008 Ironman Chassis-built dragster with the addition of a new 2010 Ironman Top Alcohol carbon fiber dragster body.

The car, which is sponsored by PSTL, Ironman Chassis, and Total Lubricants, is powered by a blown BAE 526 Hemi prepared by Aaron Sipple.

Update: Bissessar got his season off to a great start, qualifying No. 1 at the Palm Beach Nitro Jam, and becoming the first Top Dragster winner in the new Harland Sharp Elite 8 program. In addition, he now is in possession of the IHRA elapsed time and mile-per-hour record.

The South Carolina Flash



Mark Odum, of Walterboro, South Carolina, has been working hard to get his recently purchased 2008 M&M Carbon Fiber Top Dragster machine ready for the 2010 season.

The Odum Brothers Racing car is powered by the same 565-cid Par Racing Engines bullet that resided between the frame rails of Odum's previous dragster. Dan at WSC Racing in North Carolina installed the motor, transmission, and nitrous system, and did all the wiring. The car is equipped with the latest technology available, and is sure to be very competitive.

Plans call for Odum to mix it up in the Raiders Division this season, and he also hopes to participate in some big money bracket races.

TEXAS

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 Contact: Dean Kennedy
 Phone: (325) 673-7223
 www.abilenedragstrip.com

Amarillo Dragway - 1/8
 Contact: Jon Wolfe
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 www.amarillodragway.com

Angleton Raceway - 1/8
 Contact: Brian Colbert
 Phone: (281) 957-3249
 www.angletonraceway.com

Ben Bruce Memorial Airpark Raceway - 1/4
 Contact: Fred Irby
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 www.evadaleraceway.com

Dallas Raceway - 1/4
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 Phone: (972) 474-2600
 www.dallasraceway.com

Desert Thunder Raceway - 1/8
 Contact: Mike Waldrop
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 www.desertthunderraceway.com

Little River Dragway - 1/4
 Contact: Robert Hutchison
 Phone: (254) 982-9188
 www.littleriverdragway.com

Lone Star Motorsports Park - 1/4
 Contact: John Hennessey
 Phone: (713) 466-3240
 www.lonestarmotorsportspark.com

Pine Valley Raceway Park - 1/4
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 Phone: (936) 699-3227
 www.pinevalleyracing.com

Redline Raceway - 1/8
 Contact: Harry Hronas
 Phone: (903) 527-5911
 www.redlinraceway.com

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Motor Mile Dragway
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 www.motormiledragway.com

Natural Bridge - 1/8
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 Phone: (804) 730-3192
 www.naturalbridgedragstrip.com

New London Dragstrip - 1/8
 Contact: Cotty M. Parks
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 www.newlondonracing.com

Richmond Dragway - 1/4
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 www.richmondtrack.com

Sumerduck Dragway - 1/8
 Contact: Joy and Mike Anderson
 Phone: (540) 845-1656
 www.sumerduckdragway.com

Virginia Motorsports Park - 1/4
 Contact: Bryan Pierce
 Phone: (804) 862-3174
 www.virginiamotorsports.com

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Kanawha Valley Motorsports Park - 1/8
 Contact: Derek Casto
 Phone: (304) 675-6760
 www.kanrace.com

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Wisconsin Int'l Raceway - 1/4
 Contact: Roger Van Daalwyk
 Phone: (920) 766-5575
 www.wimotorsports.com

IMPORTANT INFORMATION: Due to a variety of international governments & insurance policies, IHRA member tracks located outside the USA and Canada may not carry "Excess Medical Coverage" for IHRA members. Please check with the track operator to review his coverage prior to racing.

