

SUPERNATIONALS

*Don
Moody
T/F*

*Thank you for your contribution
Bob [unclear]*



jodauga

ONTARIO
MOTOR
SPEEDWAY

OFFICIAL
SOUVENIR
PROGRAM

\$1.50

NOV.
17-19,
1972





Give your body a lift.

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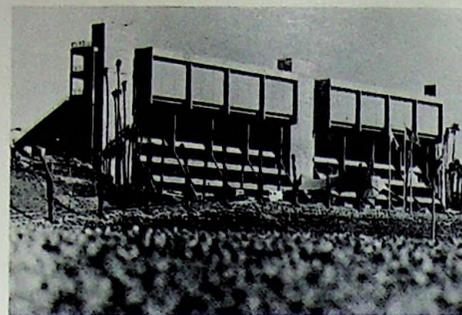
Own a muscle car? Hi Jackers should be your first muscle accessory. They'll give you all the extra height you need for rear wheel bite.

In addition to giving your body a lift, we give your mind a lift with our 18 month or 18,000-mile guarantee. Like everything else about Hi Jackers. It cushions the shock.

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SHOCK ABSORBERS

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ONTARIO MOTOR SPEEDWAY RACE PROGRAM

Produced by: **TIM REILLY ADVERTISING**
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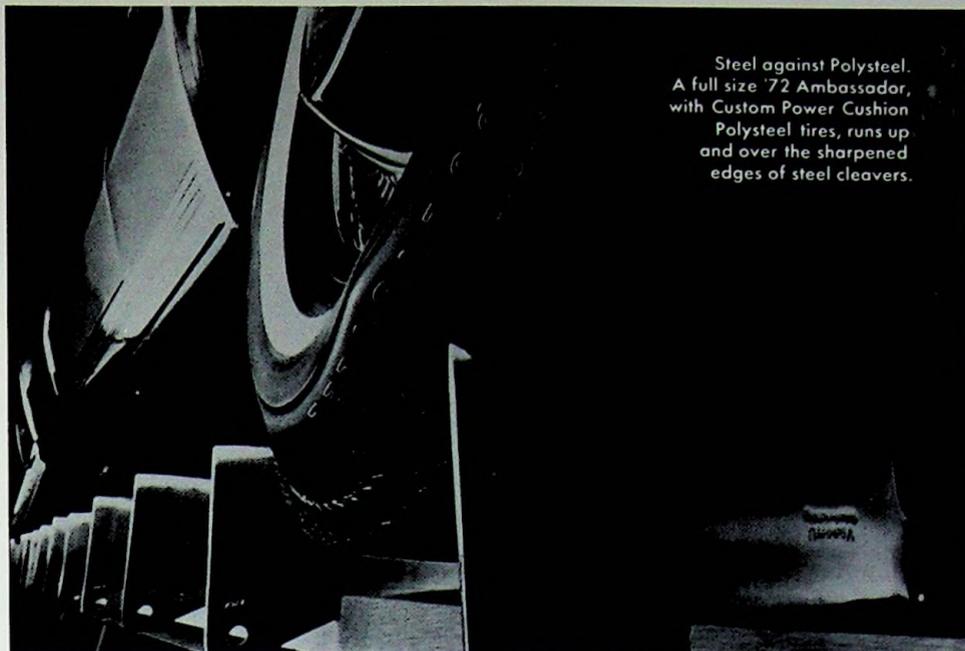
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Illustrations: John Jodauga

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STEEL AGAINST POLYSTEEL



Steel against Polysteel.
A full size '72 Ambassador,
with Custom Power Cushion
Polysteel tires, runs up
and over the sharpened
edges of steel cleavers.

CUSTOM POWER CUSHION POLYSTEEL TIRES: SO TOUGH, GOODYEAR BACKS THEM WITH A 40,000 MILE TREAD LIFE EXPECTANCY POLICY.

The Polysteel tire running over the edges of sharpened meat cleavers. At a torturously slow one to five miles per hour. A one-time shot? Guess again. This Goodyear tire took 1564 separate cuts, then went on to run 100 miles at 70 miles per hour — without loss of air.

What makes it so incredibly

tough? Sharpened meat cleavers demonstrate how the double steel cord belts in these Polysteel tires resist penetration under the tread. And just so you won't feel as though you're riding on

steel, flexible polyester cord soaks up the shocks.

Now Goodyear backs these tough, long-wearing tires with a 40,000 Mile Tread Life Expectancy Policy.

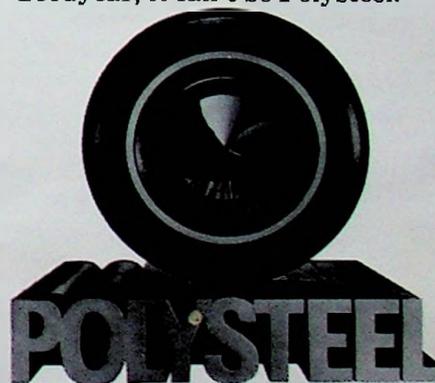
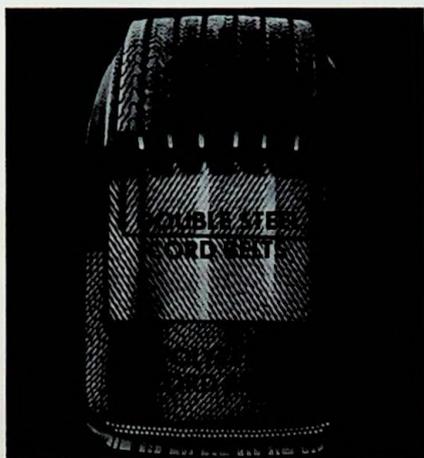
Goodyear Custom Power Cushion Polysteel tires. Ask for them by name. If it doesn't say Goodyear, it can't be Polysteel.

40,000 MILE TREAD LIFE EXPECTANCY POLICY

With proper care and normal driving, you will get at least 40,000 miles of tread wear from new, first-class Custom Power Cushion Polysteel tires on your car.

If you don't get 40,000 miles—and provided you were the original buyer of the tires and they are still on the original car—bring the tires and the policy booklet (with recorded mileage readings) to any Goodyear Service Store or Dealer in the United States or Canada. They will give you credit for mileage not received on the purchase of new Custom Power Cushion Polysteel tires, based on Goodyear's "Predetermined Price for Adjustment." A small service charge may be added.

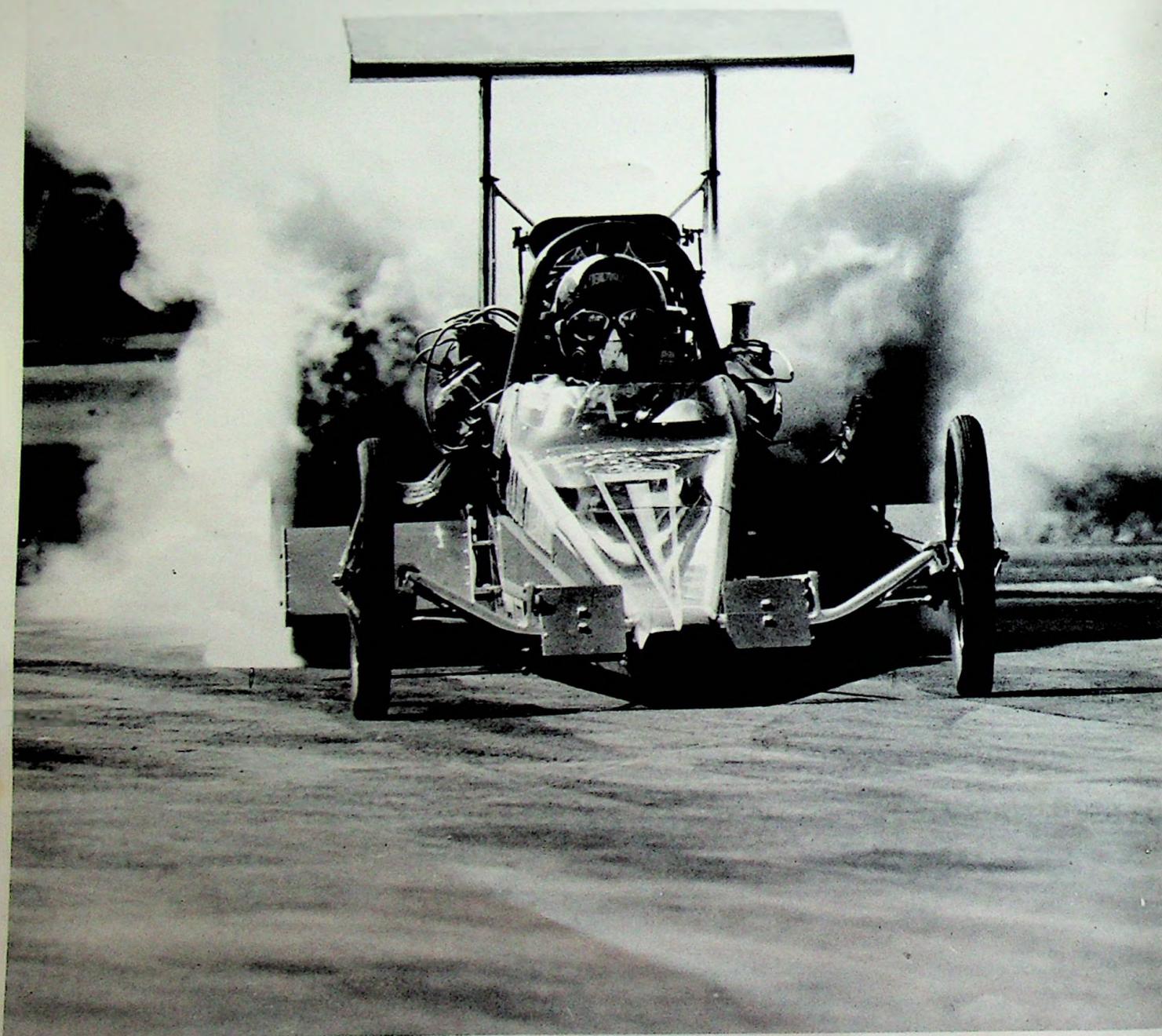
Copies of this policy are available at all Goodyear locations.



For additional facts on how Goodyear Polysteel tires performed in this and other torture demonstrations, write Goodyear, Dept. 791A, Akron, Ohio 44316.

GOODYEAR
Polysteel, Custom Power Cushion-TM's The Goodyear Tire & Rubber Company, Akron, Ohio

BIG GO at



the BIG O

There's a whole new look to the SUPERNATIONALS, drag racing's first true All Pro Show. We planned it that way with you, the spectator, in mind, as a means for bringing you the very best in professional racing, but without the ordinary event's complications.

Our four professional categories of drag racing have all been included in this year's SUPERNATIONALS presentation — Top Fuel dragsters, Funny Cars, Pro Stock cars and Pro Fuel Bikes.

An open-entry field makes possible anyone's participation who can meet the challenge of the sport's top runners, and the roster of entrants reads like drag racing's Who's Who.

The plan is to produce an easier-paced show for your enjoyment; one in which there is time between runs to discuss and compare the action before the next pair of combatants is half-way through the course.

To better utilize the magnificent facilities that only Ontario Motor Speedway can offer, our drag strip's quarter-mile has been moved down-course so that each race ends on the Big O's finish line. Better viewing and finer accommodations are the result, plus more attractive use of the Ontario racing complex.

Two days of hard qualifying, topped by Sunday afternoon's all-star fields of drag racing should establish the SUPERNATIONALS as the true Masters tournament, Superbowl and Olympics for the sport.

To the management at Ontario, the participating manufacturers who are our sponsors, the motor-sports media, the NHRA professional racers and our following of great racing fans, we extend our sincere Thank You for having helped to make it all possible.

We hope you will thoroughly enjoy our All Pro Show.



**NATIONAL HOT ROD
ASSOCIATION
Wally Parks, President**

ABOUT OUR SPONSORS

One of the prime attractions at any major NHRA championship is the colorful and active Manufacturers Area that features the products and services of our official Sponsor firms.

With all the atmosphere of a high performance and safety carnival, the Manufacturers Area provides much-needed advice, assistance and equipment for the contestants, and the Sponsors add millions of dollars to each season's competition awards.

A tour through the Manufacturers Area will readily demonstrate drag racing's sophistication and show how specialized the cars and their operating components have become.

Products and practices developed through drag racing's tough performance tests have contributed immeasurably to the efficiency and safety of the modern production car. Many innovations previously considered too costly or complicated for production adaptability have been refined and popularized through drag racing's use, making them available and practical for the consumer market.

Drag racing represents a never ending search for better solutions to automotive problems. The manufacturers whose service crews are active at these events contribute much to the common good, and their presence at these major meets adds qualified endorsement to the sport's merits.

The prize money they post, like their supporting advertising, lends credence to drag racing as one of today's most progressive forms of auto recreational activities—a logical proving grounds for the cultivation of tomorrow's better cars and products.

NHRA is proud of its Sponsors and the standard of products and services they represent—it's called quality-plus.



MAJOR SPONSORS

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- AUTOLITE SPARK PLUGS
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- STP FILTERS
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The National Hot Rod Association's 3rd Annual

SUPERNATIONALS

NOV. 17-19

ONTARIO
MOTOR SPEEDWAY
Ontario, California

NHRA CASH PURSE

TOP FUEL ELIMINATOR

(16 cars)

Top Fuel Winner	(1)	@	\$10,000
Runner-up	(1)	@	5,000
3rd Round Losers	(2)	@	1,500
2nd Round Losers	(4)	@	1,000
1st Round Losers	(8)	@	500
Consolation	(16)	@	200

PRO BIKE ELIMINATOR

(8 bikes)

Pro Bike Winner	(1)	@	\$ 1,000
Runner-up	(1)	@	400
2nd Round Losers	(2)	@	200
1st Round Losers	(4)	@	100

FUNNY CAR ELIMINATOR

(16 cars)

Funny Car Winner	(1)	@	\$10,000
Runner-up	(1)	@	5,000
3rd Round Losers	(2)	@	1,500
2nd Round Losers	(4)	@	1,000
1st Round Losers	(8)	@	500
Consolation	(16)	@	200

PRO STOCK ELIMINATOR

(16 cars)

Pro Stock Winner	(1)	@	\$ 5,000
Runner-up	(1)	@	2,000
3rd Round Losers	(2)	@	700
2nd Round Losers	(4)	@	500
1st Round Losers	(8)	@	300
Consolation	(16)	@	100

- Secure first 8 spots each eliminator on Saturday evening.
- All cars get one shot each for remaining 8 spots on Sunday morning in TF, FC, and PRO.
- Consolation money to be paid to the 16 quickest non-qualifiers in each eliminator, except Pro Bike.

MAJOR SPONSORS

ACCEL Ignition Kit	\$1,000
Spark Plug Wire	\$1,200
AMALIE Racing Oil	\$2,100
AUTOLITE Spark Plugs	\$4,900
B&M Transmissions	\$1,800
BORG-WARNER Clutch	\$1,400
Super T-10 Transmission	\$1,000
CARTER Carburetor	\$1,000
Electric Fuel Pump	\$1,000
CASTROL Oil	\$2,100
CHAMPION Spark Plug	\$4,900
CRAGAR Headers	\$4,200
CRAGAR Wheels	\$1,800
Blower Drive/Manifold	\$1,200
CRANE Cams	\$4,900
CYCLONE Headers	\$4,200
DOUG'S Headers	\$2,800

EDELBROCK Manifold	\$1,000
E-T Mag Wheels	\$4,200
FENTON Wheels	\$1,000
FIRESTONE Tires	\$1,800
FRAM Filters	\$4,200
GOODYEAR Tires	\$1,800
HAYS Clutch	\$3,600
HEDMAN Headers	\$4,200
HOLLEY Spark Plugs	\$1,400
Carburetors	\$1,000
HOOKE Headers	\$1,000
HURST Shifters	\$1,000
KENDALL GT-1 Oil	\$3,500
KEYSTONE Wheels	\$1,000
KUSTOM Headers	\$3,000
LAKEWOOD Traction Bars	\$1,000
LEE Filters	\$4,200

MALLORY Ignition System	\$1,000
Distrib plus Components	
MALLORY Magneto	\$3,000
M&H Rear Tires	\$3,500
MONROE Shocks	\$1,400
MOTOR WHEEL Wheels	\$1,400
PENNZOIL Motor Oil	\$2,100
ROCKET Wheels	\$1,400
Gaskets	\$1,800
SAVAGE Clutch	\$4,200
SCHIEFER Clutch	\$3,000
STEWART-WARNER Tachs	\$1,800
STP Filters	\$4,200
STP Oil Treatment	\$3,500
THRUSH Headers	\$1,400
VALVOLINE Racing Oil	\$2,100

GENERAL SPONSORS

BELL Helmets—\$1,500 • DANA Perfect Circle Piston Rings—\$1,000 • GENERAL KINETICS Cams—\$3,000
MR. GASKET Gaskets—\$3,000 • Shifters—\$1,400

All sponsor awards are contingent unless otherwise noted.
Most contingent cash awards require use of product, display of decal, and signing of an advertising release.

Please check with sponsor representative to confirm exact contingent qualifications. All merchandise awards are non contingent.

Winners who have met all qualifications for contingency payments and have not received their awards within thirty days following the event should write NHRA Awards Department giving full particulars.

Low E.T. and Top Speed winner(s) will be individuals who first set record marks for event, even though clockings may be tied by later runs.

SPONSORS POSTED AWARDS ... \$126,100
NHRA CASH PURSE 75,000
SUPERNATIONALS TOTAL .. \$201,100



SCHEDULE OF EVENTS

FRIDAY, NOVEMBER 17

— Spectator Gates Open at 11:45 a.m.

to 5 p.m.

Open at 8:45 a.m.

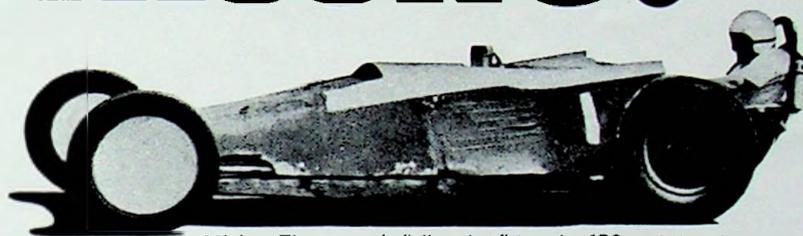
to 5 p.m.

Open at 8:30 a.m.

to 9 a.m. to noon

1 p.m.

The slingshot that launched a missile.



Mickey Thompson's "slingshot" breaks 150 mph barrier.

Back in '54, when Mickey Thompson designed and raced the first "slingshot,"

some laughed and called it "The Monster" and "The Tractor"

But, from its design came the missile—Challenger I. The modified dragster that set the record for the fastest automobile land mile that had ever been run: 406.60 mph.

Mickey Thompson. The policeman's kid who grew up on hot rodding and helped pioneer drag racing.

The man who holds more than 485 national and international speed and endurance records. More than any other man on earth.

The man who won the 1971 Ollie Award as "the man who has contributed the most to drag racing."

Today, with his team of Funny Cars—the titanium chassis Pinto and Vega—Mickey is still one of the most imagina-

tive automobile builders and designers in the business.

Mickey's one man who really cares about cars!

And, at over 400 mph he knows what a tremendous beating an engine has to take.

Valvoline® is the motor oil that can stand up to the toughest driving conditions around. That's why Mickey chooses Valvoline for his team Funny Cars and for all his off-road racing vehicles.

Mickey's not alone. More professional drag racers rely on Valvoline Motor Oil than on any other brand. You can rely on Valvoline for your car, too.



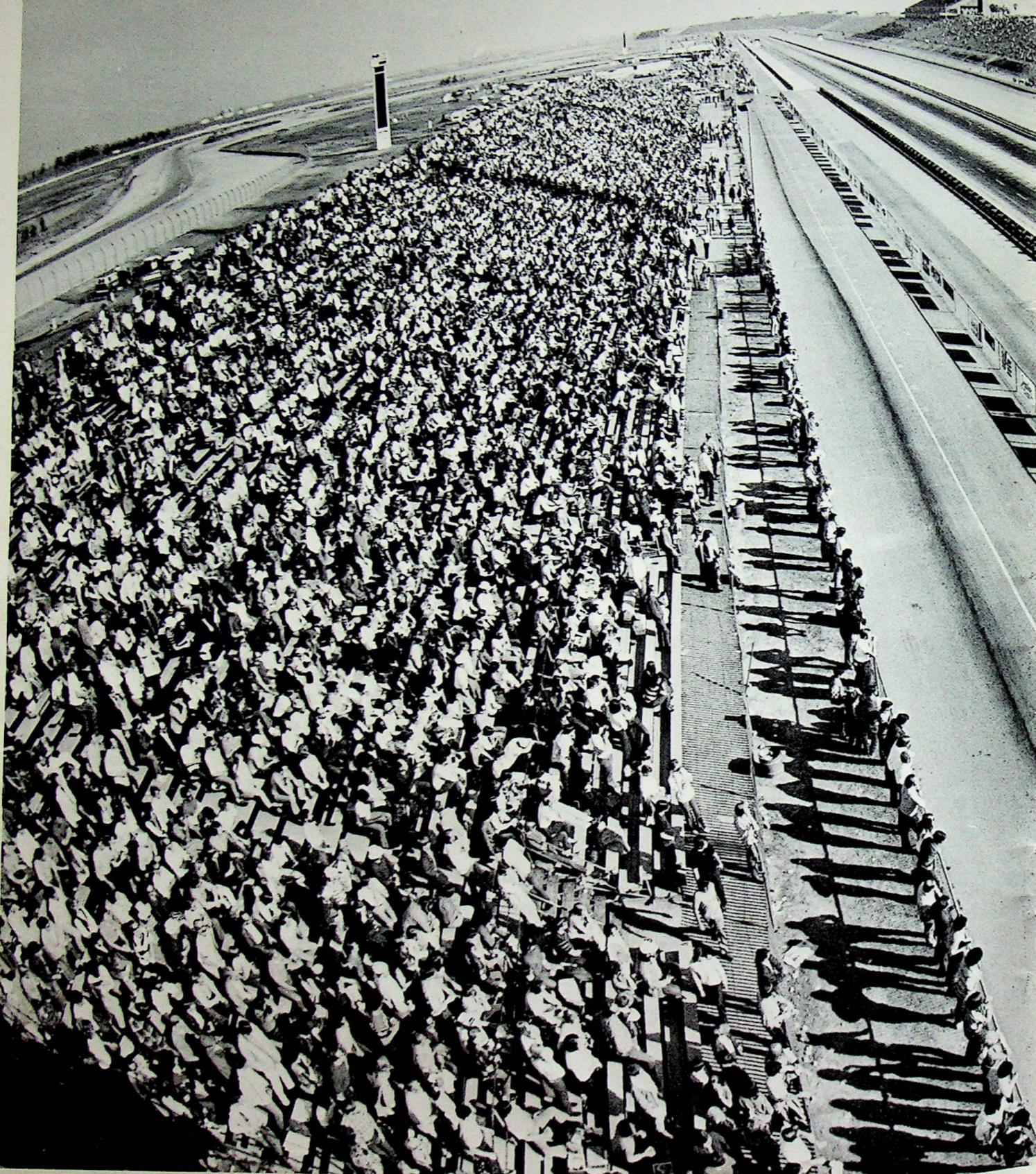
Valvoline

For the man who really cares about his car.

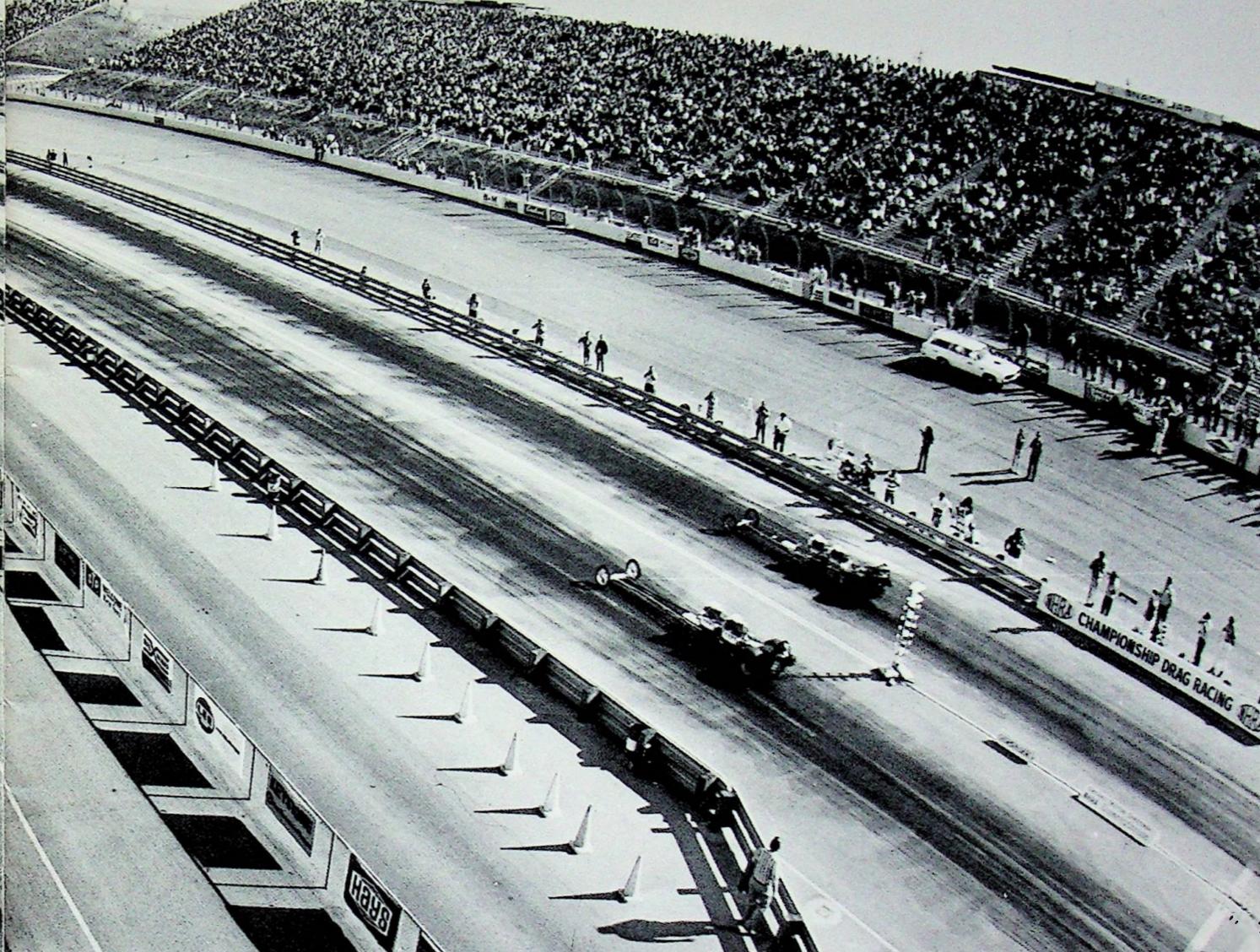


VALVOLINE OIL COMPANY, Ashland, Ky.
Division of Ashland Oil, Inc.