QUARTER MILE RECORDS

CLASS	NAME	SPONSORS	DESCRIPTION	FACILITY	DATE	E.T.	MPH
PROFESSIONAL							
TF	Clay Milican	Werner Enterprises	'05 Hadman/BAE	Rockingham	10/05	4.484	
TF	Clay Milican	Werner Enterprises	'03 Hadman	Budds Creek	09/07		328.14
NFC	Bob Gilbertson	Autolite, Trick Tank, 10,000 RPM Clutches	'05 Stratus	Epping	09/06	4.841	318.09
PM	Kenny Lang	Pro Cars RX, Castrol, NGK	'53 Vette/ABR 526	Maryland	09/09	5.884	
PM	Ray Comisso	Pro Cars RX, R2 B2 Racing	'67 Camaro/526 ABR	State Capitol	03/09		246.08
AFC	Dale Brand		'01 Firebird/APS	Milan	09/07	5.649	
AFC	Dale Brand		'01 Firebird/APS	Maryland	09/07		249.39
PS	Frank Gugliotta	Yoak Motorsports, Bob Yoak Ford, Pirana Z	'07 Mustang/822	Rockingham	10/08	6.251	
PS	Brian Gahm	Gahm's Car and Truck Parts	'07 Mustang/Ford	Maryland	09/07		223.95
NH	Doug Vancil	Vance & Hines, Drag Specialties	'00 Weekend/160 Overkill	Cordova	05/02	6.278	
NH	Doug Vancil	Vance & Hines, Drag Specialties	'00 Weekend/160 Overkill	New York	07/01		221.85
PFD	Bill Evans	Evans Petroleum	'08 Spitzer/433 AJ	Palm Beach	01/10	5.469	267.43
PNFC	Greg Jacobsmeier	AllStar Dodge/RugDr/HotShotsBar&Grill/AMTRC/Eng/KodiakEq	'70 Challenger/470 Hemi	Palm Beach	01/10	6.156	230.76
SPORTSMAN							
TS	Steve Drummond	Drummond Race Cars, East Coast Tile, MB Racing	'08 Stang Ford	Maryland	09/09	6.322	230.25
TD	Sheldon Biseesar	PSTL/Total Lubricants/ Ironman Chassis	'10 Ironman/526 Hemi	Palm Beach	01/10	5.793	238.60
EXHIBITION							
JET TRUCK	Bob Motz			Maryland	09/05	6.456	232.67
JT DRGSTR	Billy Mattio			Norwalk	08/97		318.92
JT DRGSTR	Jack Dustman			Grand Bend	06/00	4.92	
JET BIKE	Kevin Martin	Global Oil Solutions, Whelen Engineering		Rockingham	04/09	7.887	202.55
RCKET CAR	Larry Flickinger			Bristol	10/81	4.22	344.00
SUPER STOCK							
SS/IA	Darrell Ciaravino	ACCEL, Hoosier Tires	'67 Camaro/Chevy 350	Osceola	09/07	10.2669	127.80
SS/GTA	Jim Evanuiik	Jim Evanuiik Jr., Jim Varacalli	'02 ZX2/Ford 351	Maryland	04/09	8.97	151.34
SS/GTGA	Pat Aubin	Gary Hettler, Pete Z, Brion Tilburg	'86 Camaro/Chevy 350	Epping	09/09	10.133	128.86
SS/PAA-1	Jim Reynolds	H&F Performance, Sylls Heads, L&H Race Cars	'57 Chevy/454 Pontiac	Rockingham	03/08	5.542	122.78
SS/PEA-1	Marvin Dunahoo	Dunahoo's Auto Service, Daugherty Engines, Patrick Johnson	'77 Mustang/Ford 289	Pittsburgh	07/08	9.72	137.66
SS/PFA-1	Marvin Dunahoo	Dunahoo's Auto Service, H&F Perf, Daugherty Engines	Mustang II/289	Darlington	09/07	9.996	135.29
SS/PFA-2	Mark Young	All Star Performance, Wilkins Motorsports	'93 Mustang/289 Ford	Maryland	04/09	9.77	134.50
SS/PGA-2	Mark Young	Wake Forest Automotive NAPA, Wilkins Motorsports	'93 Mustang/289 Ford	Darlington	09/07	10.032	133.33
SS/AM	Scott Gove	SGE Race Cars, Kris Kilby	'93 Daytona/Dodge 358	Epping	09/09	8.02	170.15
SS/DM	Steven Johnson	Jeff Taylor Perf., Coan Ind, Hoosier Tire	Grand Am/304 GM	Rockingham	06/09	9.191	143.58
SS/TB	Mark Markow	Markow Race Cars, Diamond RV, Bob's Auto Machine	'00 S-10/SBC 322	Epping	09/09	9.259	144.12
SS/CS	Venice Perno	Performance Cellar, Lorraine, Jamie	Thunderbird/308 Ford	Martin	08/08	9.930	132.34
SS/AX	Joe Buchanan	Joe & Jacques, Precision Engines	'68 Mustang/Ford V-6 275	Milan	05/08	9.064	148.00
SS/BX	Joe Buchanan	Joe & Jacques, Precision Engines	'04 Mustang, Ford V-6 275	Osceola	10/08	9.757	136.32



THE LAST WORD

by Aaron Polburn, D.G.A.S.

STORIES FROM PALM BEACH

When we all arrived at Palm Beach International Raceway for the Nitro Jam season opener we very much understood that much of the drag racing world was watching.