SUPERNATIONALS



REVISITED



By BRIAN TRACY
Director of Publicity
Ontario Motor Speedway

In the current vernacular, the word "super" means "outsight," "right on," and "fantastic," just to mention a few.

When the light bulb blinked on in Wally Parks' head a couple of years ago to have an all-star, super drag show at the world's finest racing plant, the NHRA Supers at Ontario Motor Speedway were born.

It's an event that is befitting of the above superlatives.

The first edition of the "Supers" came right on the heels of the inaugural California 500 back in the fall of 1970.

The racing surface was new and the traction, or rather the lack of it, was of major concern to the racers. A few days before the race, a huge water tanker was rolled out and the quarter-mile stretch of asphalt got a much needed bath. A resin application or two later and the surface was ready for racing.

Butch Maas displayed that indeed things were in order when he laid down a blast of 6.68 to top a 32-car

field of Top Fuel qualifiers that were ALL in the six-second bracket.

Mid-range traction had been somewhat of a problem during qualifying and it was nervous time throughout the Speedway when, in early Funny Car eliminations, Sush Matsubara lost control half way down the strip. The ensuing violence resulted in what was undoubtedly the most widely publicized photos of an automobile crash ever.

Sush was upside down, backwards, end-over-end, and spinning like a top. The body of the car went in one direction and Sush, firmly

encased in his roll cage, went in another. The twisted and broken funny car managed to trip the lights at better than 90 m.p.h. after an eighth of a mile of destructive gymnastics.

Mad because he had the race won from the outset (his competition, Leonard Hughes red-lighted), Mat-subara slammed his helmet to the ground as he walked away from the rubble.

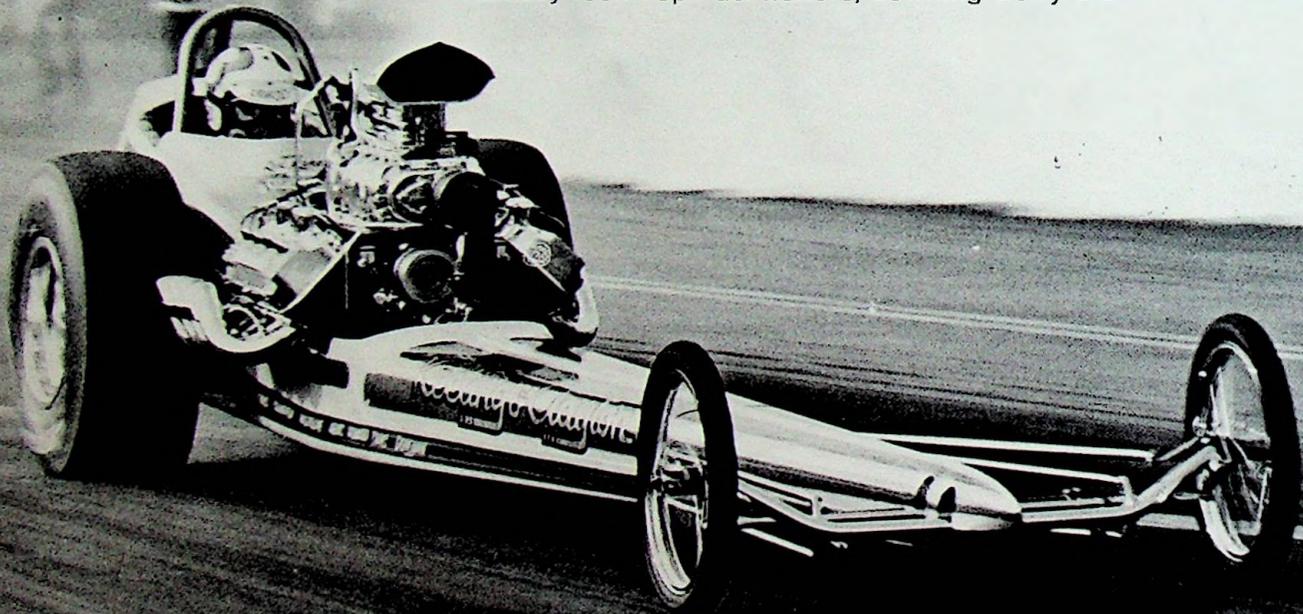
The track was definitely "coming in" with traction on the improve as Danny Ongais blasted "Big Daddy" Don Garlits with a 6.56 at 220.04 m.p.h.

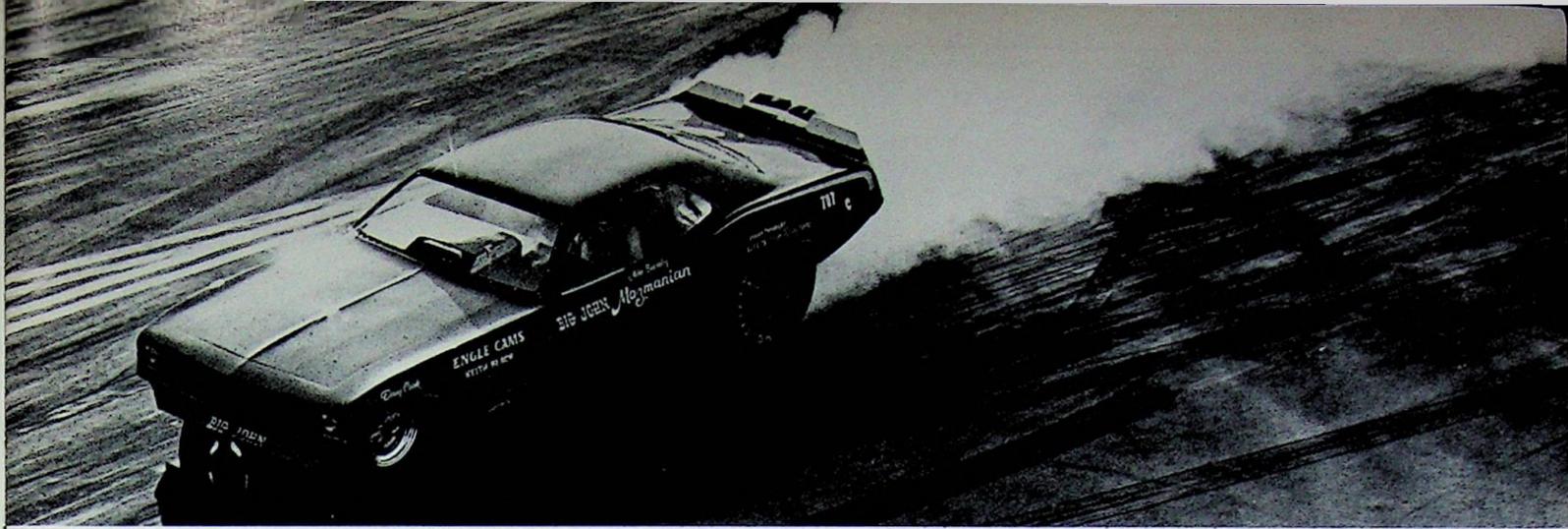
Unheralded Rick Ramsey steadily marched through the field with his beautiful digger, recording a consistent string of 6.6s. He reached the finals against young Gerry Glenn, but Glenn had broken in the semis, and a mad thrashing session

resulted in him just making it to the line in time. He had plunked a "gas" engine in his fueler and was hoping for the best.

But Ramsey ran away as the fuel burning gas engine of Glenn went up in flames. Ramsey's 6.70 at 204.08 etched his name in the record books as the first Top Fuel winner of the new-born NHRA Supernationals.

Young Rick Ramsey not only had the most beautiful dragster at the inaugural Supernationals, he also had the fastest and most durable. Ramsey took Top Fuel honors, downing Gerry Glenn in the finals.





Mike Snively looked good in the bleach box and good on the strip last year until Larry Arnold took his measure in the Funny Car finals.

In the other categories, Don Cain won Top Gas, Gene Snow-Funny Car, Ronnie Sox-Pro Stock, Don Enriquez-Competition Eliminator, Jim Stevens-Modified Eliminator, Ray Allen-Super Stock, and Marvin Ripes-Stock.

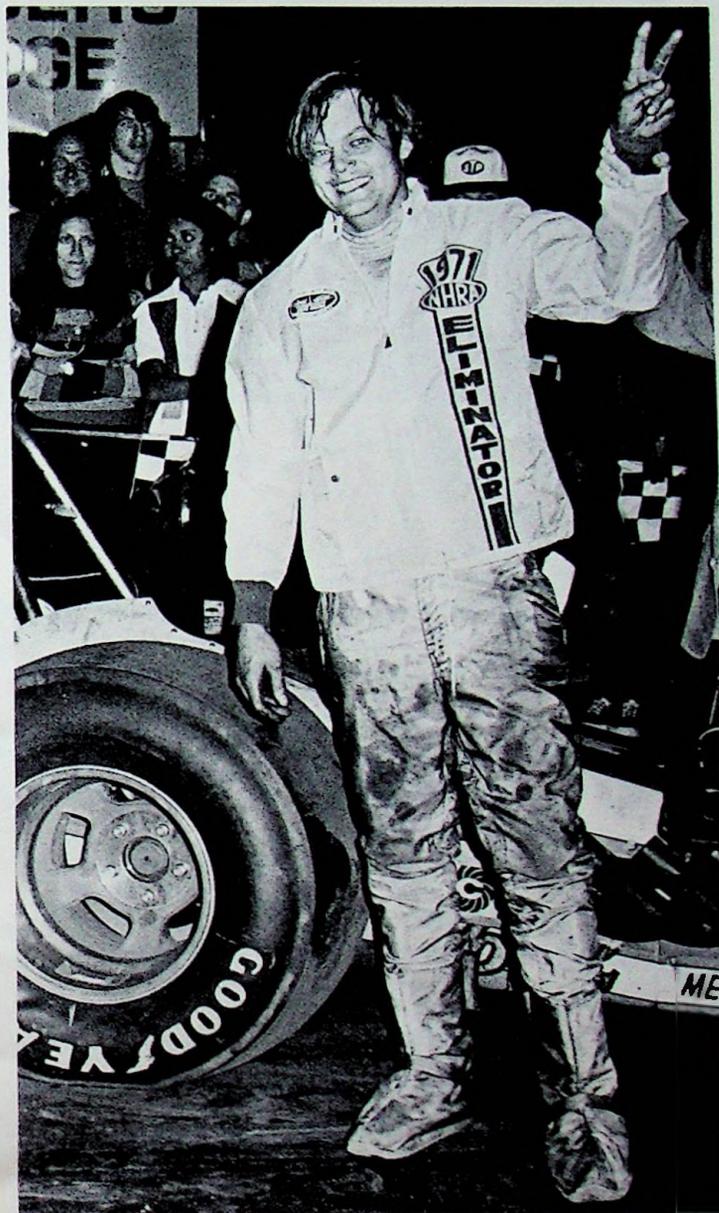
Year Two of the "Supers" could have been aptly called the "Surprise-Nationals."

Kansas John Wiebe topped the Top Fuel qualifiers, but close behind him, and tipping his hat at things to come, was big Hank Johnson of Marysville, Wash.

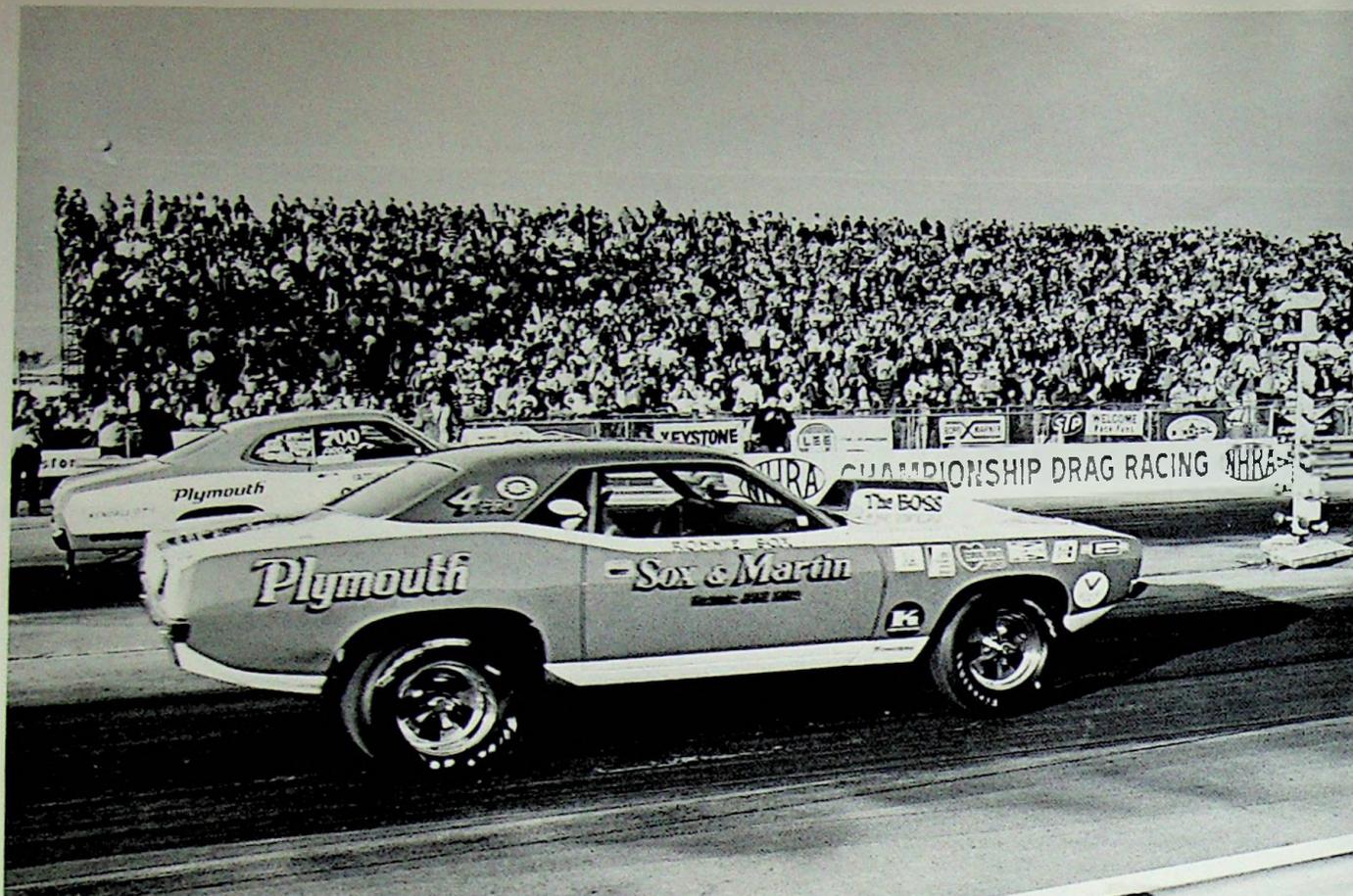
"Snake" Prudhomme qualified his radical new rear-engined, full-bodied digger but withdrew the beast when the handling characteristics left a lot to be desired.

When the eliminations started, young Jeb Allen captivated the crowd and had himself quite a day as he put down one challenge after another until finally tasting defeat at the hands of Wiebe.

So number one qualifier Wiebe and number two qualifier Johnson found themselves squared off in the finals for all the gold and glory. Johnson popped off a strong 6.61 while Wiebe floundered and the string of surprises was on.



Happy Hank Johnson ventured down from the damp Pacific Northwest and took home all the Top Fuel Super-nationals gold in 1971. He defeated John Wiebe in the finals.



In Funny Car, the pride of Memphis, Tennessee, Larry Arnold, got his measure of revenge. Second to Gene Snow 12 months earlier in the inaugural Supernationals, Arnold slammed the door on Mike Snively with a 6.84 at 212.76 m.p.h. in his 'Cuda to take the win.

Neither Snow in Funny Car nor defending Top Fuel champion Rick Ramsey could make it past the first round in '71.

The strange proceedings continued when Ken Ellis apparently was the new Top Gas champ after Jim Bucher had red-lighted in the finals. But Ellis failed to pass the post-race teardown and was disqualified due to oversize engines.

The Pro Stockers had the fans roaring, especially the underdog lovers when Butch Leal edged Ronnie Sox in about as close a race as physically possible. Leal—9.553 at 144.23 m.p.h. to Sox' — 9.558 at 144.00 m.p.h.

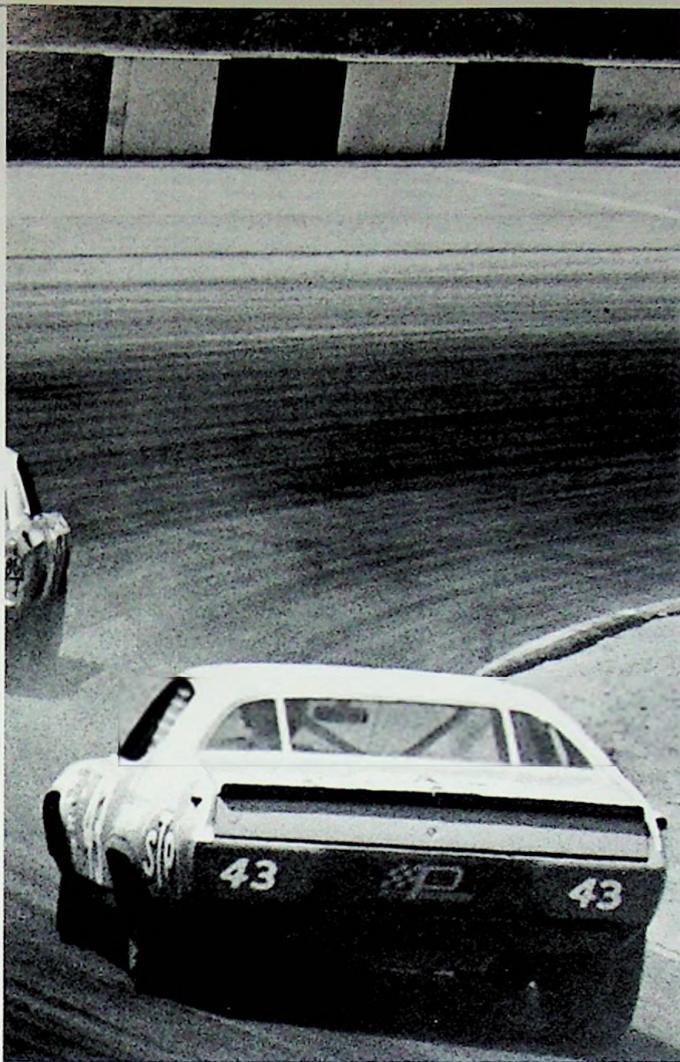
They left together and they finished together. Well, almost. Butch Leal and Ronnie Sox hooked up in the Pro Stock semi-finals and ran 1,320 feet perfectly side-by-side. Leal blinked the lights at 9.553 to Sox 9.558, but the California Flash failed the post-race weigh test, and Sox advanced to the finals. Sox & Martin downed Herb McCandless to take Pro Stock honors.

But the announcement soon came that Leal's "California Flash" was underweight and the win was transferred to the "Sox & Martin" Plymouth.

It was Sox all the way in the finals, downing Herb McCandless driving Geno Redd's brand new 'Cuda.

The drag racing world was saddened when Redd was killed while testing the 'Cuda less than 24 hours later at Orange County International Raceway.

continued on page 64



11th annual

WINSTON WESTERN 500

Grand National stock car racing at its absolute best.

The Winston Western 500 is the first NASCAR race of the year and the first major race of the season anywhere in the United States.

January 21, 1973 Bobby Allison, David Pearson, Richard Petty, A. J. Foyt, Ray Elder, Hershel McGriff and many other of the sport's greatest names in a 500-mile marathon over Riverside's 2.62 mile stock car road course for more than \$100,000 in prize money.

Riverside is the only road course in the country where the good ol' boys perform and you don't want to miss it.

Write to Riverside International Raceway, 22255 Eucalyptus Avenue, Riverside, California 92508 for information.

MISS ONTARIO MOTOR SPEEDWAY



Lucy Lopez, this year's lovely Miss Ontario Motor Speedway, greets Britisher Paul Smart in the Victory Circle following the recent Champion Spark Plug Motorcycle Classic. Lucy will be waiting in Victory Circle this weekend to crown the winners of the Supernationals.

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STEEL BELT**



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REGULAR WIDE OVAL
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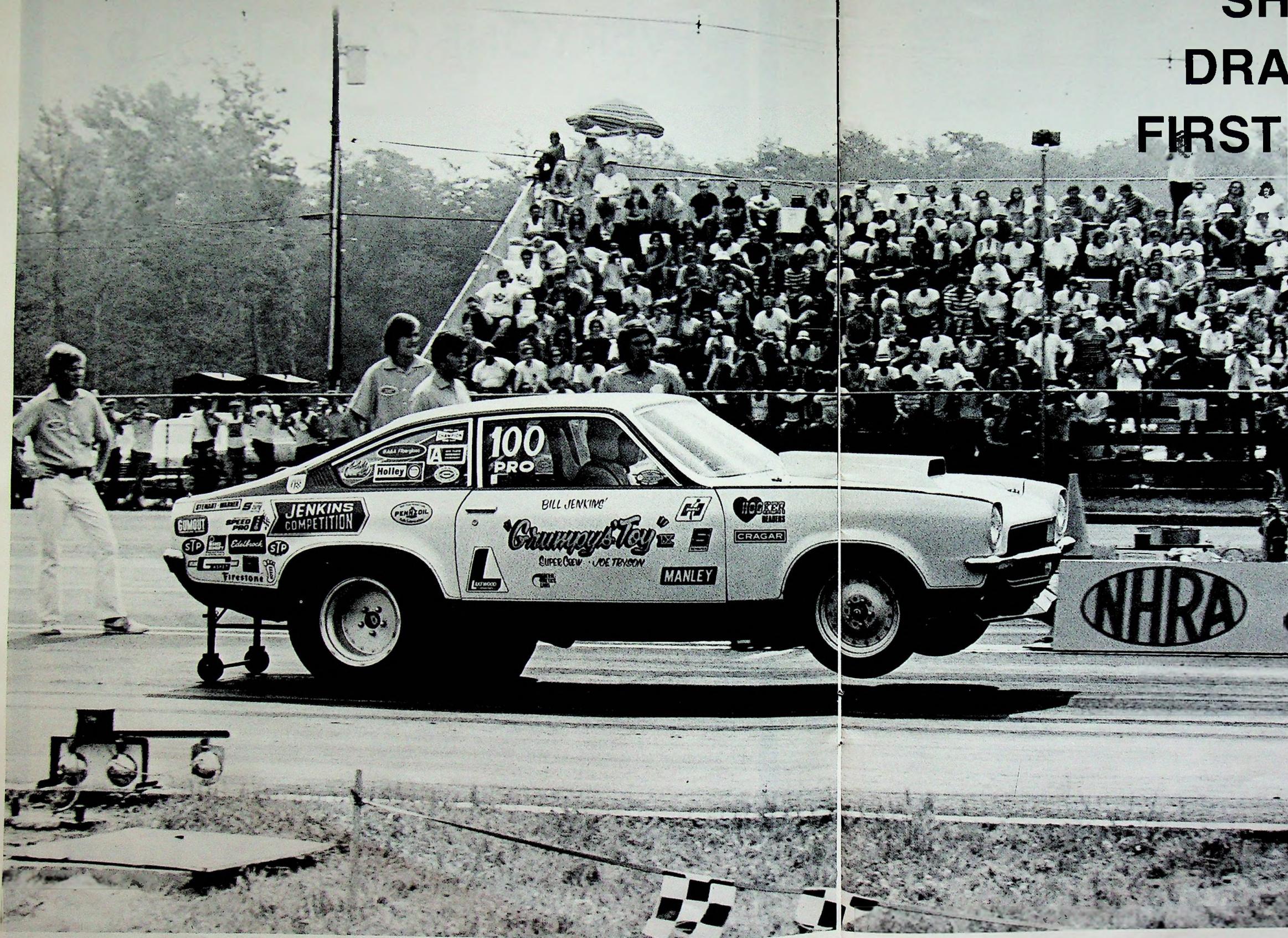
34 Convenient Locations

In Southern California

To Serve You

Winston Delta Tire

'DA GRUMP' SHOOTS FOR DRAG RACING'S FIRST GRAND SLAM



Popular Chevrolet hero Bill Jenkins is on the verge of making drag racing history as he sets his sights on being the first man to ever record an NHRA "Grand Slam." Should the "Grump" continue his present pace and win Pro Stock Eliminator at the NHRA Supernationals at Ontario Motor Speedway, he will become the first driver to have won every major national event offered on the NHRA schedule at least one time. Aided largely by his explosive 1972 season, Jenkins has now won seven of the eight existing national contests, with only the Supernationals trophy missing from his victory shelf.

Jenkins won his first national title back in 1965 when he won Stock Eliminator at the Winternationals. In 1967, he added his first Nationals win with a Super Stock Eliminator victory. 1970 saw him win the Winternationals and his first Gatornationals crown with his Pro Stock Camaro. After two years of absence from the winner's circle, he came on this year to take his third Winternationals, and his first ever victories at the Springnationals, Summernationals, Grandnationals and World Finals. His career total of 9 major NHRA wins is second only to Ronnie Sox, who has racked up the unbelievable total of 15.

Sox won Factory Experimental Eliminator at the 1964 Winternationals, nabbed a pair of Springnationals wins in 1967 and 1968, and won the Springnationals, Nationals and World Finals in 1969 and again in 1970. In 1971, Sox enjoyed the same success that Jenkins is currently experiencing, taking home the gold at the Winternationals, Gatornationals, Springnationals, Grandnationals, Nationals, and Supernationals. His six major wins in one year is a record, but Jenkins could tie him with a Supernationals win.

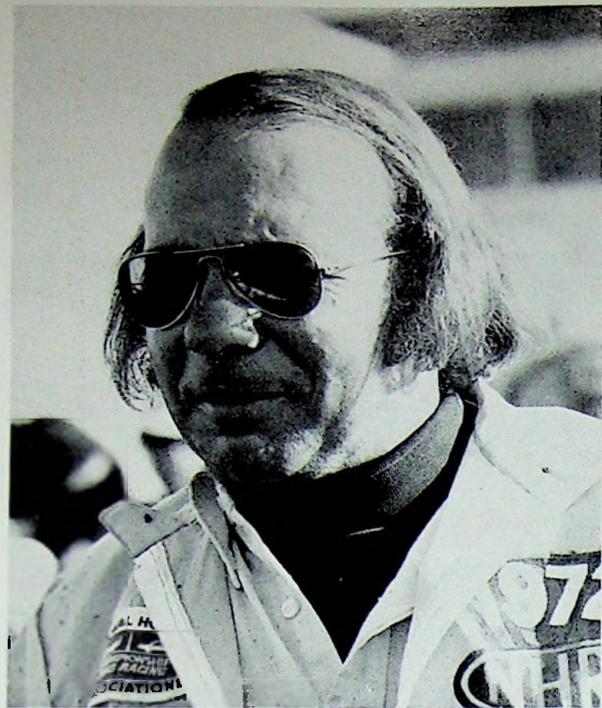
Jenkins is actually the second man to ever have a shot at such a distinction since Ronnie Sox needed only a Summernationals win this year to complete his sweep of the eight championships. Sox was defeated in the semi-finals, however, by arch-rival Dick Landy, and will have to wait until next year for another chance.

Others who could conceivably be within shooting range of the goal next year are Ed McCulloch, Gordon Collett, and Gene Snow, each who have won five out of the designated eight. McCulloch, currently the hottest Funny Car driver in the country, would appear as the likely choice as the next "Grand Slam" contender, what with Collett not enjoying the same success in his Pro Stocker that he exhibited in his Gas Dragster days, and Gene Snow having been shut out of the NHRA winner's circle since November of 1970.

Further on down the line are Dave Boertman, Paul Blevins, Don Garlits, Ray Motes, and Don Schumacher, who have each won four of the eight. Blevins, who has just recently come into his own as one of the highest rated tuner/drivers in the country, would appear to be the favorite of this group to advance his win total significantly in the next season or so.

Standing in the way of a Jenkins sweep is arch-rival Ford campaigner "Dyno Don" Nicholson along with the possible threats of Sox, Herb McCandless, Butch Leal, and Don Carlton. Nicholson's Pinto put on its finest performance of the year at the World Finals, earning runner-up honors behind the "Grump," and coming within a tenth of a second of the fabled Vega in the performance department.

On the MoPar side of things, Sox, McCandless, Leal and Carlton have

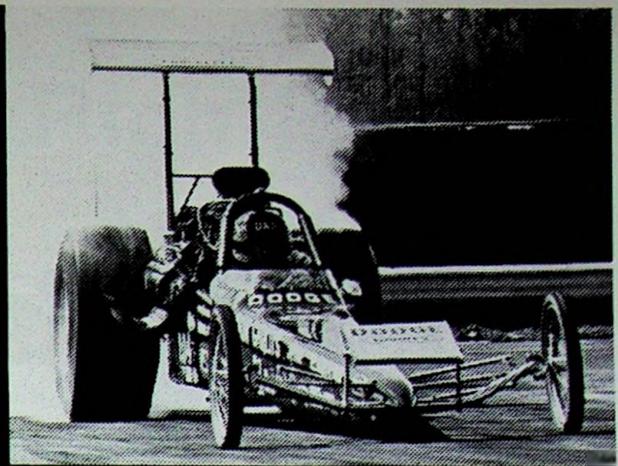
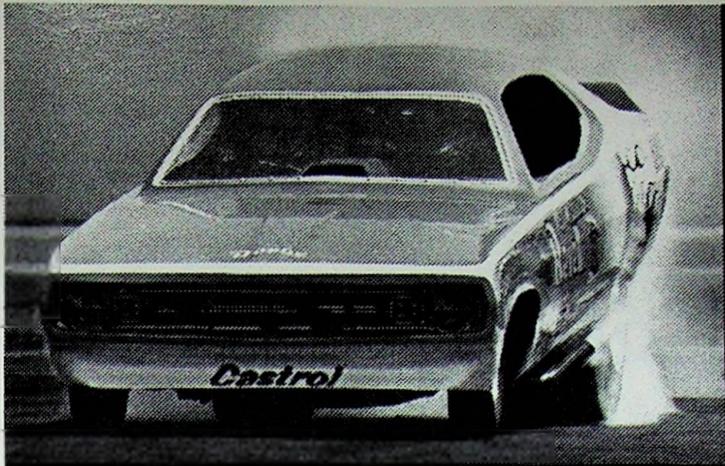


'DA GRUMP'

all recorded 9.20 clockings in recent match race showings, with Sox the unofficial leader of the pack with an unreal 9.16. But in only one of the four races where Jenkins has faced the all-out force of Chrysler's factory teams, the Summernationals, has the "Grump" enjoyed a decided performance edge. His consistency, a factor which has enabled him to rip off 40 consecutive runs without any mechanical malfunctions whatsoever in national competition, has been perhaps his major weapon.

The odds of continuing this pace, however, grow stronger against his case with each succeeding event, and it remains to be seen if he can pull it off one more time. Add to this the new 6.5 weight break factor, which will take effect at the Supernationals for the first time, and Jenkins faces an additional threat from the Ford camp, which had run .25 lbs. heavier per cubic inch in the previous races of this year.

All in all, it adds up to one of the more exciting of the many dramas that will unfold in drag racing's first ever All-Pro showdown.



Top three.



1972's winningest drag racers need no introduction. Through Labor Day racing, these top three drivers amassed a total of 20 national eliminator titles. In drag racing's top three classes. And in events staged by the sport's top three sanctioning bodies.

"Big Daddy" won his titles with Dodge power. Ed "the Ace" relied on Chrysler. And for "Grumpy" it was Chevrolet.

But all three of the "top three" were fired to victory by Champion spark plugs. The one brand that's always right. For every engine.



Toledo, Ohio 43601

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1972 Win Record (through Labor Day)

Don Garlits—Top Fuel

IHRA Winter Nationals—
Lakeland
IHRA Spring Nationals—Bristol
NHRA Gatornationals—
Gainesville
AHRA Northern Nationals—
Fremont
AHRA Pro-Am Nationals—
West Palm Beach
AHRA The Nationals—
Fort Worth
AHRA Grand American—Tulsa

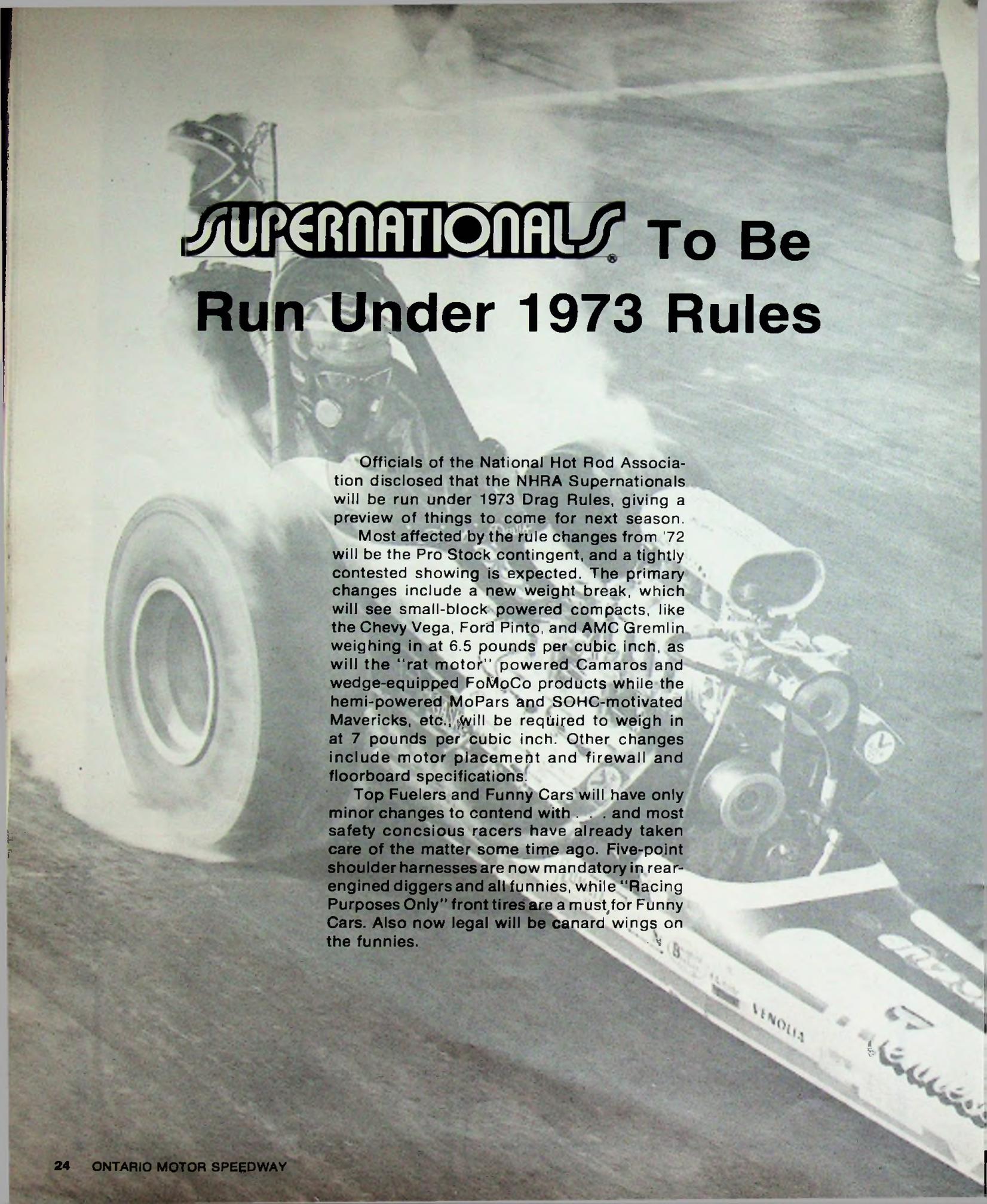
AHRA Gateway Nationals—
St. Louis
AHRA Grand Prix of Drag
Racing—Kansas City

Ed McCulloch—Funny Car

NHRA Winternationals—
Pomona
NHRA Gatornationals—
Gainesville
NHRA Springnationals—
Columbus
NHRA Nationals—Indy

Bill Jenkins—Pro Stock

NHRA Winternationals—
Pomona
NHRA Springnationals—
Columbus
NHRA Summer Nationals—
Englishtown
NHRA Grandnationals—
Montreal
IHRA Empire Nationals—
Rochester
IHRA Spring Nationals—Bristol
AHRA/PRA National
Challenge '72—Tulsa



SUPERNATIONALS To Be Run Under 1973 Rules

Officials of the National Hot Rod Association disclosed that the NHRA Supnationals will be run under 1973 Drag Rules, giving a preview of things to come for next season.

Most affected by the rule changes from '72 will be the Pro Stock contingent, and a tightly contested showing is expected. The primary changes include a new weight break, which will see small-block powered compacts, like the Chevy Vega, Ford Pinto, and AMC Gremlin weighing in at 6.5 pounds per cubic inch, as will the "rat motor" powered Camaros and wedge-equipped FoMoCo products while the hemi-powered MoPars and SOHC-motivated Mavericks, etc., will be required to weigh in at 7 pounds per cubic inch. Other changes include motor placement and firewall and floorboard specifications.

Top Fuelers and Funny Cars will have only minor changes to contend with . . . and most safety conscious racers have already taken care of the matter some time ago. Five-point shoulder harnesses are now mandatory in rear-engined diggers and all funnies, while "Racing Purposes Only" front tires are a must for Funny Cars. Also now legal will be canard wings on the funnies.

Rich Payday

Awaits '72

SUPERNATIONALS

Champions

The 3rd annual NHRA Supernationals, drag racing's All Pro Show at Ontario Motor Speedway will carry a posted purse of over \$200,000.

The giant purse stands at \$201,100, including \$75,000 in guaranteed prize earnings that will be divided up in the four professional racing categories of Top Fuel, Funny Car, Pro Stock and Pro Bike.

This year's classic will feature an All-Pro field of only those four categories and has drawn an outstanding field of entries from across the U.S. and Canada who will be bidding for honors and a share of the prize offerings.

The biggest payout is earmarked for the Top Fuel winner, who is guaranteed \$10,000, but with the addition of contingency awards, may earn as high as \$19,000 or, if he also happens to set Low E.T. and Top Speed of the Meet, \$22,200!

The bonus prize of \$3,200 for Top Speed and Low E.T. is one of the highest ever posted for that particular feat.

This year's Supernationals Funny Car Champion also has a potential \$22,200 in prize money, which includes a \$10,000 guaranteed plus contingency awards and a \$3,200 bonus for Top Speed and Low E.T.

The Pro Stock winner will take home a minimum of \$5,000 in guaranteed monies, and, with an additional \$12,600 in contingency

monies also posted, may earn as much as \$17,600. The latter does not include a whopping \$4,000 bonus for Top Speed and Low E.T., which could raise the winner's earnings to \$21,600.

Runners-up in all three of the car categories also will realize a handsome pay day, with \$8,600 posted for Top Fuel and Funny Car and \$9,200 up for grabs in the Pro Stock ranks.

Winner of the Pro Bike category, which will consist of 8 fuel burning motorcycles, has a potential of \$3,300 to shoot for including a guarantee of \$2,500.

Each of the three car categories this year will be open to 16 qualifiers based on elapsed times from preliminary action on Friday and Saturday, November 17-18, but under NHRA's unique payoff structure for this year's Supernationals, prize money will also be paid to non-qualifiers in positions 17 through 32 in each category when qualifying closes.

The format for this year's event should provide one of the most exciting events in drag racing history, beginning with qualification runs and climaxing with the November 19 Eliminator finals. Half the field in each car category will be seeded with the conclusion of Saturday's qualifying while the remaining eight spots in each bracket will be filled Sunday morning in

single shot, side by side attempts.

Additionally, the starting line for the OMS quarter-mile has been moved downtrack some 300 feet so as to place all the action in better viewing from the sea of grandstands.

The overall field is expected to be one of the classiest ever assembled, and includes such popular veterans as 1971 World Champion Gerry Glenn, North Central Divisional Champion Dale Funk, veteran Walt Rhoades, National Record holder Clayton Harris, Pat Dakin, big Herm Petersen, 1972 Nationals Champion Gary Beck of Canada, Tony Nancy, inaugural Supernationals winner Rick Ramsey, Hawaiian star Phil Soares, former Winternationals Champion Larry Dixon, teenage driving stars Jeb Allen and Randy Allison, veteran Mike Snively, and a host of other Top Fuel entrants.

The Funny Car field is being filled by Phil Castronovo, two-time Nationals Champion Ed McCulloch, newly-crowned World Champion Larry Fullerton, Don Schumacher, Kelly Chadwick, Don Prudhomme, Tom McEwen, Sush Matsubara, and dozens more.

Heading the Pro Stock ranks is Bill Jenkins who, by winning this year's Supernationals event, can become the only driver to score an eliminator victory in all eight National events sanctioned and produced by NHRA.

The Saga of Young Jeb Allen



By **DEKE HOULGATE**

Jeb Allen's first name stands for — well, Jeb. His mother came up with the name while she was waiting in the hospital to deliver him. She was watching TV, and this fellow in the Western Drama was named Jeb.

In the 18 years since she got that inspiration Mrs. Guy Allen has forgotten what show she was watching, but television has become a lot less important to her than the accomplishments of her son.

Today Jeb Allen, only a few months following his graduation from Bellflower High School, is the National Hot Rod Association's youngest national champion. He won the NHRA Summernationals top fuel eliminator title at Englishtown, N.J., and has come close on several other occasions to taking other championships as well.

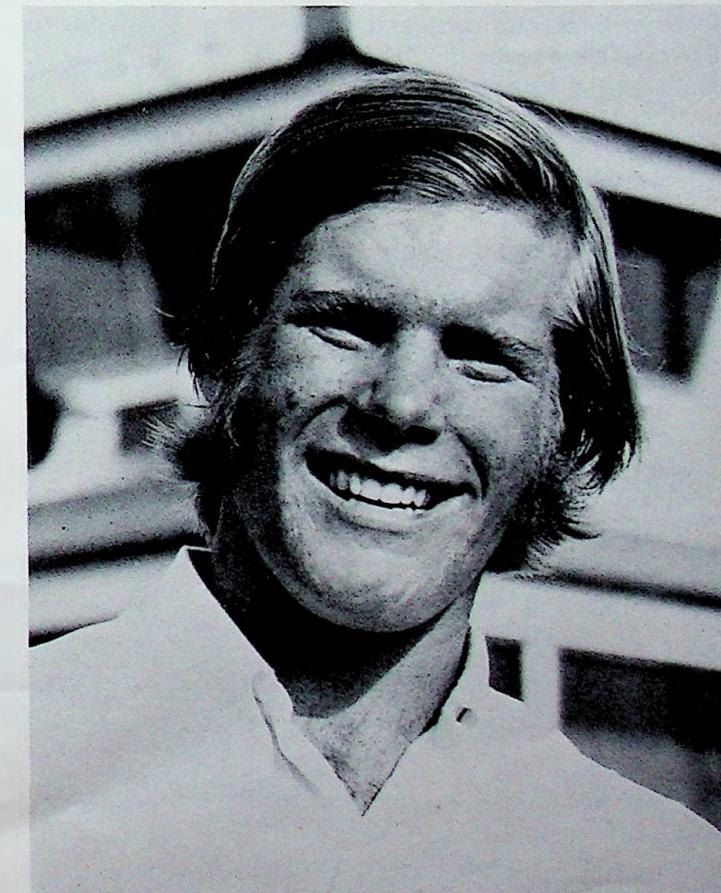
Young Jeb is doing more than following in the footsteps of his talented brothers, Ed and Les, who preceded him into drag racing but who have drifted away from the sport to raise families and join the business world.

While they were teenagers racing a pair of junior fuel dragsters known as "The Wasp" and "The Praying Mantis," Jeb was helping his daddy work on the cars at night in the family garage.

Allen family drag racing was a completely self-taught operation. The father took his boys out to see a few races, noted they were interested and started to build race cars for them. He didn't know the first thing about cars or engines when he began. Guy Allen is a building contractor.

While Ed and Les concentrated on driving and their dad on preparing their cars, 8-year-old Jeb made himself handy by cleaning parts and loading the truck. By the time he was 10 years old, his father said, he was an accomplished mechanic who could do anything with an engine that a skilled adult could do.

Guy Allen said his youngest boy was mechanically inclined.



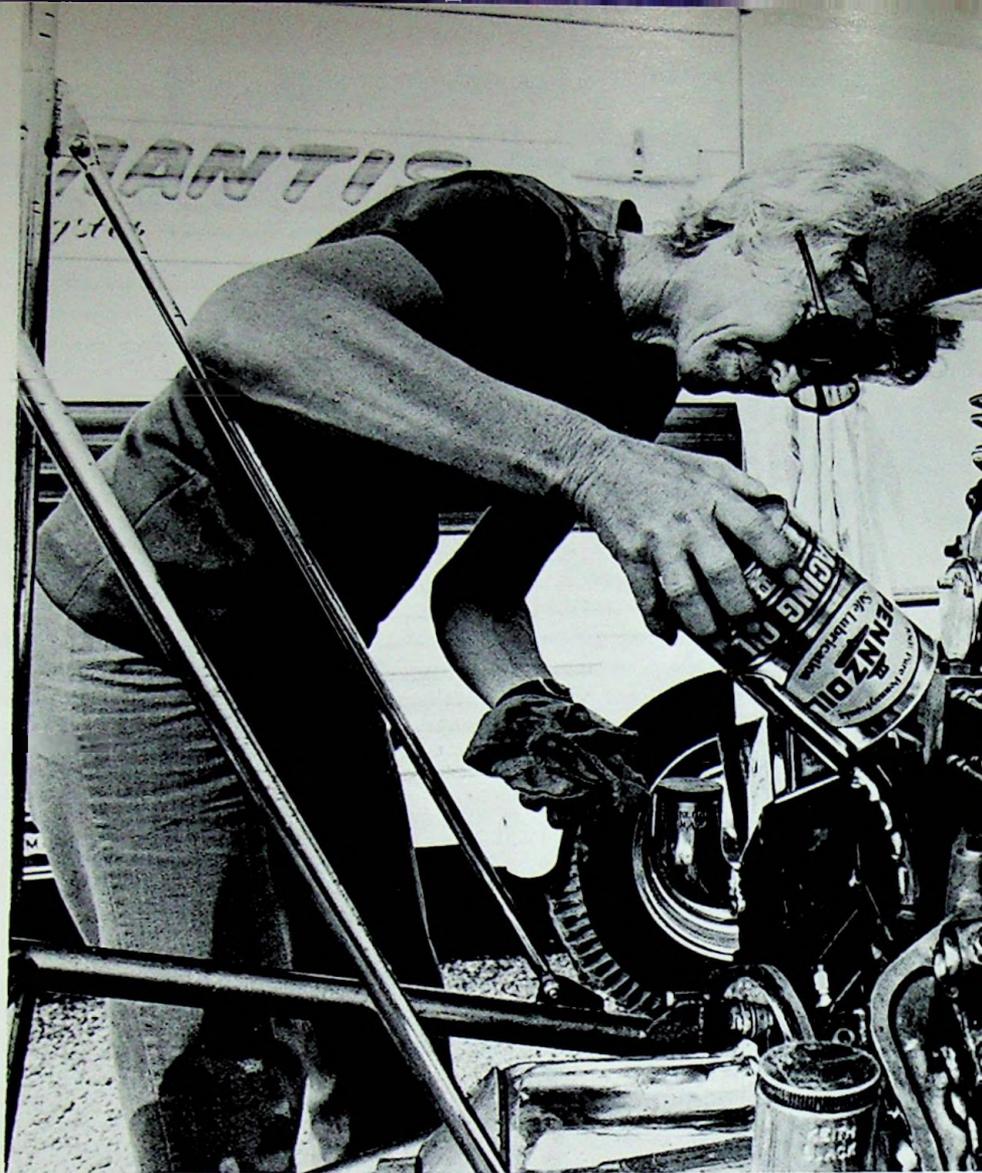
JEB ALLEN

"I believe there is a natural talent," he said, "for mechanics. It's as much a natural thing as the talent to write books or be an actor. You need more than talent to make good. Somebody has to bring that out. But it's there."

Jeb went through Little League and Junior Football like most kids. He played guard on the high school football team at 165 lbs. But with all that time invested in drag racing it apparently was only a matter of time before he would begin driving his dad's race car.

Although many parents don't like the idea of their teenagers traveling at speeds up to 230 miles an hour in these outlandish, fire-spitting race cars, Guy Allen did everything he could to encourage his boy's ambitions in the sport.

"In this day and age," the father said, "there is so much for kids to do to get into trouble, you have to occupy their time. In drag racing you think of 6 second runs and figure that doesn't take too much time, but that's only a small part of it."



Jeb got quite a graduation present from high school. He won the N.H.R.A. Summernationals at Englishtown, N.J.

The Allen effort is a family effort. Jeb's mom doesn't sit at home and worry, or spectate from the stands, she's down in the pits thrashing between heats to see that the big Keith Black mill is functioning properly.

"It's the week of preparation that leads up to those runs that takes up time. This is the good of it, the time it takes to get ready for a race."

Two weeks before the Supernationals last year Jeb earned his NHRA fuel competition license and began competing. He was a completely unheralded entrant in the Ontario race.