There was a huge curiosity factor because of all the format changes. As an example the traffic on www.nitrojam.com almost quadrupled over the event week. The IHRA haters couldn't wait for a train wreck. Much to their chagrin the end of IHRA and Nitro Jam never materialized. In fact, it was just the opposite. In pure numbers and unadulterated enthusiasm it was one of the best events in IHRA/Nitro Jam history. But let's not get over the skis. It was one event, and as I have said over and over again the success or failure of the new Nitro Jam will be told in a few years, not a few races or a few months. So let's take a minute and break it down.

The fans were incredible. Not only did they come en masse but they were about as wound-up as any group I have seen. Why? It was because they were having fun. How many times have we heard the pleadings of returning to the good ole days? What made the good ole days good was that so many people were having fun. Somehow in our quest to conduct the perfect drag race we lost sight of that. It will never happen again. Fanfest was a huge hit. The Nitro Thunder portion of having all the nitro cars warm up at the same time was awesome. What made it so gratifying was that people got on their cell phones and were dialing numbers as fast as they could to share the thunder and tell the story of what they were experiencing. The autographing of Bobby Lagana Jr.'s Top Fuel car was very cool. I saw a father with a young son and daughter sign in. The little boy etched his name around the middle of the car. The little girl grabbed the Sharpie and signed her name at the very front of the car. She then turned to her brother and said, "I'm going to get to the finish line first." Priceless.

If you don't think that shortening the race day for fans made a difference to family attendance think again. Our kid ticket sales nearly doubled the typical Nitro Jam event from 2009. Visually the fans loved about everything. The Prostaglia Nitro Funny Cars did everything you could imagine. What I had forgotten about was just how ill-handling these beasts can be without the aid of big wings and space-age aerodynamics. They found a hero in Florida resident Bill Evans, who put his Pro Fuel Dragster in the winners circle each day. They cheered just as loud for Harland Sharp Elite 8 winners Sheldon Bissessar and John Benoit. The fact that Bissessar set a world record and was from Trinidad/Tobago didn't hurt.

The sportsman racers got it. For some reason when we made all the changes to the professional show part of Nitro Jam the sportsman racers thought their world was going to change drastically. In a way they were right. It changed to the better. World Champions Michael Beard and Steve Furr kept raving about the experience of a two-day format and sportsman getting an uninterrupted shot at the track each day. Now let's be honest. The sportsman car count was nowhere near what it should have been. Many racers cited it as being too early and they weren't ready. A large number were cut off at the pass by a huge storm that paralyzed much of the Southeast. Regardless of the excuses we recognize a lot of the issues and are on our way to fixing them.

It was a great event but again I caution everyone. The work has just begun. And if you haven't noticed this has been and will continue to be the ultimate team effort between the fans, racers and staff. That being said, I could not be prouder of the initial effort.



PRIUS

I got to the Avis rental counter at Palm Beach and was told they would not have any mid-sized cars for at least an hour. I asked them to make me a deal on something which led to me getting a Toyota Prius. I normally don't rent anything where the roofline is below my waist but time was a wasting. I suppose my first warning was when they handed me a slip of paper on how to start the car. This was my first eco-experience so I was ready to learn. Ok, I knew going in that power was going to be at a minimum. The fact is that the John Deere Pedal Tractor I got for my grandson Alec had the same horsepower rating. But everything changed when I saw the MPG meter. There was this meter on the dash that told you in real time how many MPGS you were getting. It actually went up to 100 MPG. Although I didn't believe it, the challenge was on. Could I actually hit 100 MPG on the meter? I became so engrossed in my quest for the 100 mark that I cut off several BMW's and Jaguars and in the process learned that Palm Beach natives have an unusual way of saying hi with their middle fingers. Finally, on my way home from the track Saturday night I pegged the meter at 100 and the party was on. Now you might be saying that this is all a crock. I thought the same thing until I filled the tank Sunday before taking the car back to the airport. I drove this car Thursday, Friday, Saturday, and Sunday and I am happy to report my fill-up was exactly 2.8 gallons. I am now a green kind of guy.

GREAT QUOTES

"It's (nitro) supposed to make you cry. That's why it's so much fun." A father to his son during the Nitro Thunder at Fanfest.

"I'll pay double if you burn the tower down next year." A fan after seeing the side by side Jet Trucks.

"Someone help me down from here. I don't have medical insurance." Bobby Lagana Jr. celebrating by standing on the body of his Top Fuel Dragster.

"I think this is the first time we were all able to go out to dinner on race day." Stock winner Michael Beard on the advantages of the sportsman format.

"This was the highlight of my life. I feel 70 again." An 87-year-old fan who came to his first-ever drag race at the Palm Beach Nitro Jam.

GET READY FOR THE NITRO PARTY OF THE YEAR AT STATE CAPITOL . . . GODSPEED