SUPERNATIONALS®

TOP FUEL

NO.	CLASS	DRIVER	CITY & STATE	ENTRY	ENGINE
1	TF	Gerry Glenn	El Monte, Ca.	Gerber, Schultz & Glenn	Chrys.
38	TF	Dale Funk	Radcliff, Ky.	Ky. Moonshiner	Chrys.
61	TF	Jerry Ruth	Seattle, Wash.		Chrys.
71	TF	Dennis Baca	Walnut Creek, Ca.	Carpetbagger	Chrys.
78	TF	Walt Rhoades	Playa Del Rey, Ca.	Safe-Way Sandblasting	Chrys.
202	TF	Charles Moulder	Decatur, Ga.	Hop-N-Gator	Chrys.
217	TF	Clayton Harris	Columbus, Miss.	New Dimension	Chrys.
301	TF	Jim Walther	Painesville, Ohio	Walter & Carter	Chrys.
303	TF	Pat Dakin	Dayton, Ohio	G.L. Rupp	Donovan
357	TF	Jim Bucher	West Chester, Ohio	Jim Bucher's Kenner SSP	Chev.
363	TF	Paul Longenecker	Arcanum, Ohio	Paul Longenecker	
404	TF	Chip Woodall	Hurst, Tex.	Peebles & Williams	
408	TF	Vic Brown	Tulsa, Okla.	Creitz & Dill	Donovan
423	TF	Dan Rightsell	San Antonio, Tex.	Dan Rightsell	Dodge
451	TF	Bryan Teal	Lubbock, Tex.	Buck's Engine Co.	Chrys.
453	TF	Steve Carbone	Tulsa, Okla.	Steve Carbone	Ed Pink
519	TF	Jerry W. Wilson	Denver, Colo.	Intergrator	Donovan
555	TF	John Wiebe	Newton, Kan.		Donovan
597	TF	Ed Renck	Pueblo, Colo.	John Foderaro	Dodge
600	TF	Herman Petersen	Poulsbo, Wash.	S.I.C. Racing	Donovan
602	TF	Hank Johnson	Marysville, Wash.	Hank Johnson's	
				Everybody Needs Milk	Dodge
605	TF	Bob Mitchell	Puyallup, Wash.	Bob Mitchell	Donovan
611	TF	Glen Foster	Sacramento, Ca. 1	Thunder Mama	Chrys.
615	TF	Gordon A. Fabeck	Vancouver, Wash.	Albrich & Fabeck	Chrys.
651	TF	Gary Beck	Edmonton, Alb. Can.	Reliable Engine Serv.	
663	TF	Ernie Hall	Cornelius, Ore.	The Stripper	Donovan
700	TF	Gary Cochran	Fountain Valley, Ca.	Gary Cochran	Donovan
702	TF	Don Johnson			
704	TF	Gary Ormsby	Sacramento, Ca.	Wulf & Ormsby	Donovan
705	TF	Larry Leventon	Sacramento, Ca.	Leventon, Lewis & Masters	Chrys.
707	TF	Carl Olson	Torrance, Ca.	Kuhl & Olson	Donovan
709	TF	Paul Gommi	South Gate, Ca.	Paul Gommi	Elephant
717	TF	Dan Richins	Salt Lake City, Utah	Iron Horse	Donovan
721	TF	Gary Ritter	Hayward, Ca.	Blood — Sweat & Nitro	Chrys.
722	TF	Tony Nancy	Sherman Oaks, Ca.	Wynn's Sizzler	Dodge
723	TF	Rick Ramsey	Marina Del Rey, Ca.	Keeling-Clayton-Ramsey	
				California Charger	Donovan
724	TF	Denver Schutz	Fresno, Ca.	John Blanchard	Chrys.
732	TF	Jim Herbert	Sacramento, Ca.	Raynor & Herbert	Donovan
733	TF	Don Ewald	Huntington Bch, Ca.	Community Property	Chrys.
739	TF	Ken Moitoza	Milpitas, Ca.	De Tar Baby	Chev.
740	TF	Leland Kolb	Cypress, Ca.	Leland Kolb	Dodge
747	TF	Harry Hibler	North Hollywood, Ca.	Sandman	Chrys.
751	TF	Francis Prock	Holtville, Ca.	Sterling-Prock & Brown	Keith Blk.
760	TF	Don Moody	Westchester, Ca.	Walton-Cerny-Moody	Chrys.
772	TF	Dwight Hughes	Selam, Ca.	Berry Bros. & Hughes	Donovan
777	TF	Robert Noice	Van Nuys, Ca.	Brissette & Noice	Donovan
779	TF	Jim Garatti	San Rafael, Ca.	Zappetini, & Garatti	Chrys.
783	TF	Philip L. Soares	Honolulu, Hawaii	Cannon & Soares	Chrys.
784	TF	Chris Lane	Tempe, Ariz.	Up-in Smoke	Chrys.
786	TF	Larry D. Bowers	Northridge, Ca.	Bowers Magnesium Super-chargers	Chrys.
790	TF	James Warren	Bakersfield, Ca.	Rain for Rent Spec.	Chrys.
791	TF	Larry Dixon	North Hollywood, Ca.	The Real Don Steele Racers	Chrys.
797	TF	Dwight Salisbury	Van Nuys, Ca.	Dwight Salisbury	Donovan
7701	TF	Danny Ongais	Downey, Ca.	Spaghetti Bender	Chrys.
7702	TF	Gary Southern	Glendora, Ca.	Cirino & Lopiccolo	Chrys.
7703	TF	Jack Martin	Fresno, Ca.	Mr. Ed	
7719	TF	Jim Trillo	San Jose, Ca.		Chev.
7730	TF	Ken Ellis	Pico Rivera, Ca.	Lidtke, Ellis, Oliphant	Chev.
7731	TF	Bill Carter	Van Nuys, Ca.	Carter & Tolbert	Chrys.
7736	TF	Randy Allison	Vista, Ca.	The Allison Bros.	Chrys.
7737	TF	Mike Snively	Pomona, Ca.	Annin & Winston-Delta Tire Spec.	Dodge

7741	TF	Denny Fitt	Mission Hills, Ca.	National Speed Shop Spec.	Chrys.
7755	TF	Roger Gates			
7757	TF	Howard Haight	Pomona, Ca.	Gates, Cochrum & Haight	Chev.
7760	TF	Jeb Allen	Bellflower, Ca.	Praying Mantis	Chrys.
7763	TF	Donald Thoren	Norco, Ca.	Plum Crazy	Chrys.
7768	TF	Fred Mooneyham	Downey, Ca.	California Cajun	Hemi

FUNNY CAR

NO.	CLASS	DRIVER	CITY & STATE	Entry	CAR	ENGINE
2	FC	Tom Prock	Utica, N.Y.	Custom Body Ent. Mini challenger	'73 Challenger	Hemi
32	FC	Al Marshall	Hobart, Ind.	Creasy Bros. & Marshall	'72 Mustang	Chrys.
42	FC	Leonard Hughes				
72	FC	Tom Ferraro	Riverside, Ca.	Original Rat Trap	'72 Ply.	Ply.
105	FC	Al Hanna	Windsor, Conn.	Eastern Raider	'73 Ford Pinto	Chrys.
117	FC	Russell Jim Liberman	Westchester, Pa.	Revell's Jungle Jim	'73 Vega	Hemi
207	FC	Shirl Greer	Warner Robins, Ga.	Chain Lightning	'73 Mustang	Dodge
220	FC	Gary Henderson	Memphis, Tenn.	Super Duster	'72 Duster	Hemi
305	FC	Paul Radici	St. Louis, Mo.	Radici & Wise	'72 Vega	Hemi
327	FC	Ron Colson	Oregon, Ill.	Chi-Town Hustler	'73 Challenger	Dodge
356	FC	Don Schumacher	Park Ridge, Ill.	Stardust	'73 Ply.	
382	FC	Bob Durban	Columbus, Ohio	The Captain	'72 Camaro	
384	FC	Jim Epperson	Calumet City, Ill.	Schuljak & Epperson	'71 Duster	Chrys.
401	FC	Gene Snow	Ft. Worth, Tex.	Revell Snowman	'72 Charger	Hemi
402	FC	Kelly Chadwick	Amarillo, Tex.		'72 Vega	Chev
417	FC	Raymond Beadle	Dallas, Tex.	Stardust	'73 Barraduca	Ed Pink
420	FC	Billy Meyer	Waco, Tex.	Billy Meyer's Motivation	'72 Mustang	Chrys.
436	FC	Charles Therwhanger	Dallas, Tex.		'73 Vega	Chrys.
462	FC	Cecil Lankford				
509	FC	Don Cain	Kansas City, Mo.	Pusch & Cain	'72 Mach I	Donovan
520	FC	Tom Hoover	Minneapolis, Minn.	Tom Hoover	'72 Charger	Dodge
596	FC	Omar Carrothers				
605	FC	Twig Zeigler	Hillsboro, Ore.	Twig Zeigler	'72 Duster	Hemi
606	FC	Gordon Bonin	Red Deer, Alta, Can.	Pacemaker Auto. Ltd.	'72 Vega	Chrys.
630	FC	Ed McCulloch	Fresno, Ca.	Revellution	'72 Demon	Dodge
633	FC	Gary Cromwell	Seattle, Wash.	Colello & Cromwell	'72 Vega	Chev
657	FC	Ray Hadford	Mt. Lake Terr. Wash.	Green Elephant	'72 Vega	Chrys.
700	FC	Dave Beebe	Anaheim, Ca.	Whipple & Mr. Ed.	'72 Ply.	Ply.
704	FC	Tommy Grove	Union City, Ca.	Tommy Grove	'73 Mach I	Hemi
712	FC	Don Prudhomme	Granada Hills, Ca.	Hot Wheels	'73 Cuda	Ply.
713	FC	Tom McEwen	Fountain Valley, Ca.	Mattel Hot Wheels Spl.	'72 Duster	Ply.
716	FC	Bob Pickett	Arleta, Ca.	Pete's Lil Demon	'72 Demon	Chrys.
731	FC	Larry Fullerton	Bev. Hills, Ca.	Trojan Horse	'72 Mustang	
733	FC	Sush Matsubara	Los Angeles, Ca.	Revells Pisano & Matsubara	'72 Vega	Chrys.
735	FC	John Lombardo	Sherman Oaks, Ca.	Lil John Lombardo	'73 Vega	Chrys.
740	FC	Pat Foster	Reseda, Ca.	Barry Setzer	'73 Vega	Chrys.
741	FC	Gary Burgin	Anaheim, Ca.	Braskett & Burgin	'72 Vega	Ply.
746	FC	Joe Lee	San Diego, Ca.	Smokey Joe's Charger	'72 Charger	Chrys.
749	FC	Gene Conway	Inglewood, Ca.	Gene Conway, Corvette	'70 Corvette	Chrys.
753	FC	Gary Read	El Monte, Ca.	Genuine Suspension	'73 Mach I	Dodge
757	FC	Kelly Brown	Hermosa Bch., Ca.	Wonderwagon	'73 Vega	Chrys.
760	FC	Tim Grose	Park Ridge, Ill.	Stardust	'73 Cuda	Chrys.
762	FC	Don Johnson	N. Hollywood, Ca.	Beachcomber	'73 Charger	Dodge
763	FC	Dave Bowman	Yorba Linda, Ca.	California Stud	'72 Vega	Chrys.
768	FC	Bill Leavitt	Chula Vista, Ca.	Quickie Too	'72 Mustang	Donovan
769	FC	Gary Hazen	El Monte, Ca.	Panic	'72 Vega	Chrys.
774	FC	Jim Murphy	Santa Rosa, Ca.	Holy Smokes	'72 Cuda	Chrys.
778	FC	Ron Williams	Moraga, Ca.	Shakey	'72 Pinto	Chrys.
784	FC	Dave Condit	Whittier, Ca.	L.A. Hooker	'72 Mustang	Hemi
788	FC	Jim Dunn	La Mirada, Ca.	Dunn & Reath	'72 Cuda	Ply.
789	FC	Frank Rupert	Corritos, Ca.	Black Plague	'72 Vega	Chrys.
791	FC	Steve Bernd	Pawhuska, Okla.	Nelson Carter's Super Chief	'72 Dodge	Dodge
799	FC	Daniel Ongais	Carlsbad, Ca.	Big John Mazmanian	'72 Cuda	Chrys.
7726	FC	Dave Russell	Long Beach, Ca.	Stone Woods Cook	'73 Mustang	Dodge
7766	FC	Dave Uyehara	Campbell, Ca.	Larry Huff, Soapy Sales	'73 Challenger	Chrys.

PRO STOCK

NO.	CLASS	DRIVER	CITY & STATE	ENTRY	CAR	ENGINE
45	Pro	Raymond Martin	Baytown, Tex.	USA Speed Center	'72 Vega	Chev
48	Pro	Bob Coleman	Arlington, Tex.	Joe Edge	'72 Dart	Dodge
63	Pro	Ken Van Cleave	Salem, Ore.	Van Cleave & McLavey	'72 Dodge	Hemi
100	Pro	Bill Jenkins	Malvern, Pa.	Grumpys Toy IX	'72 Vega	Chev
111	Pro	Richard Mirarcki	Syracuse, N.Y.	MiMi	'72 Vega	Chev
128	Pro	Rich LaMont	Norristown, Pa.	W.I.B.G.	'72 Gremlin	AMC
146	Pro	Carmen Rotonda	Bloomfield, N.J.		'72 Vega	Chev
222	Pro	Bruce Walker	Hickory, N.C.	Barry Setzer's Camaro	'72 Camaro	Chev
266	Pro	Jay Zitzelberger	St. Pete, Fla.	Wright & Zitzelberger	'69 Camaro	Chev
301	Pro	Dick Brannan	Atlanta, Ga.	Paul Harvey Ford Sales	'72 Pinto	Boss
312	Pro	Robert L. Glidden	Greenwood, Ind.	Ed Martin Ford	'72 Pinto	Ford
326	Pro	Jerry Miller	Akron, Ohio	Hiner & Miller	'72 Vega	Chev
329	Pro	Jim Naramore	E. Peoria, Ill.		'72 Camaro	Chev
365	Pro	Ron Hutter	Chardon, Ohio	Carver, Hutter & Novak	'72 Vega	Chev
373	Pro	Wally Booth	Lincoln Park, Mich.	Gremlin-X	'72 Gremlin	AMC
392	Pro	Joe Satmary				
394	Pro	Barrie Poole	Chatham, Ont. Can.	Border Bandit	'72 Pinto	Boss
408	Pro	Jim Hayter	Stroud, Okla.	Diamond Racing Inc.	'72 Vega	Chev
461	Pro	Charles V. Lamarr	Hurst, Tex.	Squirrels Cage VI	'73 Camaro	Chev
571	Pro	Lynn Harrison	Englewood, Colo.		'72 Vega	Chev
622	Pro	Gene McKinney	Seattle, Wash.	Quick Trip	'69 Camaro	Chev
665	Pro	Ken Dondero				
677	Pro	William B. Coe III	Eugene, Ore.	Bill Coe	'72 Duster	Hemi
702	Pro	Monty Mantovan	Oakland, Ca.	Henry Ponzo	'72 Camaro	Chev
703	Pro	Bob Anderson	Simi Valley, Ca.	Generation Gap	'72 Nova	Chev
711	Pro	Jim Baker	Tustin, Ca.	Chevy West	'69 Camaro	Chev
712	Pro	Ken Hedman	Woodland Hills, Ca.	Hedman Husler	'71 Ford	Ford
714	Pro	Tom Jacobson	Lomita, Ca.	Old Blue	'72 Camaro	Chev
716	Pro	Jack Manchester	San Diego, Ca.	Horney Rat	'69 Camaro	Chev
719	Pro	Don Lorentzen	Westminster, Ca.	Don Lorentzen	'69 Camaro	Chev
720	Pro	Dean Tait	Northridge, Ca.	Dean Tait	'69 Dart	Hemi
721	Pro	Larry Johnson	Garden Grove, Ca.	Larry Johnson	'72 Camaro	Chev
727	Pro	Kenny Laughton	Granada Hills, Ca.		'72 Camaro	Chev
728	Pro	Jim Marshall	Riverside, Ca.	Mogi Transmission	'69 Dart	Hemi
755	Pro	Don Nicholson				
766	Pro	Larry Huff	Pleasanton, Ca.	Soapy Sales	'73 Challenger	Dodge
780	Pro	Larry Breaux	Burbank, Ca.	Larry Breaux	'72 Demon	Hemi
781	Pro	Tim McNalley	Studio City, Ca.	Tiny Tim	'70 Mustang	Boss
788	Pro	Gary Dodd	Westminster, Ca.		'72 Camaro	
790	Pro	Kevin Rotty	Tucson, Ariz.	Townsend's Racing Works	'70 Camaro	Chev
797	Pro	Sonny Bryant	Orange, Ca.	Westco Auto Supply	'72 Camaro	Chev
1000	Pro	Ray Allen	So. Orange, N.J.		'72 Vega	Chev
1012	Pro	Anthony Christopher	Pittsburgh, Pa.	Pacemaker	'72 Cuda	Hemi
1029	Pro	Bruce Larson	Dauphin, Pa.	USA-1 Camaro	'72 Camaro	Chev
1111	Pro	Frank Iaconio	Totowa Boro, N.J.		'72 Vega	Chev



DRAG RACING SAFETY

To appreciate the great strides the sport of drag racing has taken in the realm of safety, one has only to compare the advancements within our sport to the automotive industry in general.

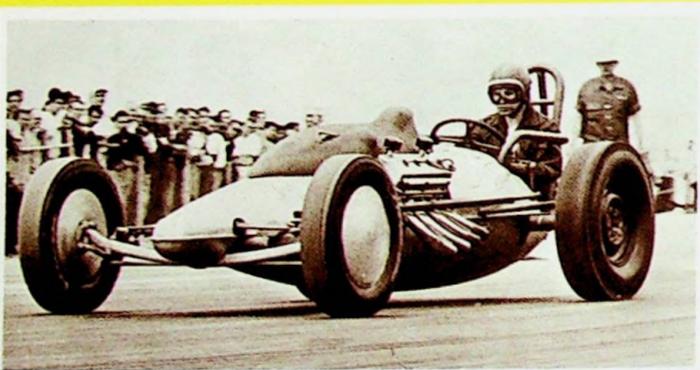
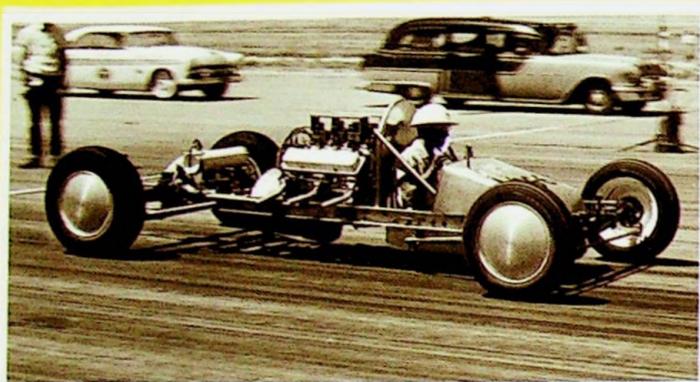
In the mid 1950's, factory optional seat belts, deep dish steering wheels and padded dashboards were offered by Detroit. Since then, little else (save for making the above mentioned options standard equipment) has been done on a production line basis to make cars safer. Carnage on the nation's highways has continued at an alarming rate until just recently, when governmental pressures in the form of the Department of Transportation has caused the auto makers to "clean up their act."

On the other hand, the sport of drag racing has steadily improved its record over the years—statistics dramatically show that it's safer to compete in National Hot Rod Association sanctioned events than it is to drive on the nation's highways.

To illustrate how this has been accomplished, let's examine the evolutionary development of fuel injected dragsters, surely the most volatile of drag racing machinery, and a far cry from grandma's Coupe de Ville.

In the early days of the sport, a "dragster" was what they called a car stripped of all "non essential" items like a body, etc. With nothing more than a motorized bare chassis, drag racing's pioneers assaulted the quarter mile. As the years went by, National Hot Rod Association safety regulations became more stringent and various improvements to the breed became apparent.

After the formation of the Specialty Equipment Manufacturers Association, the industry was able to establish certain rigid manufacturing standards among themselves.



A very viable relationship between SEMA and the National Hot Rod Association was formed, wherein NHRA would legislate and enforce safety regulations on the nation's dragstrips which were enacted with the full cooperation of SEMA manufacturers. Over the years, men like SEMA Safety Committee chairman Bob Spar and Technical Director Lou Baney have worked hand in hand with NHRA executive vice president Jack Hart to produce positive results.

Today's fuel dragsters, for example, are blessed with a myriad of "Meets SEMA Specs" safety features. Chassis construction is done in accordance with exact engineering specifications by certified and registered builders, while clutch and flywheel

components, as well as explosion proof bellhousings, are all made to SEMA Specs. Other safety devices found on fuelers include on-board fire extinguishing systems, dual spot disc brakes, parachutes, shut-off valves, and specially constructed shoulder harness/seat belt combinations.

To examine the advances in protective clothing for drivers is like comparing the Red Baron to an Astronaut. In the early days, competing in T-shirts was not uncommon, while more careful contestants looked like World War I pilots with their leather jackets and strange helmets. Today's drivers wear multi-layered fire suits similar to astronaut's garb, constructed of space age materials like Nomex, Kynol, etc. Made in

accordance with rugged SEMA Specifications, the driver's suit also includes boots, gloves, and a filtered face mask. Helmet development too has progressed over the years.

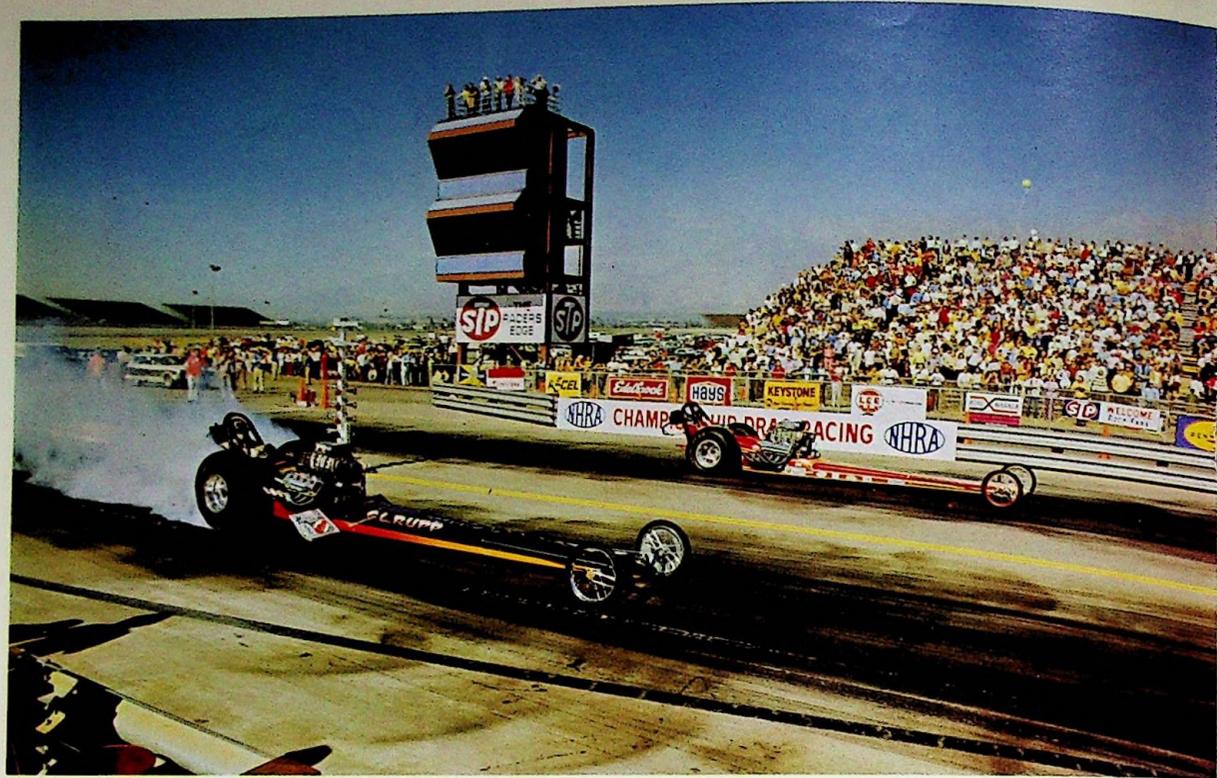
The top of the line dragsters aren't the only ones to benefit from ever-improving safety standards. All forms of competition machinery are regulated by National Hot Rod Association rules, while "Meets SEMA Specs" products play an integral role in NHRA's Official Rule Book. Even street driven machinery benefits from the NHRA-SEMA alliance as aftermarket products like clutches, flywheels, bellhousings, suspension components, and custom wheels are made to SEMA specs, and their superior nature necessitates mandatory usage for competitive purposes in many instances.

While the quality of today's drag racing machinery is impressive, to say the least, and driver aptitudes are regulated in the faster classes of competition by virtue of NHRA's comprehensive driver licensing programs, the possibility of accidents nevertheless does exist. Therefore, trackside personnel trained to handle emergency situations are a definite asset.

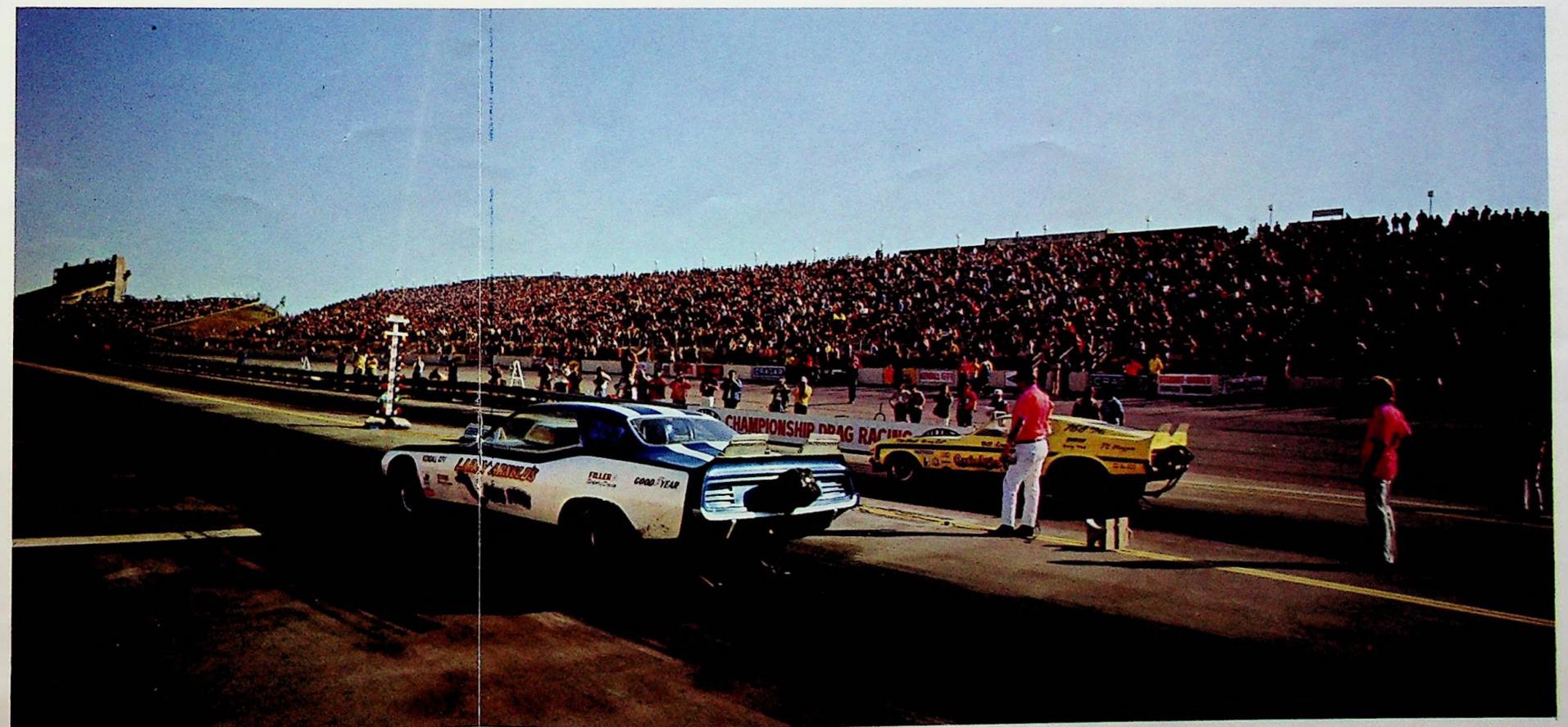
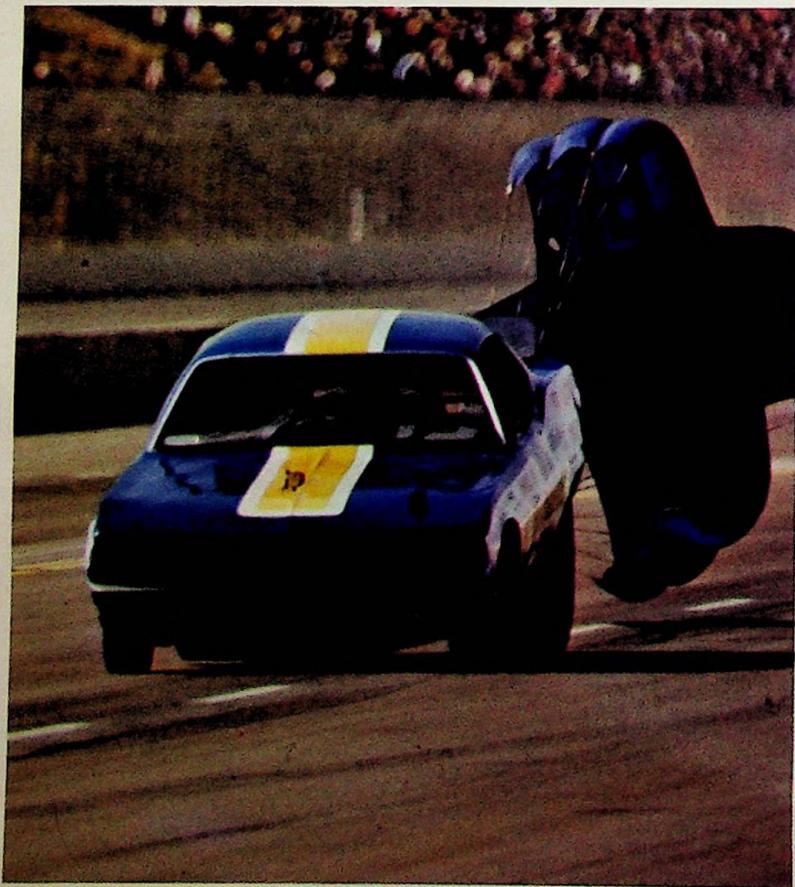
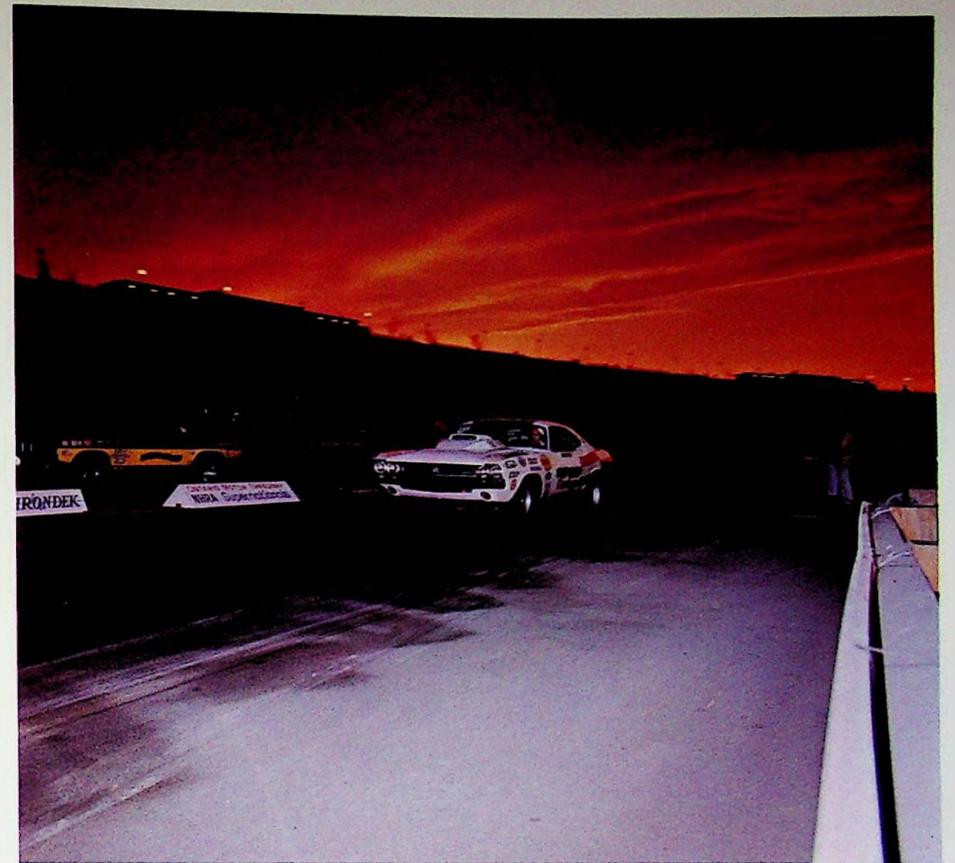
At all NHRA National events, the famed TRW Safety Caravan is on hand, "just in case." Equipped with the latest in Rescue and firefighting equipment, the Dick Otte-headed Caravan not only lends its valuable presence to these meets, but also serves the valuable function of teaching the latest in emergency procedures to local track personnel, as well as officials from surrounding NHRA sanctioned strips.

Yes, drag racing has made tremendous strides in the realm of safety over the years. One thing is certain, however, just like the "hot rodder's" ingenuity and "I can do it better" philosophy which has made our sport develop at such a fantastic rate over the years, these same traits will ensure an equally impressive safety record in years to come, and what with statistics showing that so far 1972 is the sport's safest year . . . it's not just wishful thinking! ●



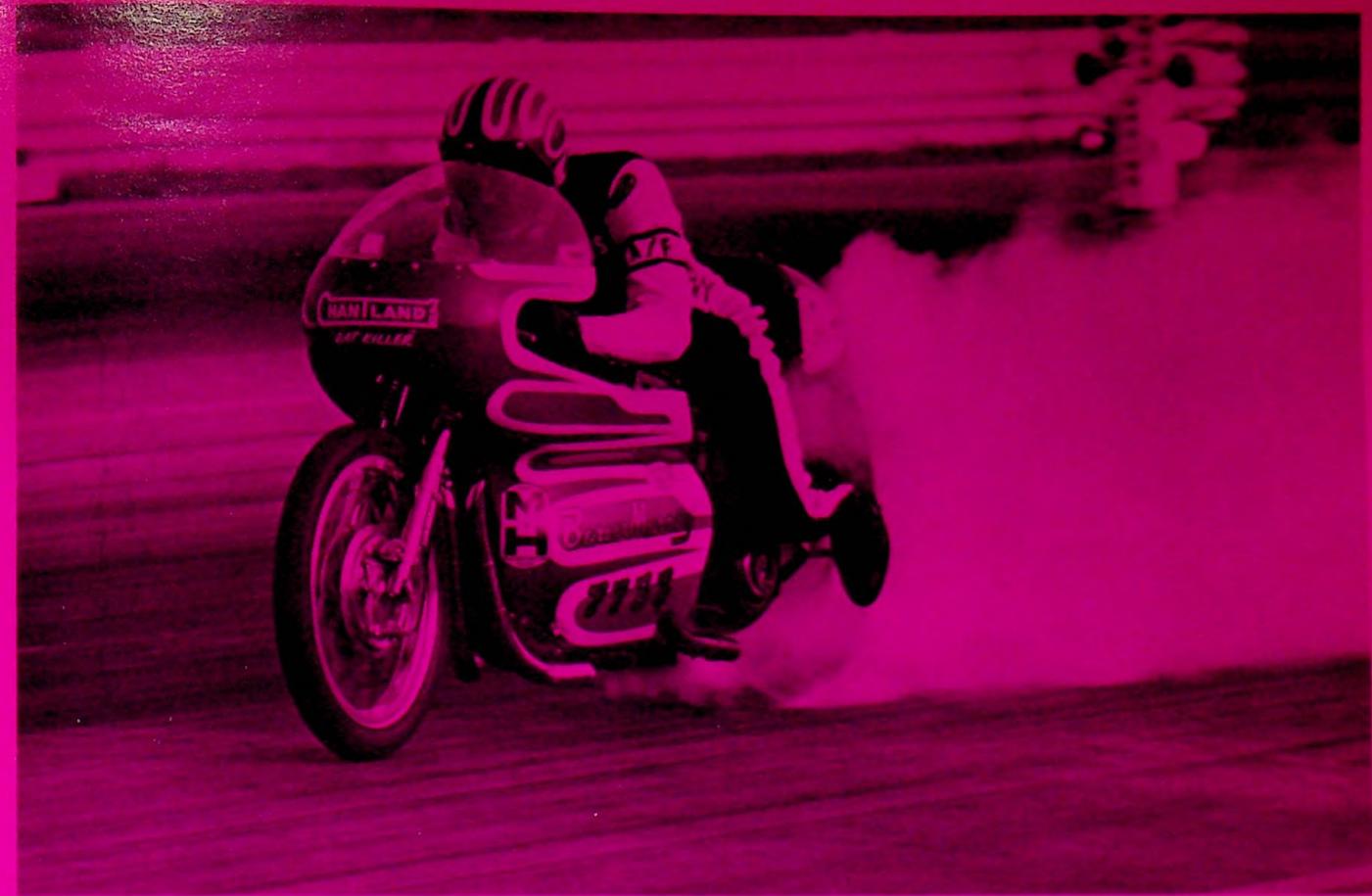


DRAG RACING AT THE BIG "O"



FUEL MOTORCYCLES

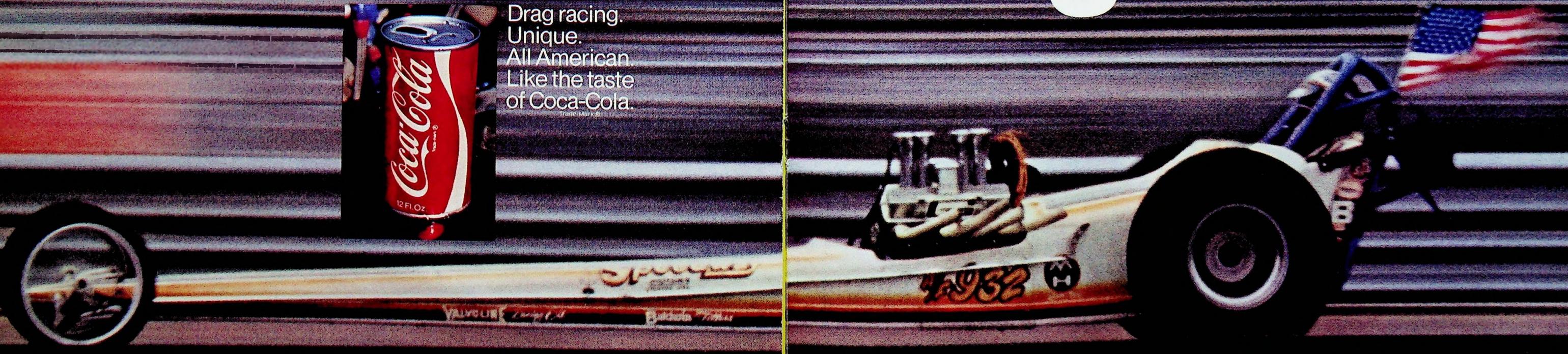
NO.	CLASS	DRIVER	CITY & STATE	ENTRY	BIKE	ENGINE
4	Bike	Cook Neilson	Westlake Village, Ca.	Cycle Magazine		Spstr.
21	Bike	Larry Welch	Landover Hills, Md.		Triumph	Triumph
74	Bike	Dave Campos	Albuquerque, N.M.	Desert Rat	Harley Davidson	Spstr.
87	Bike	Jerry N. Cox	Albuquerque, N.M.	Morgan the Iron Horse	Harley Davidson	Spstr.
88	Bike	Bob Abels	Albuquerque, N.M.		Faring Murray	Spstr.
90	Bike	Ron Teson	Lakewood, Ca.	Fat Bill's Buzz Saw	Honda	Honda
91	Bike	Daniel Johnson	Yadkinville, N.C.	Goliath	Harley Davidson	H.D.
701	Bike	Leo E. Payne	Marion, Iowa		Murray	H.D.
704	Bike	Jim Cook	Alto Loma, Ca.	Rat Tee		H.D.
711	Bike	Joe Smith	West Covina, Ca.	King Rat		H.D.
7700	Bike	Sonny Raslawski	Canoga Park, Ca.	Raz's Razorback	Harley Davidson	H.D.
7703	Bike	Bill Chambers	Mt. Baldy, Ca.	Family Affair		H.D.
7706	Bike	Reas W. Collins	Torrance, Ca.	Assassin	Honda	Honda
7733	Bike	Boris Murray	La Verne, Ca.	Rat Killer		Triumph



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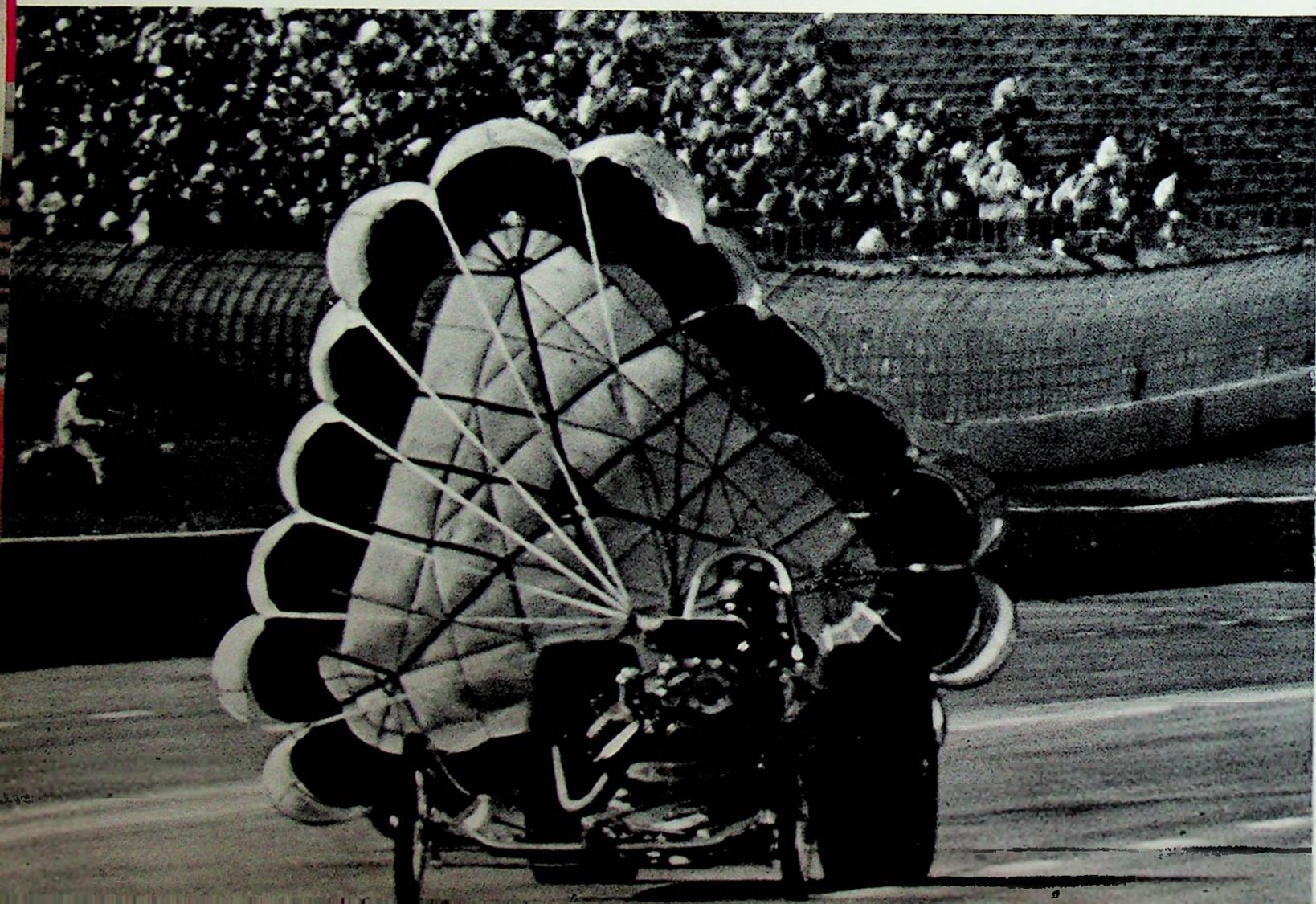


Drag racing.
Unique.
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72



PRO-RACING RECAP

BY JOHN JODAUGA

INTRODUCTION

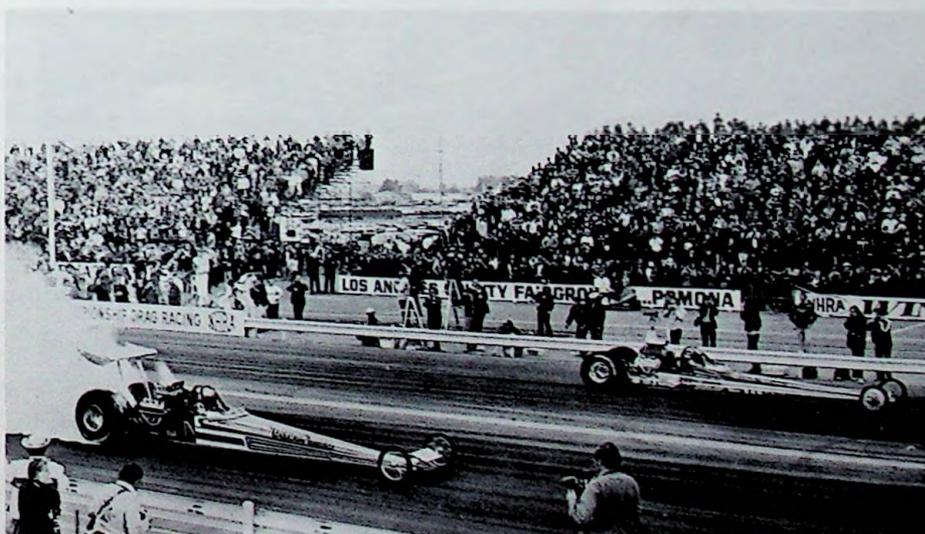
Perhaps the most significant measuring stick of drag racing's advancement from the outlawed street competition of the early 1950's to today's modern sophisticated sport has been the growth in stature of the professional racer. Equipped with race cars that can easily gobble up \$25,000 in initial construction, towing rigs that can cost even twice as much more, and assisted with trained expert crews of three to five specialists, the 1972 edition of a professional drag racer tours the country from one end to the other, attending NHRA national and World Championship Series events in search of tremendous cash prizes and prestige, much in the same manner as today's professional golfers.

1972 has easily been the best season for drag racing's pro's, as performances and purses have reached the highest level of excellence in the sport's history. Herewith is a summary of what has unfolded so far this year, a season's synopsis of the highlights and heartbreaks of the finest drag racers in the land, all of whom are converging on Ontario Motor Speedway this weekend to put on the finest quarter-mile show on earth for your excitement and enjoyment.

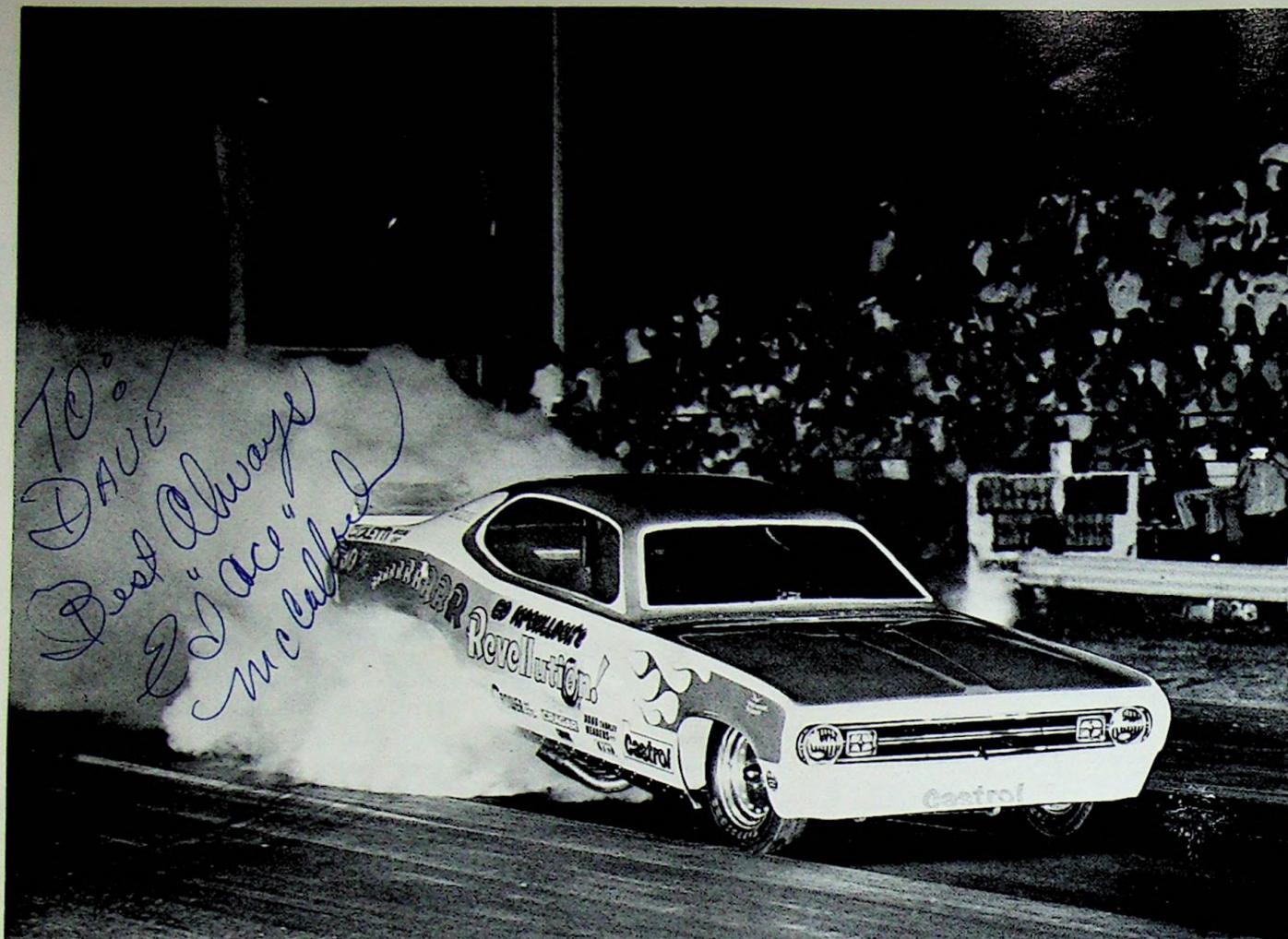
TOP FUEL

The competition was so tough in the Top Fuel bracket in 1972 that no one driver could produce a repeat win, each event producing a different victor. A number of new faces emerged in the limelight as a result of the phenomenon, and the previously unheralded names of Gary Beck, Art Marshall, Jim Walther and Jeb Allen were given national acclaim along with the more familiar Carl Olson, Don Garlits and Chip Woodall.

(Continued on next page)



CARL OLSON scored his first ever major NHRA title at the Winternationals last February as he streaked to a solid 6.74 win over Dennis Baca, who had too much horsepower and went up in smoke off the line. Olson was later to finish in the runner-up spot at the NHRA Springnationals.



Beginning with the season opener, it appeared that defending champion Don Garlits would repeat his 1971 victory as he led all qualifiers with a sensational 6.49, a tremendous clocking on the Pomona asphalt which is used but once a year. You can imagine the surprise of the crowd then when "Big Daddy" bogged off the line against James Warren in the first round, and lost to Warren's 6.95 with an off-pace 7.26. With Garlits out of the way, it was a wide open road for anyone to take the title. Dennis Baca, who had qualified with a 6.51, took over the favorite's role with a 6.50 win over Hank Johnson, followed a few races later by Olson's 6.60 conquest of Chris Karamesines. The two drivers would wade through the field untouched the rest of the day, as Olson cut down Tony Nancy with

another 6.60, Dwight Salisbury with a 6.63, and took an easy single over Gary Cochran in the semi-finals. Baca in the meantime had put away Frank Bradley with a single, Don Moody with a 6.56, and Dale Funk with an easy 6.73. Going into the final, Baca appeared to have the advantage on the basis of his previous elapsed times, but he came up to the line with too much additional power and smoked his way to a disappointing 7.33 while the clever Olson sped his way to a 6.74 win.

During the weeks between the Winternationals and Gatornationals, a new Top Fuel star emerged in the form of Clayton Harris. Driving Jack MacKay's "bucks-up" New Dimension entry, Harris tore up the West Coast with clockings ranging from 6.16 to 6.22, and came to Gainesville with the sole purpose of

ED "THE ACE" McCulloch was the most dominant force in the Funny Car ranks, taking the Winternationals, Gatornationals, Springnationals and Nationals, as well as a runner-up finish at the Summernationals. His consistent mid-six second clockings proved to be unstoppable, giving him the finest season ever enjoyed by a Funny Car driver.

dumping Garlits. "Big Daddy" repeated his Winternationals stint by leading all qualifiers with a 6.23, followed by Harris' 6.31. Right behind Harris was a rejuvenated Tom McEwen with a 6.32.

The first three qualifiers all marched through the first round with alarming ease as Garlits hit a 6.25 to stop Stephens & Venables, McEwen turned a 6.36 to defeat Dick McFarland, and Harris dumped Frakes & Funk with a 6.35. The second round started with Harris turning a 6.21 to stop Karamesines, followed by Garlits' identical 6.21 conquest of Dale Thierer. McEwen also

dipped into the 6.2's with a 6.28 win over Chuck Kurzawa. The semi's found Harris taking an easy single over a broken Herm Petersen and Garlits smashing all records with a 6.15 win over McEwen's 6.31. In the final, Garlits ran it all the way through the lights, hitting a 6.17 at 243.90 mph to defeat Harris' valiant 6.24, 238.09 mph effort.

At the Springnationals in Columbus, Ohio, it was Chip Woodall's turn to take away the top prize. Giving a hint of things to come, Woodall drove Gene Snow's dragster to the number one qualifying spot with a 6.396, just nipping Flip Schofield's 6.399. Any possible threat from newcomer Clayton Harris was eliminated on a 6.55 qualifying pass when the car flipped in the lights, putting it out of competition. Winter-nationals champion Carl Olson, who was to be the eventual runner-up, was the tenth qualifier with a 6.52.

The first round began with Olson pulling a holeshot on Schofield's 6.51 and winning with a 6.53. In the meantime, Woodall took a squeaker from Randy Allison, winning with a 6.47 to a 6.48. Woodall got even quicker in the second round, hitting a 6.46 to hold back Funk's 6.47, and then Olson stole the show with a 6.42 win over Billy Campbell. In the semi's, Olson racked up another 6.42 to put away Kurzawa, and Woodall's 6.45 bested Herm Petersen. With both cars so close in performance, it was a matter of who left the line first. As it was, Woodall displayed the quicker reflexes and won with a 6.81 to a 6.73, denying Olson his second major win of the year.

The Summernationals in Englishtown, N.J. was perhaps one of the most memorable of the year as it heralded the arrival of drag racing's "second generation" of super stars. Eighteen-year-old Jeb Allen, who had been driving a Top Fueler for less than 10 months and had just graduated from high school, put away the best that the country had to offer to win his first national crown. With his parents, Guy & Bette Allen acting as his more-than-capable crew, Jeb qualified with a 6.43, good for the fifth spot.

(Continued on page 48)



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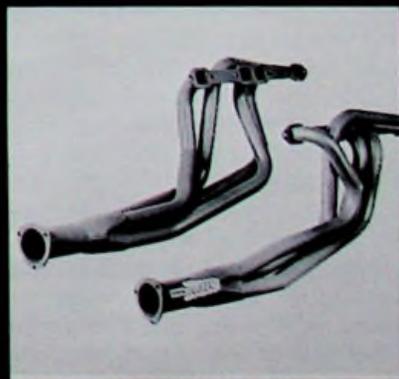
"Manufacturer of the Year"
— Car Craft Magazine
All Star Drag Poll

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ONTARIO MOTOR SPEEDWAY



The Home of Photo-Finish Motor Racing

By BRIAN TRACY

The first race at Ontario Motor Speedway was in late August, 1968 — between two bulldozers. Nobody is sure who won, but it was probably a photo finish — the first of many cliff-hangers at O.M.S.

Two years later the \$30 million racing "super plant" opened its gates to the largest throng ever assembled

for a sporting event in the state, 180,223, for the inaugural California 500.

It was an "Al Unser Benefit" for the most part until Albuquerque Al retired after 180 or so laps with a tuckered-out turbocharger. Enter Lee Roy Yarborough. A few laps later a thick trail of smoke poured from a crippled Brabham-Offy. Exit Lee Roy Yarborough.

The Jim McElreath-Art Pollard Show took center stage and the dash to all the gold at the checkered flag was a la Cecil B. DeMille. Pollard, then McElreath, then Pollard on a sling-shot maneuver only to get sideways in Turn 3, and finally McElreath as Pollard, three-fourths of a second back, watched his left rear tire sink slowly in the West.

McElreath, of Arlington, Texas, had his biggest day in racing and firmly etched his name in the record books as the winner of the first California 500 at the "Big O."

The superstars of drag racing were the next to check into O.M.S. The first running of the NHRA Supernationals. A unique invitational format guaranteed only the heavyweights would face the "Christmas tree."

When the smoke finally cleared from the "bleach box" there stood diminutive Rick Ramsey with all the glory and all the cash as winner of the exotic Top Fuel category. Another "not-so-well-known" racer had won at Ontario and made a big name for himself.

But the man that won the inaugural Miller High Life 500 in March, 1971, needed no introduction. To anyone!

Anthony Joseph Foyt, Jr., of Houston, Texas won the wild and wooly stock car show after an amazing 28 lead changes at the start-finish line (there were many, many more elsewhere around the oval). There were 78,000 hoarse throats headed home on the San Bernardino Freeway that night.

A day earlier a cozy little crowd witnessed probably the wildest race in all O.M.S. history, the Sportsman 250. Mr. Versatile, George Follmer, drove a venerable Ford around the fast-expiring Ford of Sonny Easley a scant few yards from the finish to win by the grandiose margin of one foot.

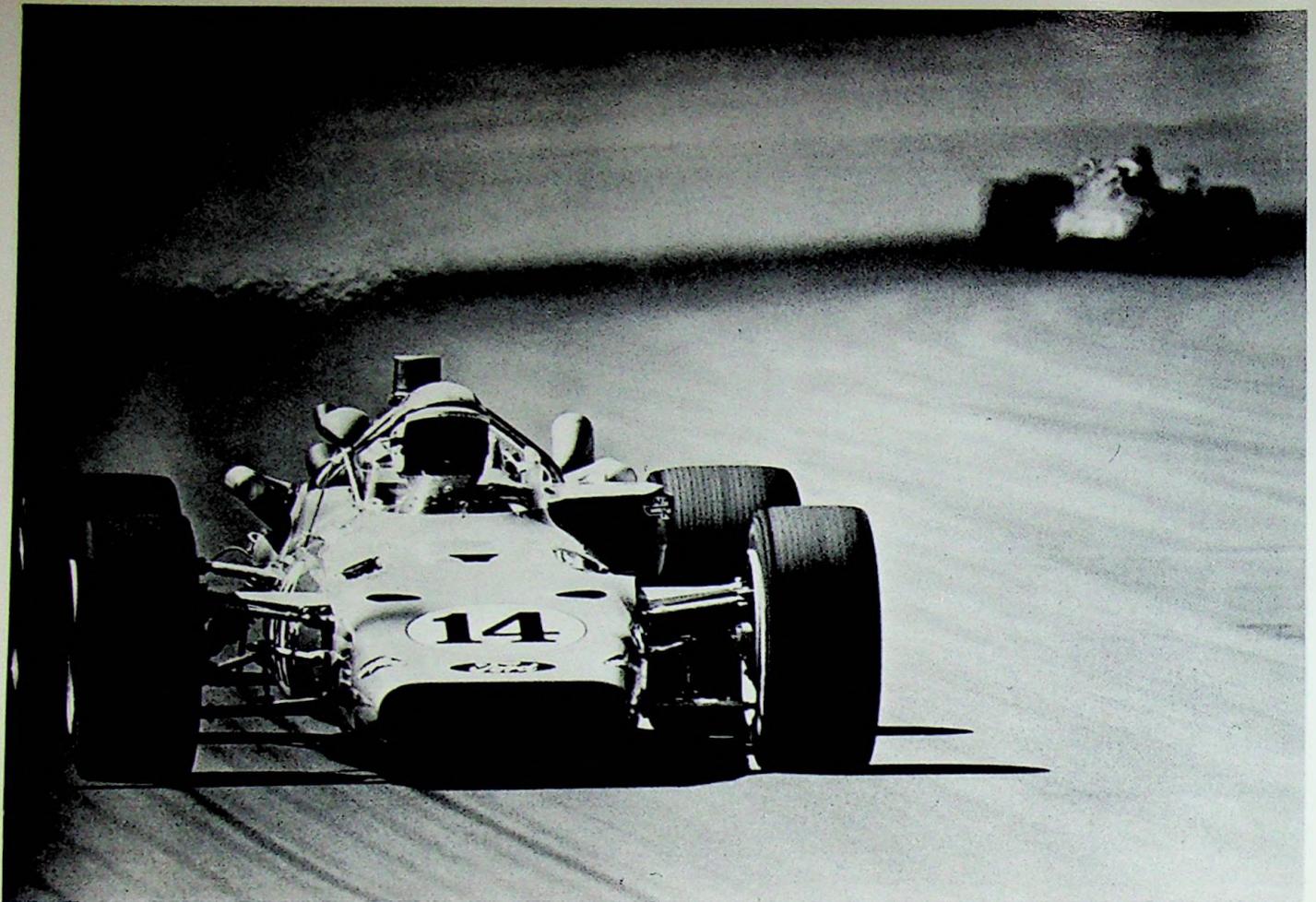
The next production was truly just that — a production! The Questor Grand Prix. Formula I of Europe vs. Formula A of America.

The real show was almost on a lonely runway at Ontario International Airport as the giant Tradewinds cargo plane, with just about every Formula I car on the face of the earth in its belly, skidded, slithered, and finally shuddered to a stop with all the tires on its landing gear assembly blown out. Whew!

Jackie Stewart was the top qualifier, but an American from Italy drove a Ferrari from Italy to the win. Mario Andretti added the beautiful Questor trophy and the green Questor cash to his growing collection of both.

Year II started with a startling jump in speeds on the 2½-mile O.M.S. oval. Mark Donohue ripped off a lap at nearly 187 miles-per-hour in qualifying for the second annual California 500, nearly 10 miles-per-hour quicker than Lloyd Ruby's record-setting time of 12 months earlier.

But Year II also started with some similarity to Year I. Number one, the crowd was huge (over 168,000), and two, a "middle-of-the-packer" roared by the limp and lame hot dogs to the big victory. Joe Leonard needed



The heat waves shimmer off McElreath's Coyote-Ford as he wails down the front straight-away during the California 500.

a couple of extra Samsonite suitcases to cart all that bread back to San Jose. "Lennie the Loser" had become the big winner, and Art Pollard was the bridesmaid for the second consecutive year.

Leonard used the California 500 as his major stepping-stone to a very well-deserved USAC national championship, and as the trite-but-true saying goes, it couldn't have happened to a nicer guy!

The Champion Spark Plug Motorcycle Classics were next up, and a bloke from Britain surprised a bloke from Australia by four meager inches to win the richest, longest and biggest motorcycle race ever run.

After 250-miles, John Cooper on a BSA Rocket squeaked by Kel Carruthers on a Yamaha to win the \$50,000 event.

Threatening weather kept the crowd down, but not the entry list. Nearly 100 started the big race, and 400 or so more were on the grounds for supporting races.

The ringing had just about subsided in the old ears when up pops 400 drag racers ready for another crack at the NHRA Supernationals.



A tired Jim McElreath takes a victory lap with his wife following his big win in the inaugural California 500 in September, 1970.

A fine day greeted a fine crowd as Hank Johnson journeyed down from the rainy Pacific Northwest to win the biggest race and the biggest paycheck of his young career.

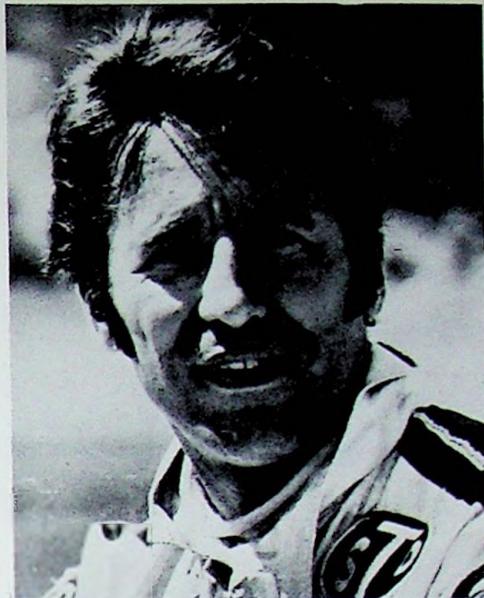
A Thanksgiving Day Motocross, a New Year's Go-Kart Enduro, and a Bobby Unser tire test at better than 196 miles-per-hour took us up to what many feel was the most exciting race ever held at O.M.S. — the second annual Miller High Life 500.

Mr. Foyt of Houston showed the NASCAR "good ol' boys" that he was again master of the 2½-mile oval as he led Bobby Allison, Buddy Baker and Richard Petty to the checker after a race-long fender-bending, bumper-pushing shoot out.

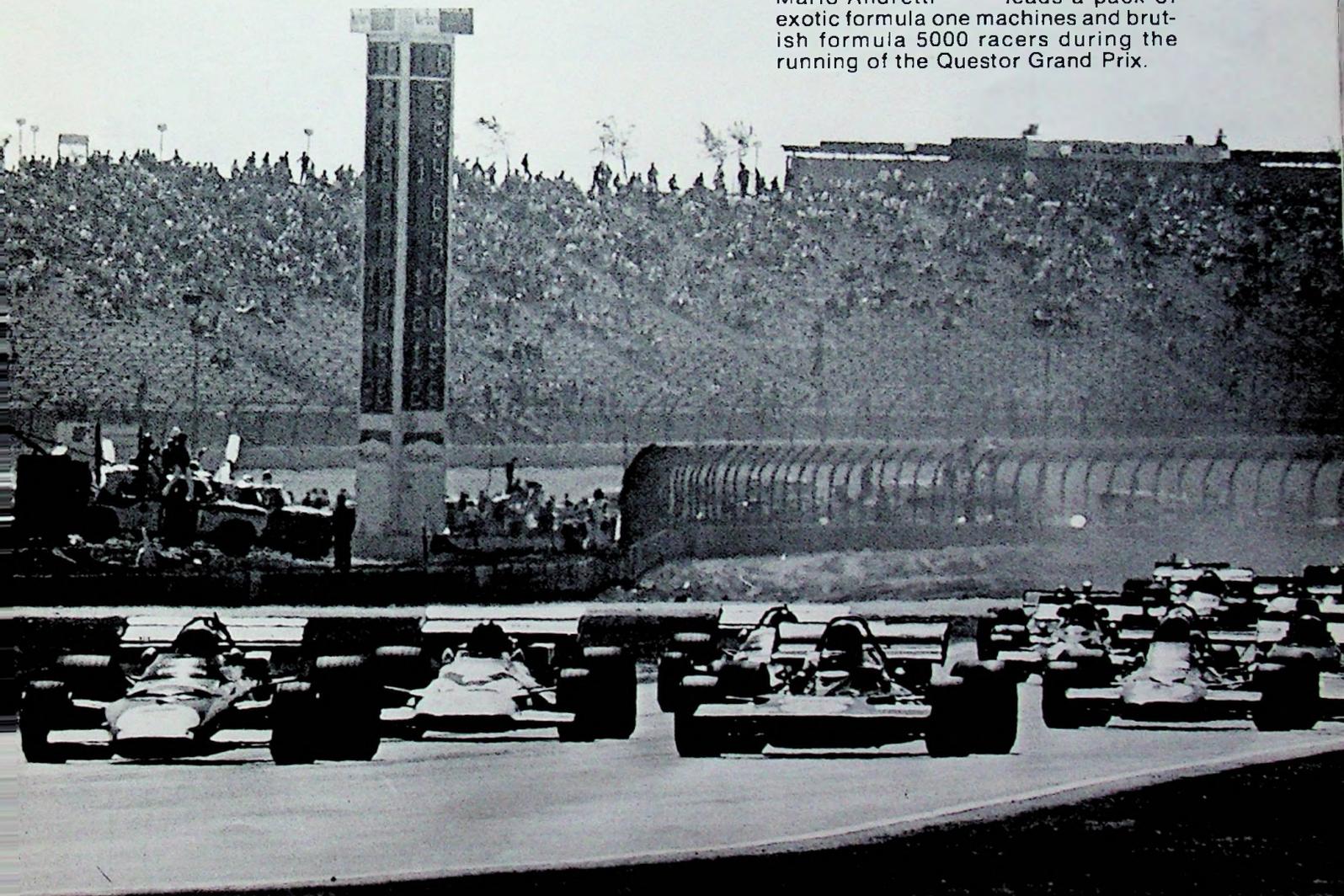
The friendly bartender from Paramount, Clem Proctor, won the 250-mile supporting Sportsman race.

After a summer full of predictions and anticipation of the first 200 mile-per-hour lap in racing history, the barrier was broken in qualifying for the third annual California 500 on Aug. 26.

Jerry Grant, driving one of Dan Gurney's Olsonite Eagles, blistered the big "O" at a speed of 201.414 m.p.h. enroute to a pole winning average of 199.600.



Mario Andretti leads a pack of exotic formula one machines and brutish formula 5000 racers during the running of the Questor Grand Prix.

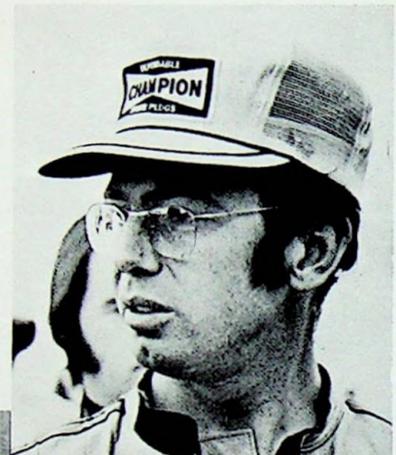




Side-by-side and door-to-door go the thundering NASCAR stock cars of Bobby Allison (12), A.J. Foyt (21), Richard Petty (43) and Buddy Baker (11). The four ran the better part of 500 miles like this, sometimes even pushing each other at 180 m.p.h. down the straightaways during the Miller High Life 500.



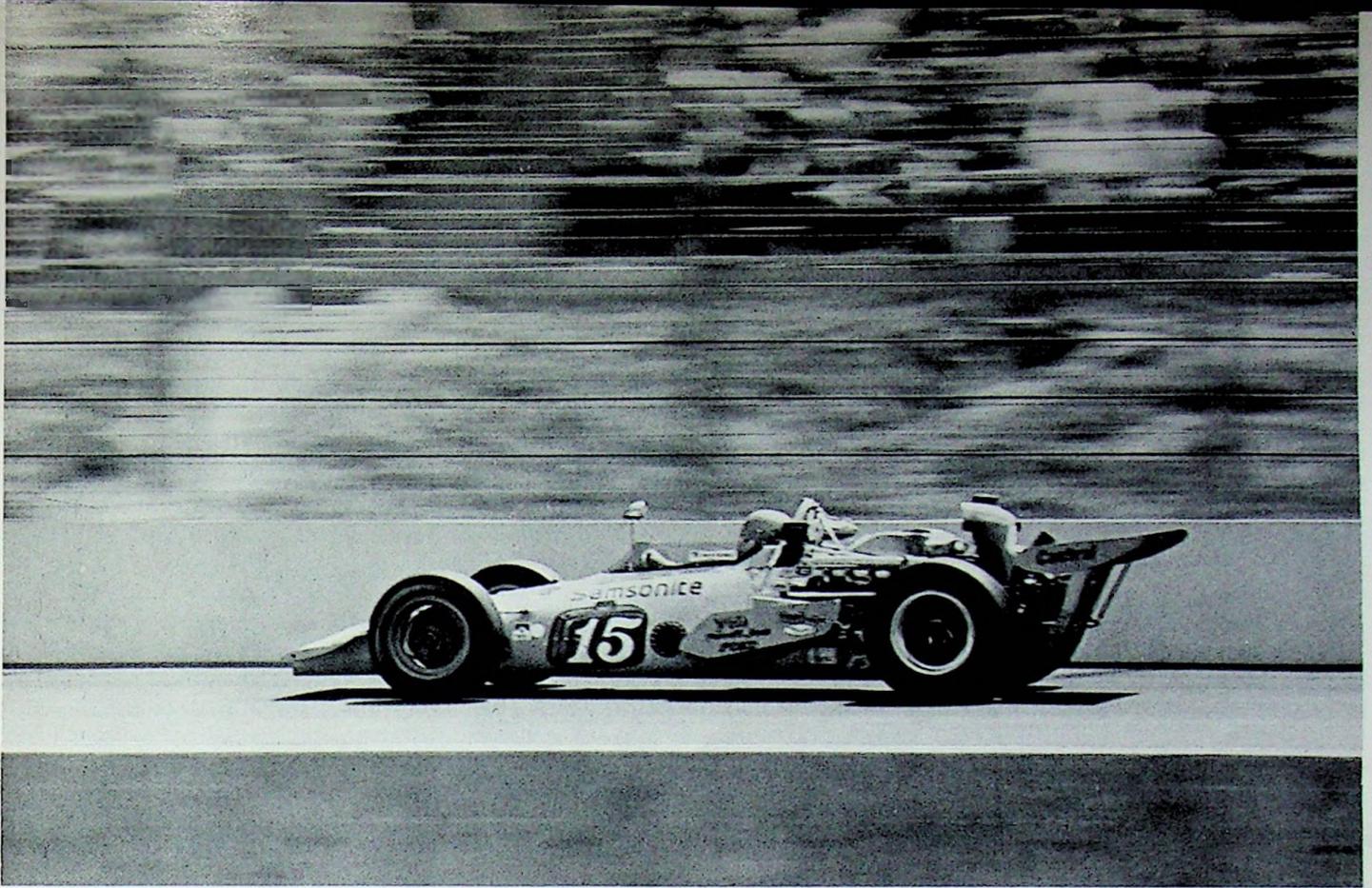
Paul Smart



John Cooper



There has been a run on conversion charts from American dollars to English pounds during both of the Champion Spark Plug Motorcycle Classics. In 1971 it was John Cooper of Derby, England, winning the rich "Classic" on his BSA while most recently Londoner Paul Smart converted over \$30,000 for his win on a factory Kawasaki.



But the very next day, his teammate Bobby Unser made Grant's ownership of the record a short one as he set a fast lap of 201.965 while recording the first ever four-lap qualifying average of better than 200 m.p.h. His ten-mile average speed was an unbelievable 201.374 m.p.h.

The traditional pre-race pageantry was greeted by very non-traditional weather for the California 500. It was cloudy and mild as over 160,000 fans jammed into the Speedway.

The green flag fell on only 32 cars as pole sitter Grant blew his engine on the first parade lap. Thus the scene was set for another strange "500." Jack rabbits, rain and Roger McCluskey were the story of the day, and there wasn't a person around who was unhappy with the win by the popular Arizonan.

Long overdue and much deserving was McCluskey. He had to overcome several laps under the yellow because of bunny rabbits on the run, and a downpour midway through the race delayed things for two hours.

The second running of the Champion Spark Plug Motorcycle Classics saw all of those American dollars head back across the seas as Londoner Paul Smart scored a convincing win on his Kawasaki.

The payoff was an all-time record for motorcycle racing, as Smart pocketed a check for over \$30,000!

And that brings us to the third go-round of the NHRA Supernationals. We invite you to write the next chapter to the O.M.S. log today.

PRO-RACING RECAP

(Continued from page 41)

The number one slot was nailed down by the rampaging Clayton Harris' 6.20, well ahead of number two man Flip Schofield and his 6.36.

Allen got his first quite easily when Tom Crevasse red-lighted, but faced somewhat of a stiff challenge in the second round when he came up to Harris. Refusing to yield to pressure, Jeb came through with a 6.39 to dump Harris' 6.45. His next opponent was Carl Olson, who was still trying for his second big win of the year. Allen In the meantime, Tom McEwen, who was enjoying his best season in years, had beaten Art Marshall with a single, Pat Dakin with a 6.43, and Schofield with another single. On the basis of his previous clockings, Allen was the favorite in the final, and he didn't disappoint any of his backers as he put away the "Goose," 6.36 to a 6.51.

If youth was the key to a Summer-nationals victory, than anonymity was perhaps the major factor at the Grandnational in Sanair, Canada as Art Marshall literally came out of

nowhere with the only front-motored car in the field to win the Top Fuel title. Marshall qualified quietly in the seventh position with a 6.55 while Pat Dakin led the pack with an off-the-trailer 6.36.

Dakin was stopped rather quickly, however, as he broke a rear-end in the first round. Marshall then scored his first upset win as Clayton Harris red-lighted. Going into the semi's, it was Marshall against Olson, and Jeb Allen versus local Canadian favorite Ken McLean. Olson fouled against Marshall while Allen pulled a hole shot on McLean and won with a 6.44 to a 6.39. Marshall's luck continued to hold as Allen went up in smoke after his tires went through the car's owner water, and the underdog won with a 6.57, 220.58.

One month later came the fabled 18th Annual Nationals at Indianapolis, and the quickest drivers in the sport came from all points of the country in search of the sport's most prestigious prize. Accordingly, the event's perfor-

mances were by far the most outstanding of any race of the year. Clayton Harris, wanting this race more than ever, led all qualifiers with a 6.13, followed by Randy Allison's 6.196 and Jerry Ruth's 6.197. The next five cars were all in the 6.20's, and the bump spot for the incredible 32-car field was a 6.73.

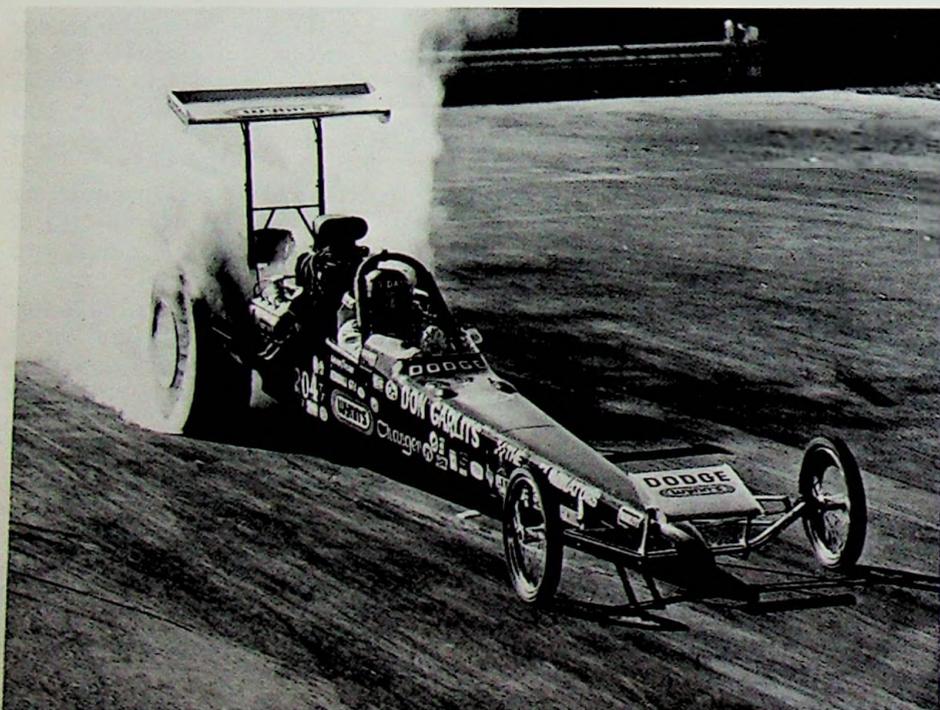
A sampling of the first round's better performances include Jerry Ruth's 6.20 win over Jim Hundley, Herm Petersen's 6.25 conquest of Jere Wilson, Carl Olson's 6.23 victory over Danny Wingert, etc.

In the second round, the action really began to sizzle as Petersen streaked to a 6.14 to stop Tony Nancy's 6.39, and McEwen upset Harris with a 6.30 to a quicker, but later, 6.26. Olson stopped Jeb Allen, 6.21 to a 6.33, and Jerry Ruth turned the quickest time in history with a 6.06, 232.55 mph thrashing of Paul Longenecker.

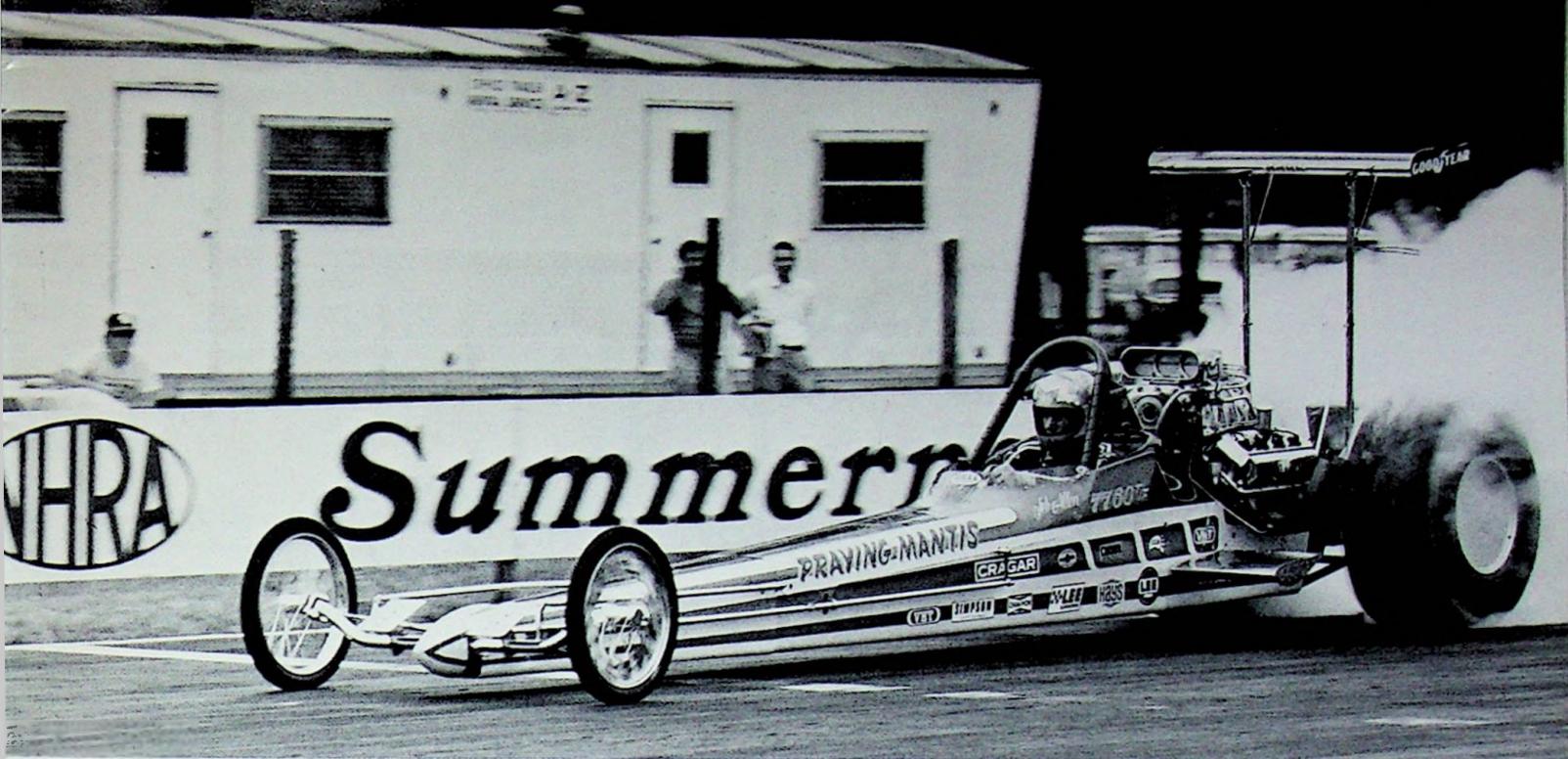
The third saw the previously quiet Gary Beck from Canada come to life with a thundering 6.11 blast, defeating Chuck Kurzawa. Petersen hit a 6.28 to stop Pearmain & Richins and Olson advanced when McEwen lost oil pressure. Ruth then backed up his 6.06 with a 6.07 dumping of Prudhomme. The semi-finals then started with Beck surprising Petersen with a 6.19 and Ruth once again ending Olson's attempt for a repeat title with a 6.11 blast. With the cheers of "5-second run!" ringing in his ears, Ruth set up his car for an all-out pass in the final, a strategy which proved to be his undoing. Beck ran straight and true with another 6.11 while Ruth simply boiled the hides for the upset loss, ending the most fantastic Top Fuel show ever witnessed to date.

At the World Finals in Amarillo, Texas, it appeared that Clayton Harris would finally get his long-deserved first national win. Once again he led all the qualifiers at 6.41, and would lower the mark to a 6.21 before the race was over. But the dedicated driver will have to wait just a bit longer, as he was upset in the final by Jim Walther.

Following the pair during the eliminations, Harris opened with a first round 6.21 conquest of Bob



DON "BIG DADDY" GARLITS broke all existing records by turning 6.15 at 243 mph in winning the Gatornationals. Garlits was also the low qualifier at the Winternationals with a 6.49, but bogged in the first round and lost to James Warren.



Noice and Walther put away Ed Renck with a 6.57. Also of interest was Jeb Allen's 6.56 win over Bill Wigginton.

Harris easily stopped Hank Johnson in the second round with a 6.42, and Walther sped past James Warren with a 6.42. A classic confrontation between Allen and Ruth saw the "kid" win with a hole shot, 6.51 to a 6.47. In the third round, Allen really pulled a line job, besting Don Moody's 6.32 with a 6.46. Harris dumped Petersen with a 6.25, and Walther nipped Dan Rightsell, 6.416 to a 6.418. Talk about being close.

In the semi-finals, Walther continued his pace by dumping Raymond Beadle with a 6.46, and Harris put away Jeb Allen's fine bid, 6.32 to a 6.49. The final appeared to belong to Harris, but the luckless "New Dimension" entry broke a rear-end. Walther's mount also suffered damage as he blew a rear tire, broke a main shaft and blower belt, but he managed to coast across the finish line first for the win, 7.32, 152.80 to a 7.59, 141.06.

Nevertheless, Walther and the other six winners will all have their

chance to repeat their 1972 victories at the Supernationals.

FUNNY CAR

Whereas Top Fuel was evenly split up with seven different winners, the Funny Car ranks were dominated by three individuals, the strongest being Ed "The Ace" McCulloch, who found himself in the winner's circle no less than four times. Steady Don Schumacher picked up a pair of victories for himself, and Larry Fullerton produced his first ever national win to wrap up the scoring.

McCulloch, who was then in partnership with highly regarded tuner Art Whipple, utilized the tremendous publicity generated from his Nationals win to snare a "bucks up" sponsorship from Revell, and showed up at the Pomona track with his brand new "Revellution" Dodge Demon. Displaying the expertise which would result in their near total domination of the breed, Whipple & McCulloch sorted out the freshly completed entry in record time and came up with the second fastest qualifying elapsed time, a 6.849, a

JEB ALLEN became the hero of teenagers all across the land as he won the Summernationals crown just one month after he had graduated from high school. His victory was no fluke as he had to defeat Clayton Harris, Carl Olson and Tom McEwen to take the win.

fraction of an eye-lash behind Pat Foster's 6.848.

From then on, consistency was the major factor as the opposition suffered from a variety of maladies, falling by the wayside one by one. McCulloch needed only a 6.90 to get by Jerry Ruth's 6.96 in the first round, and then hit a sizzling 6.65, 219.71 to defeat Butch Maas and the "Holy Smokes" 'Cuda, which was ironically the car that McCulloch drove to the Nationals win only months before. Going into the semi-finals, only Foster in Barry Setzer's Vega, Dale Pulde in M/T's Pinto, and Jake Johnston remained. Pulde upset Foster with a 7.57 when the Setzer Vega went up in smoke off the line, and Johnston red-lighted against McCulloch, setting the stage for the final.

(Continued on page 56)

COMING MARCH 4, 1973 THE THIRD ANNUAL MILLER HIGH LIFE 500



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Behind The SCENES

Back in the early 1950s, when hot rodding was still a dirty word to many, except for a few dedicated enthusiasts and amateur innovators, the National Hot Rod Association came along to help ease that stigma and add the necessary touch of professionalism for building a then-budding sport.

The Association has been answering the needs of drag racing ever since, successfully and with growing regularity, to a point where NHRA now is the world's largest auto race sanctioning body, serving its membership, contestants, track operators, industry and the public with a myriad of duties to which it has dedicated itself.

Times, and consequently the demands of drag racing's number one governing body have changed tremendously in the two decades since NHRA was founded in 1951. The sport is no longer confined to a dedicated few with simple needs but has mushroomed into a vast and sometimes complex empire with far reaching effects.

As a result, those basic needs of the 1950s—many of which are still being fulfilled today—have multiplied into gigantic proportions.

Who needs NHRA today? Well, for openers, some 5 million people a year do. But that's only the beginning . . . the number of spectators who turned out to witness drag racing NHRA-style last year and again in 1970. Beyond that, hundreds of thousands more, both directly and indirectly, are also benefitting from

NHRA's leadership and the sport it helped to build.

Let's take a look at just who needs NHRA, and why. Basically, anyone who shares an interest of any kind in motor sports—especially drag racing—has reason for becoming a member. Benefits are plentiful and worthwhile, not the least of which is the knowledge and prestige of belonging to the same Association the pros do, and the Association which pioneered and produces such major classics as the NHRA SPRINGNATIONALS, NATIONALS and other prominent events.

As a service to membership, NHRA's primary duty is safeguarding the sport's health and welfare, an important task to which it has dedicated itself with a progressive attitude for keeping pace with drag racing's ever changing progress and growth.

Not all NHRA members are actually contestants at the more than three thousand meets sanctioned annually by the Association, but then they don't have to be to share in the benefits offered.

For a nominal \$10 per annum, members receive the official NHRA Rule Book with its wealth of technical information, rules and regulations which govern the sport, plus a 12-month subscription to NATIONAL DRAGSTER, NHRA's weekly newspaper and recognized voice of drag racing.

And now, as a recently added benefit, members also receive a free medical insurance program with

their membership, covering them in the event of accident or injury while attending or competing in sanctioned events at any of NHRA's more than 160 affiliate tracks in North America.

For those members who are participants, racing in the three thousand meets sanctioned by NHRA each year, there are additional benefits not found anywhere else.

First of all there is the finest insurance coverage available anywhere in motor racing, a program pioneered by NHRA back in 1954, and separate from the new plan mentioned above.

There is a National Records program, again pioneered by NHRA, and which affords contestants the opportunity of receiving National recognition from measured and certified performance in quarter-mile racing. And, with more than 100 classes of competition for a member to choose from, there virtually is a place for everybody interested in competing.

Prize money, unmatched anywhere else in drag racing, and on a par with other major forms of racing, offers rich rewards to the professional racers as well as the semi-pros. For 1971, more than \$2 million has been posted just for NHRA's eight National events and 35-race World Championship Series.

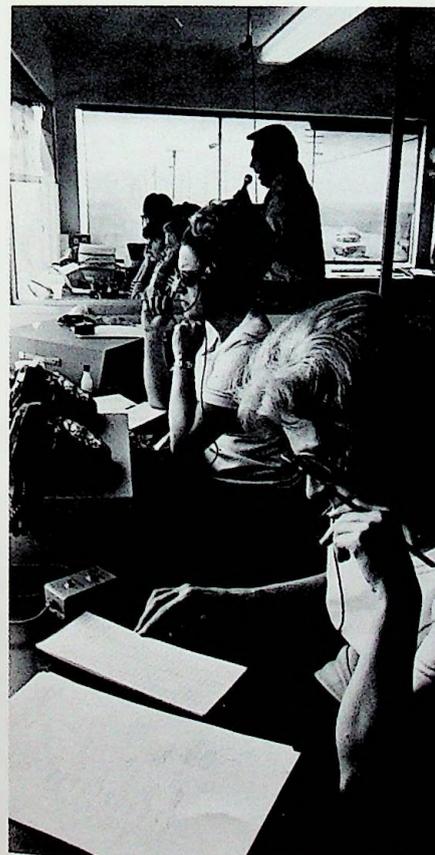
And speaking of championships, many a career has been built from prestigious titles offered in NHRA championship racing such as the NATIONALS and WORLD FINALS,



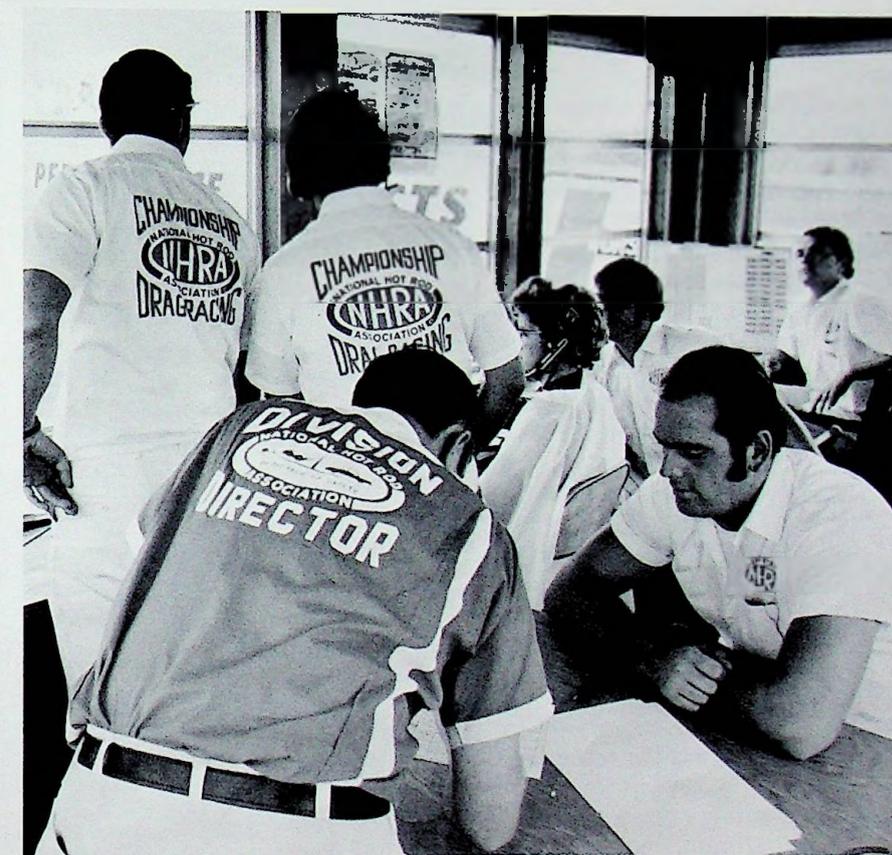
NHRA's 7 Division Directors provide a full time effort in behalf of drag racing.



NHRA has 7 Division Tech Directors too.



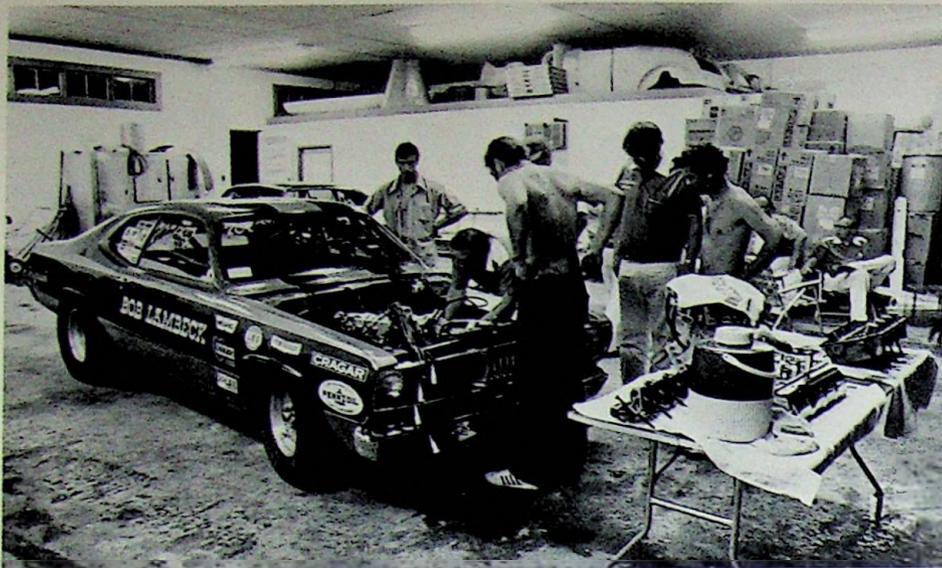
NHRA has key people at all races.



NHRA also produces the most efficiently run drag races in the nation.



NHRA headquarters building in California.



NHRA Officials supervise rigid technical scrutiny at National events.

all pioneered by the Association that continues to answer the needs of the sport.

Perhaps the most significant benefit NHRA has to offer its members is personalized service. Under its long-established structure which provides for full-time field directors in each of seven geographical regions across the U.S. and Canada, the Association is able to maintain close liaison with contestants, builders, track operators, industry and the public.

No other motor sports organization offers this kind of relationship which is so vital to the progress of the sport. It is through this liaison that NHRA is able to maintain a feeling for the needs of its membership and provide such changes as are necessary each year in terms of rules, safety guidelines, technical aspects and other benefits.

NHRA's field operations also are responsible for new advances in race track design and the formation of new, modern facilities that benefit contestant and spectator alike. Its technical department handles vital data for thousands of race cars each year and the needs of hundreds of individual track operators are handled in daily operations.

The ever-present need for strong safety regulations is another task to which NHRA has dedicated its efforts from the very beginning. Today, working closely with SEMA (Specialty Equipment Manufacturers Association), a complete program of testing, research and evaluation has enabled NHRA to maintain its safety record.

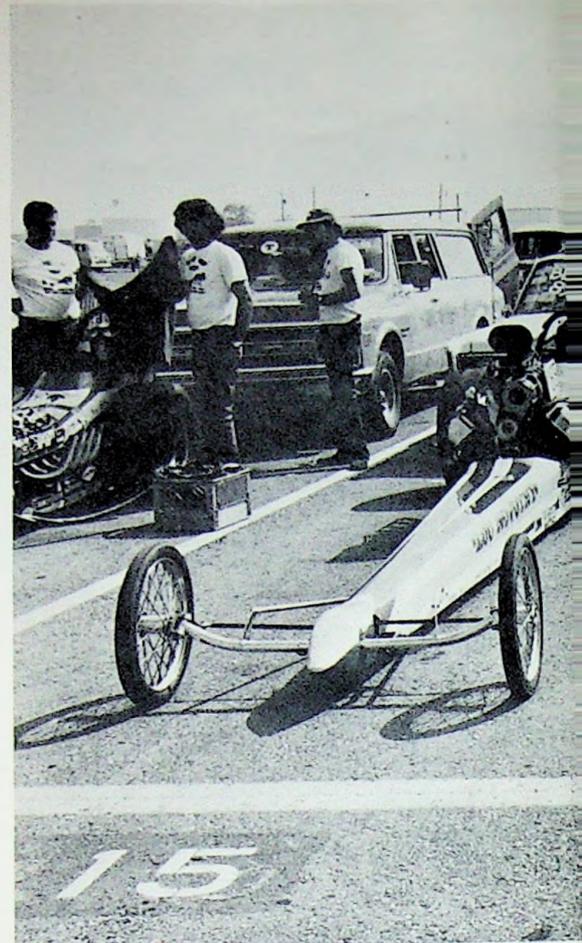
As mentioned earlier, drag racing today has far-reaching effects outside the immediate sport itself. Its tremendous growth pattern has attracted the attention and participation of more and more major industrial firms including a wide representation of non-automotive oriented companies who have discovered the sport as an ideal means for reaching a vast young consumers market.

The result has been increased exposure through national advertising programs carried out by those firms involved with posting prize awards and providing service at major NHRA events. This has stimulated new business which can be related directly to drag racing and which contributes to the nation's economy.

Additionally, NHRA maintains a strong interest and has been a participant in governmental legislation or proposed legislation which could have a future effect on racing and auto performance.

Looking back over the past 21 years, it is clearly evident that NHRA has filled—and continued to fill—the total needs of the drag racing sport through competent leadership, progressive growth and dedicated loyalty to anyone who has the need for its services, big or small.

So who needs NHRA? —it appears that anyone who's interested in cars and their superior performance, and isn't it good to know there is an organization pledged to safeguarding those particular interests?



Everyone's got a highly specialized task.



Experienced and knowledgeable personnel ensure precise adherence to carefully planned times schedules at all NHRA National events.



Drag racing has reached a nationally prominent role under NHRA leadership.



NHRA photographic team readies for a day's work.

PRO-RACING RECAP

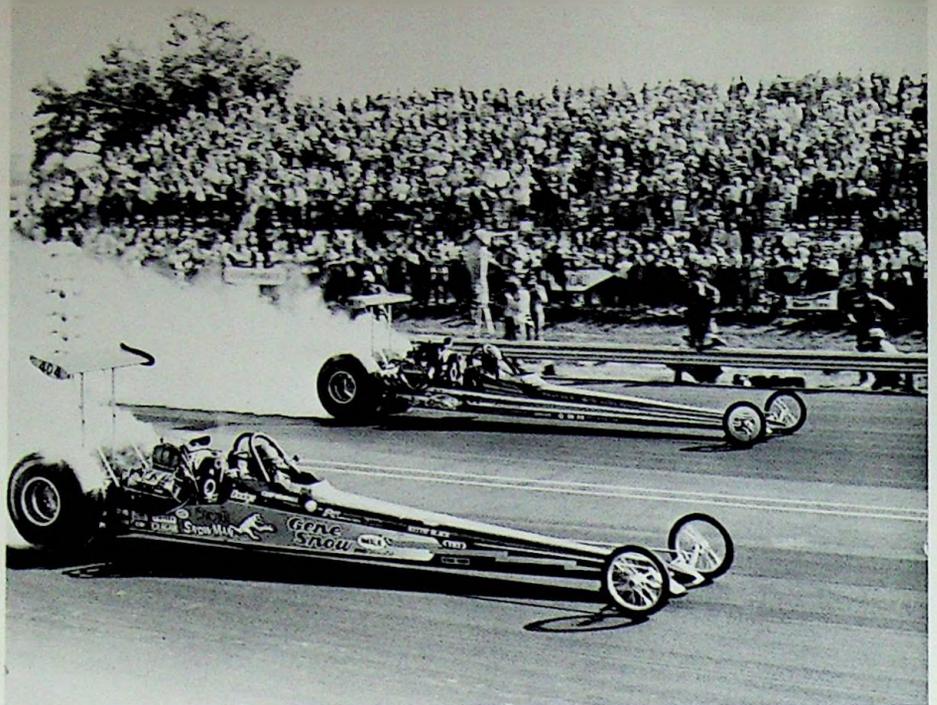
(Continued from page 49)

As is traditional for the money run, both cars came up to the starting line with their headers belching flames of a super-heavy nitro load. The "Ace" seemed to have his machine better equipped for the horsepower boost, however, as he left on Pulde and then pulled away steadily at mid-range for the 6.68, 215.82 mph win as the Pinto gave up the chase and shut off with a 7.22, 154.63.

Having proved their superiority over the breed, McCulloch and partner Whipple decided to split up with the "Ace" keeping the "Revellution" Demon and Whipple taking over the tuning chores for "Mr. Ed." McCulloch then packed up his gear, headed for Gainesville, Florida, and made it look easy with his second straight win.

The field, if anything, was tougher than at Pomona. The thundering Foster led all qualifiers with Setzer's Vega, hitting a 6.53. So strong was the pace that anything slower than a 6.89 did not make the show.

Starting off the first round, co-favorites McCulloch and Foster scored easy wins with the "Ace" hitting a 6.63, 220.04 to defeat Lew Arrington's game 6.74, 213.27, and Foster turned a 6.64 to dump Gary Bolger's 6.75. They continued their pace in the second round as McCul-



loch won over Joe Jacono, 6.69 to a 6.87 and Foster turned Low E.T. of the Meet with a 6.52 thrashing of Schumacher's 7.09. The semi-final round battle shaped up to Larry Arnold's "Kingfish" against Jake Johnston, and the long awaited showdown between McCulloch and Foster. Just like at Pomona, Johnston found himself stopped in the semi-finals as he lost to Arnold's 6.81 with a 6.86. And then the McCulloch vs. Foster battle ended before it started as the Setzer Vega caught fire on the line, permitting McCulloch to motor through with an easy 11.08 single for the win.

CHIP WOODALL, driving Gene Snow's dragster, put an end to Carl Olson's attempt to win a second 1972 major title as he pulled a hole shot on the Southern California veteran and held on for the win, 6.81 to a quicker but later 6.73.

But there was still no way that anyone could say that McCulloch did not deserve to win as he simply outran Arnold in the final for the gold, 6.54, 224.43 to a 6.68, 218.44. It was by far Arnold's best effort of the day, but still not enough to overcome the rampaging "Revellution."

As the nation's finest Funny Car drivers all drove their transport rigs to the town of Columbus, Ohio, for the third race on the NHRA slate, the Springnationals, the conjecture was high that the odds were too stiff for McCulloch to win his third in a row. In the violent world of the Funnies, where engines explode, transmissions and rear-ends snap, and bodies fly off the chassis with ease, it would be too much to expect McCulloch's operation to perform flawlessly for an unprecedented



DON SCHUMACHER broke Ed McCulloch's victory string at three straight when he defeated "The Ace" in the final round of the Summernationals. Schumacher then went on to take his second straight win at the Grandnational.

third straight win. Add to this the fact that Schumacher and Foster had been dominating regional meet and match race competition during the past weeks, and their performances indicated that they were very capable of outrunning the "Ace."

But as history tells us, McCulloch proved both the odds and the opinions of his competition wrong with his unprecedented third consecutive victory.

And, just as in the past two races, he had to work for the win. After leading all qualifiers with a 6.78 on Friday, he was passed by arch-rival Foster on Saturday with a 6.67, which was to stand as Low E.T. of the Meet. Leonard Hughes then bumped McCulloch to the third position with a 6.72, and Schumacher was breathing behind the "Ace's" neck with a 6.80.

But when the eliminations began, it was once again an all-McCulloch show. He started things off with a 6.73 win over Gary Henderson and the "Super Duster's" 7.24, and then won the second round with a 6.79 nod over Jake Johnston's 7.26. In those two rounds, Gene Snow and Don Schumacher had already gone down in defeat, but Foster had advanced strongly with wins over the Ramchargers and Gary Bolger, hitting a best of 6.73. The semi-finals found the two superstars paired once again, but a repeat of the Gatornationals incident produced another "non-race" as the Setzer Vega crept on the starting line, causing a red-light. McCulloch took it easy with a 7.99 single, saving the motor for the final. In the other semi-final round race, Leonard Hughes dumped Butch Maas, 7.38 to an up-in-smoke 10.00.

The final was simply no contest at all as McCulloch laid down a flawless 6.85, 217.39 to defeat the 7.08, 196.93 effort of Hughes.

By this time, the only surprise that could be generated from Funny Car Eliminator would not be another Ed McCulloch win, but rather a defeat. This finally came about at the Summernationals one month later, but not without a brilliant struggle by the "Ace."

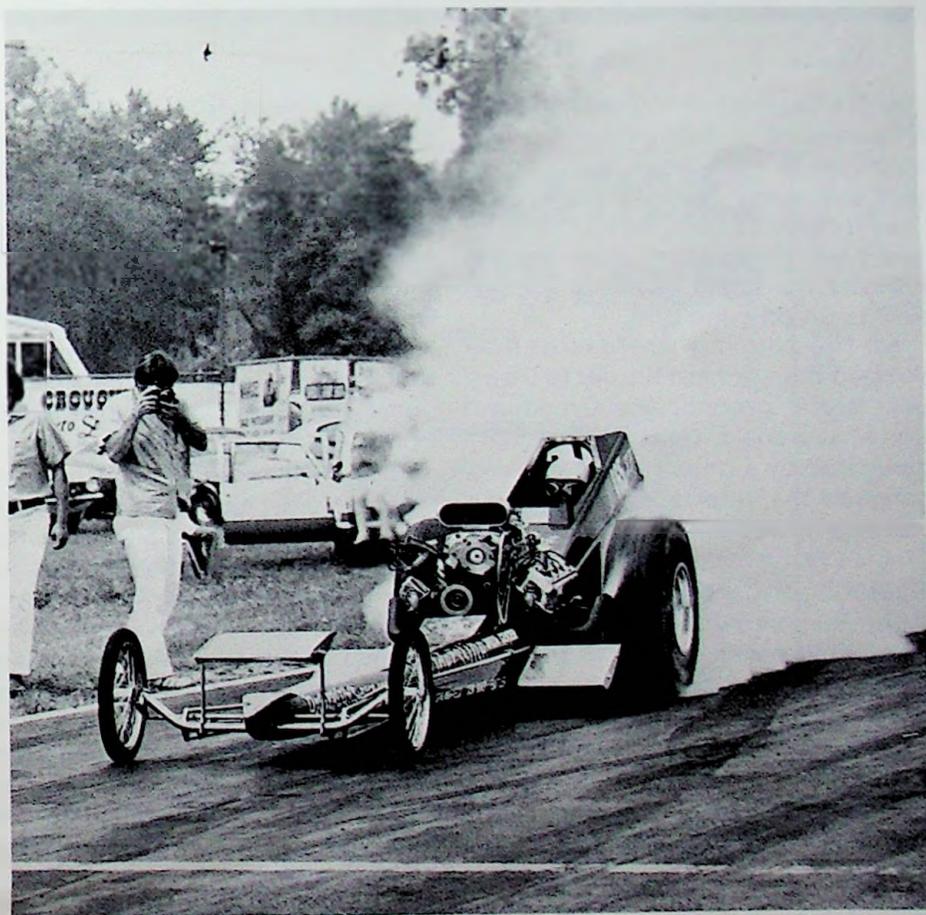
Ten days prior to the event, McCulloch's car suffered a violent engine explosion in competition, an incident which buried his crankshaft in the drag strip and heavily damaged the body. As he was busily making repairs, Don Schumacher crashed his Barracuda, and had to make a sleepless cross-country tow to California and back, enlisting the services of John Buttera and Don Kirby in order to return his car to combat form. Although both racers arrived in Englishtown with crudely-primed bodies that were hardly photogenic, the fact that both of them made the program, not to mention meeting each other in the final, was a tribute to their superior professionalism.

McCulloch once again just missed out on top qualifying honors, taking second place to Phil Castronovo's 6.50 with a 6.51. The fast-rising "Trojan Horse" of Larry Fullerton was third with a 6.57, and Schumacher nailed down the fifth slot with a 6.64.

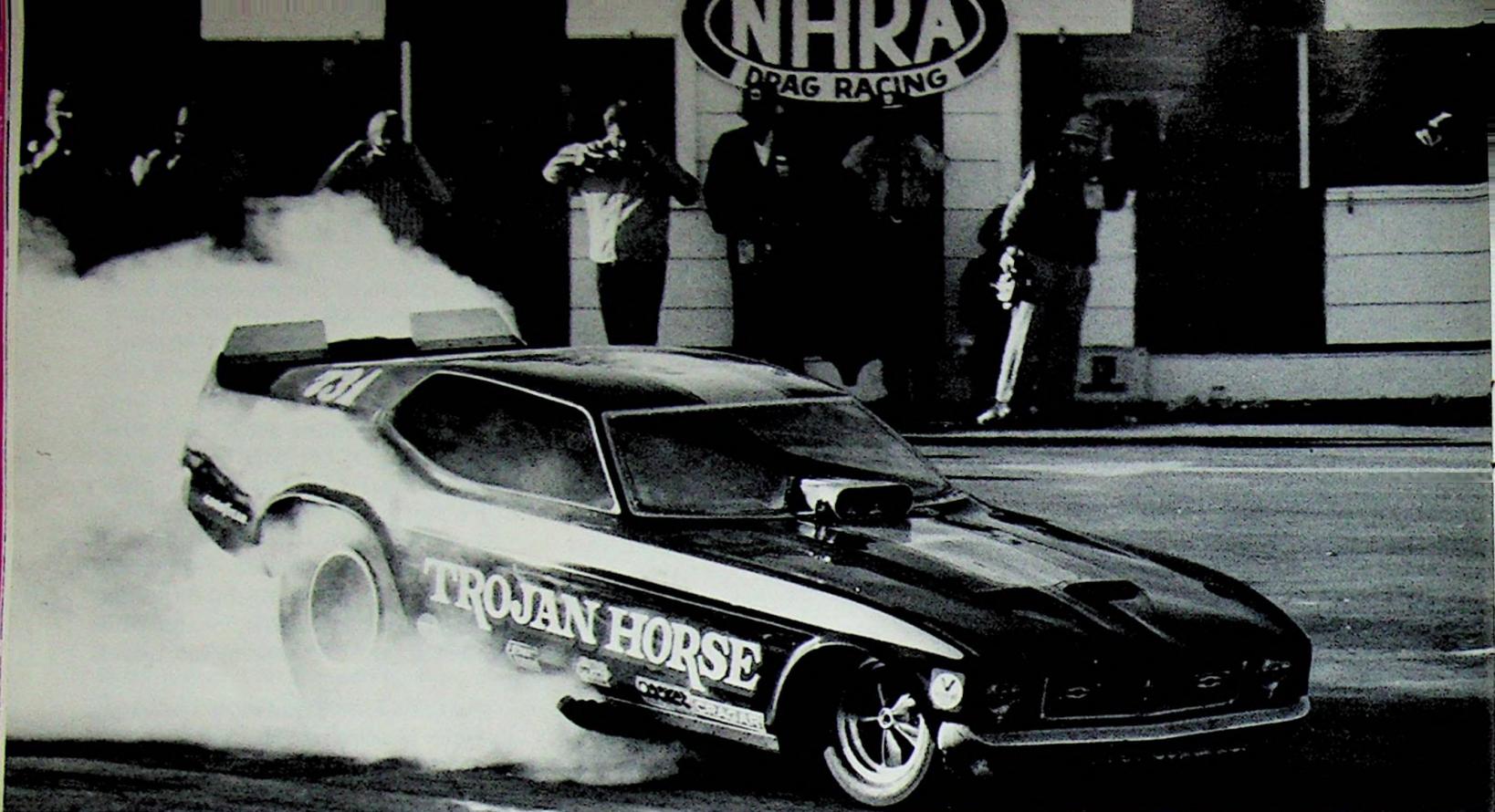
Highlights of the first round included Schumacher's 6.57 win over the Ramchargers' 7.39, McCulloch's 6.89 victory over "Jungle Jim" Liberman's 7.92, and Fullerton's unbelievable 6.40, 228.42 conquest of Tom Sneden's 6.94. A new hero had decidedly arrived on the scene.

In the second round, McCulloch defeated Arnold's up-in-smoke 6.86 with a 6.51, Ron Potter fouled against Schumacher, and Fullerton continued to amaze with a 6.56, 225.00 win over Sam Miller. It was all super-stars in the semi's as Snow ran against McCulloch, and Schumacher had to face the surprising challenge of Fullerton. The "Ace" easily outdistanced the "Snowman," 6.67 to a 7.06, and Schumacher won with a 6.63 when Fullerton got in his own water and slowed to a 7.37, ending his upset bid.

It was anyone's guess for the final, as both drivers had dipped into the
(Continued on next page)



ART MARSHALL pulled off one of the biggest upsets in the Top Fuel ranks of the year when he outlasted a field consisting entirely of rear-engined entries at the Grandnational in Sanair, Canada.



low 6.50's. Both left together, but Schumacher pulled perhaps a bit stronger in mid-range, earning a lead that was never overcome. For the first time in 1972, Ed McCulloch had been defeated as the "Shoe" crossed the finish line first with a 6.63 to an off-pace 6.84.

As the touring professionals crossed the northern border to their next battle ground, the Grandnational at Sanair, the interest was generated by a possible showdown between the veteran Schumacher and the newcomer Fullerton. The "Trojan Horse" pilot lived up to the reputation that he had established at the Summernationals by leading all qualifiers with a great 6.54. His joy was to be short-lived however, as he broke a rear-end in the first round against Don Cain. With McCulloch not present, Schumacher simply waded his way through the field for the methodical win, scoring wins over Sam Miller (6.75), Tom Prock (6.92), and Al Marshall (7.03). Marshall actually was forced to shut off because of no oil pressure, making

Schumacher's final round win a solo.

And then came the big one that everyone had waited for, the Nationals at Indianapolis. On hand for the big showdown were Candies & Hughes, Pisano & Matsubara, Danny Ongais in "Big John" Mazmanian's 'Cuda, the defending champion McCulloch, and the relatively unheralded entry of Gordon Bonin from Canada.

McCulloch took his usual number two qualifying slot with a 6.47, right behind Matsubara's 6.46, but the third qualifier was the surprising Bonin with a 6.52.

As predicted, the racing was frantic and furious. Phil Castronovo lost his body in the lights when his motor exploded as he defeated Gary Bolger, and Matsubara unleashed a tremendous 6.46, 229 mph clocking to defeat Gary Burgin's otherwise creditable 6.60. McCulloch singled when Fullerton's transmission locked up, and Bonin stunned Gary Henderson's 6.95 with a 6.88.

McCulloch maintained his torrid pace with a 6.48 win over Al Hanna

LARRY FULLERTON became one of the Super Stars of 1972, winning the World Finals at Amarillo and producing record performances throughout the year. The "Trojan Horse's" clocking of 6.40 at the Summernationals was the quickest time ever recorded for a Funny Car at a major NHRA national event.

in the second round, but Matsubara was upset by Jim Murphy when he went up in smoke. All the meanwhile, Bonin continued to perform far better than expected with a 6.62, 220 mph conquest of Bob Durban's 6.99, 202. Things got even hotter in the semi's as McCulloch, facing his most serious challenge of the day in the form of the Ongais-Mazmanian 'Cuda, was pushed to a Low E.T. of the Meet effort of 6.43 to hold off Ongais' 6.51. Bonin then turned a 6.90 to upset Jim Murphy, setting the stage for a true "David vs. Goliath" final.

Bonin had won the hearts of the fans with his courageous effort that had seen him defeat one-half of the quickest-ever Funny Car field in history, but it was still evident that only breakage could stop the rampaging

6.40 Dodge Demon of McCulloch. As it was, McCulloch did break a blower belt near the lights, slowing him to a 6.60, but Bonin was way off the pace with a slowing 8.40, and it was #4 for the "Ace."

The theme of the World Finals has always had a "Showdown" flavor, and nothing better could describe the atmosphere for the Funny Car finale of the regular season. Gordon Bonin would be on hand to back up his Indy showing, Larry Fullerton would be seeking his still finer elusive national win, Gene Snow was on hand to regain his winning touch, and for the first time at an NHRA major race, McCulloch would have to deal with his former partner, Art Whipple, who was now wrenching "Mr. Ed's" new Plymouth Satellite, a solid 6.40 machine driven by the capable Dave Beebe.

True to form, Beebe led all the Western Conference racers with a 6.69, while Butch Maas drove Mart Higginbotham's Vega to a 6.61 to head up the Eastern bunch.

McCulloch, Beebe, Fullerton and Bonin all scored first round wins and were joined in the favorite's roles by Butch Maas and Preston Davis, who scored respective victories over Al Marshall and Snow. The second round started with an upset holeshot win by Davis over Beebe, 6.72 to a 6.61, but the race was scheduled to be re-run in the third round when a handicap start on the Christmas Tree was discovered. Maas and Fullerton scored heavily with respective clockings of 6.56 and 6.64, Bonin broke a rear end while leading Candies & Hughes, giving the win to Leonard, and McCulloch got a bye run.

The third round started with the re-staging of the Davis vs. Beebe race and much to Beebe's embarrassment, Davis won with another holeshot, this time on an even green, 6.75 to Beebe's quicker 6.64. As it was, McCulloch was not to outlast his former partner Whipple as Maas defeated him, 6.57 to a 6.65, for only his second loss of the year. Jake Johnston, who was last year's runner-up, closed out the round with a 6.65 to a 6.69 nipping of Hughes.

(Continued on next page)



RAY ALLEN, in his first season of driving a Pro Stocker, nabbed a big one as he took the NHRA Nationals crown, defeating Rich Mirarcki in Bill Blanding's "Mimi" Vega in the final with a 9.58. He also had Low E.T. of the Meet with a 9.56.

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Winston Western 500
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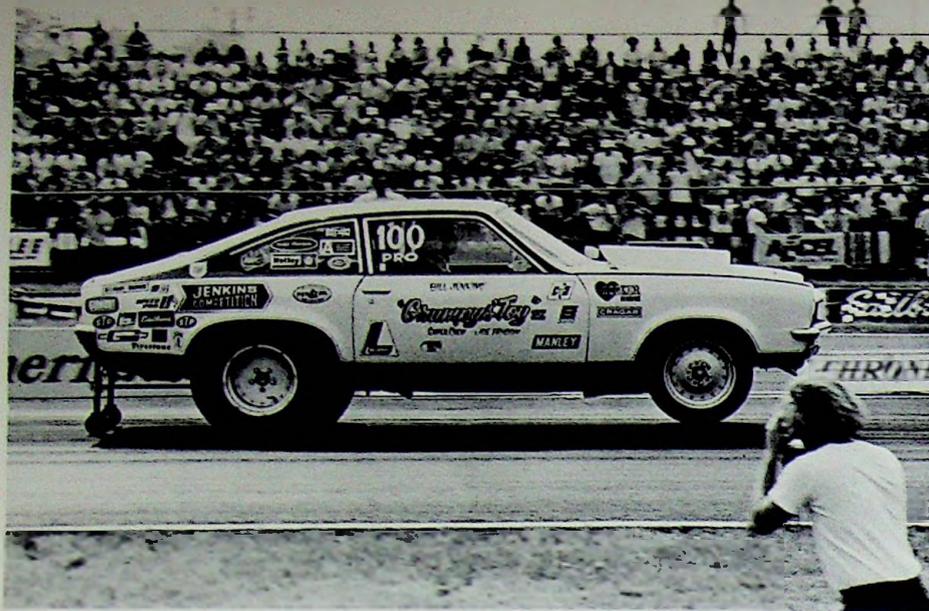
Permatex 300
Daytona—February 17

Daytona 500
Daytona—February 18

Miller High Life 500
ONTARIO—March 4

Rebel 500
Darlington—April 5

L & M Grand Prix
RIVERSIDE—April 29



BILL "GRUMPY" JENKINS broke the Chrysler domination of the Pro Stock ranks with his startling upset win at the Winternationals, and then went on to take the Springnationals, Summernationals, Grandnational and World Finals, as well as both ends of the National Record with clockings of 9.42, 147.64 mph. The popular "Grump" enjoyed by far his finest season ever.

PRO-RACING RECAP

(Continued from page 16)

In the semi's, Johnston uncorked Low E.T. of the Meet with a 6.51 conquest of Maas, and Fullerton put down the pesky "Tennessee Bo-Weevil" of Davis with a 6.82. The final saw Fullerton score his long overdue first-ever national win as he relegated Johnston to the runner-up role once again, 6.58 to a 6.69.

PRO STOCK

Just as Ed McCulloch was the biggest 1972 money maker in the Funny Car ranks, Bill "Grumpy" Jenkins exercised similar, if not greater, domination of Pro Stock Eliminator. Making good use of the new NHRA rules that permitted the use of small-block engines in sub-compact bodies, Jenkins terrorized the category throughout the entire year with his 327-inch Chevrolet Vega, winning the Winternationals, Springnationals, Summernationals, World Finals, and Grandnational in convincing fashion. In addition to being

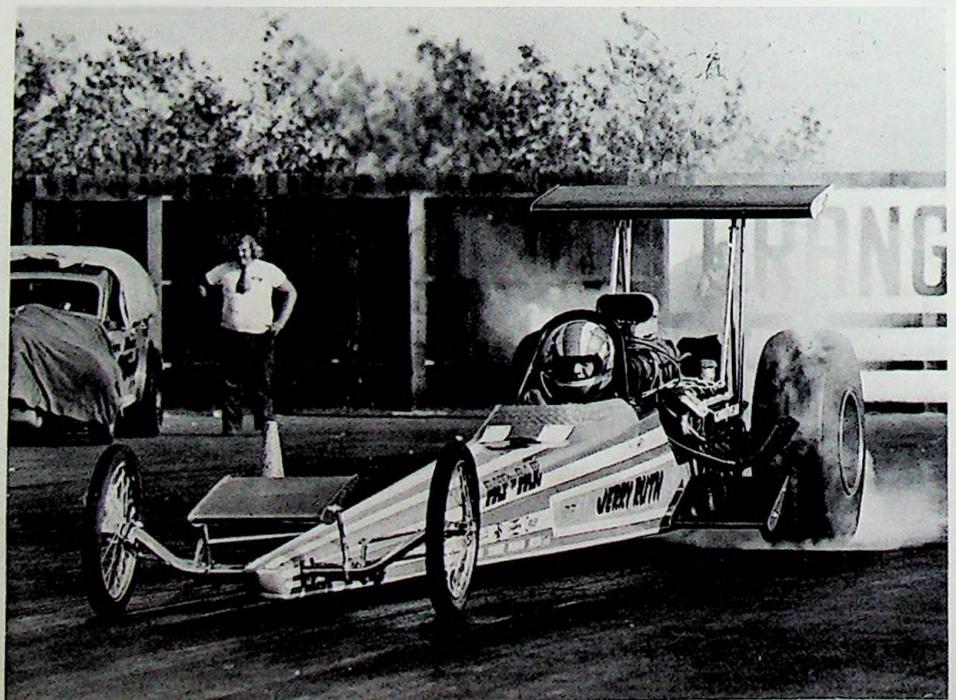
the current National Record Holder with clockings of 9.42, 147.64 mph, Jenkins also boasts the distinction of having lost but one race in NHRA national competition this year, and also came away with the Division I Pro Stock WCS Championship.

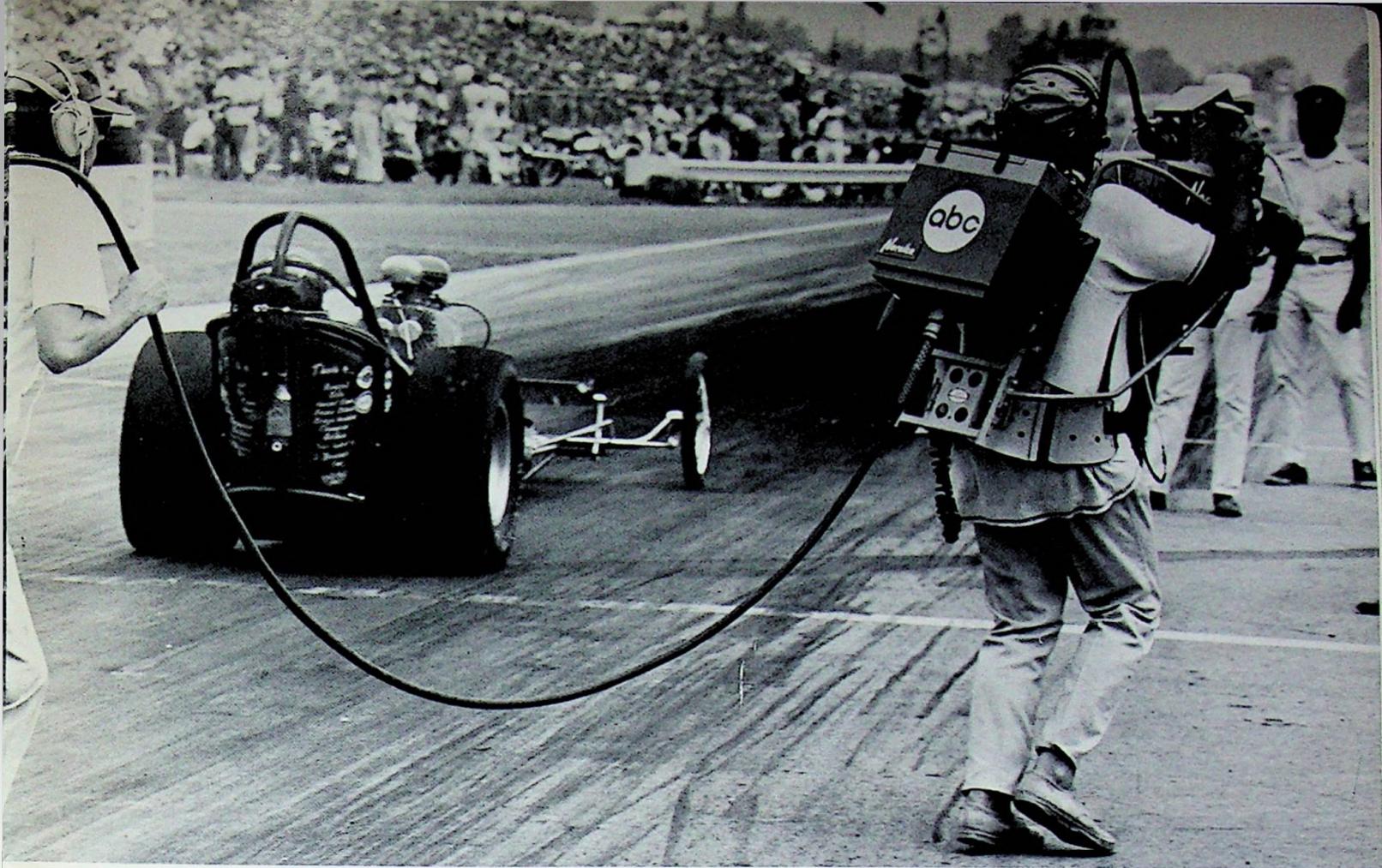
If anyone particular race this season characterized the Pro Stock

situation for 1972, it would have to be Jenkins' run against Stu McDade in "Billy the Kid" Stepp's Dodge Challenger in the first round of eliminations at the Winternationals. Jenkins had pulled into town looking lean and weary from the winter-long construction of building his new car. Having not won a major title in nearly two years, he was somewhat in danger of losing his "King of the Chevrolets" banner, and he appeared to be having more than his share of troubles in sorting out the new machine, which was plagued by handling problems and was held to a not-so-sensational 9.90 during qualifying. Things in the Chrysler camp appeared to be rosy as usual, however, as McDade drove Stepp's Challenger to a 9.59 to lead all qualifiers, and the MoPars took 10 of the 11 first spots.

In eliminations, it was no different as the Dodges and Plymouths recorded 11 straight wins in the first round, and number 12 appeared to be in the making when low qualifier McDade came up to the line to face the "Grump." Jenkins had produced a 9.79 during early morning time trials, but he was still two tenths of a second away from the 9.59 pace of Stepp's rampaging Challenger.

(Continued on page 63)





Supernationals To Be On “Wide World Of Sports”

Today's third annual N.H.R.A. Supernationals will be televised on ABC-TV's award-winning "Wide World of Sports" program.

Although the specific air time has not been announced, ABC network sources indicate it will probably be some time in December.

Produced for ABC by Roone Arledge, "Wide World of Sports" has been featuring National Hot Rod Association events for many years, previously focusing only on the upcoming Winternationals in Pomona and the Nationals at Indianapolis.

This year's All-Pro Show at Ontario marks the first time that the Supernationals has been featured on "Wide World" and the new format should make for some interesting viewing.

It's the second time that the network cameras have been at the Speedway, however, as the Miller High Life 500 stock car race was featured as a two hour special on "Championship Auto Racing" last March.

(Jeb Allen—continued)

The 17-year-old rookie qualified and "hole shotted" experienced veterans all the way to the quarter-finals, when he was eliminated to the accompaniment of loud groans in the grandstands. Later, when he was awarded the trophy for the "best appearing" car cheering was spontaneous.

After graduation last spring his mom and dad took Jeb on a tour of nearly every state. They crossed into Canada four times. But theirs wasn't an ordinary family vacation. They were shepherding him on his first professional drag racing tour.

Jeb liked touring better than his folks did.

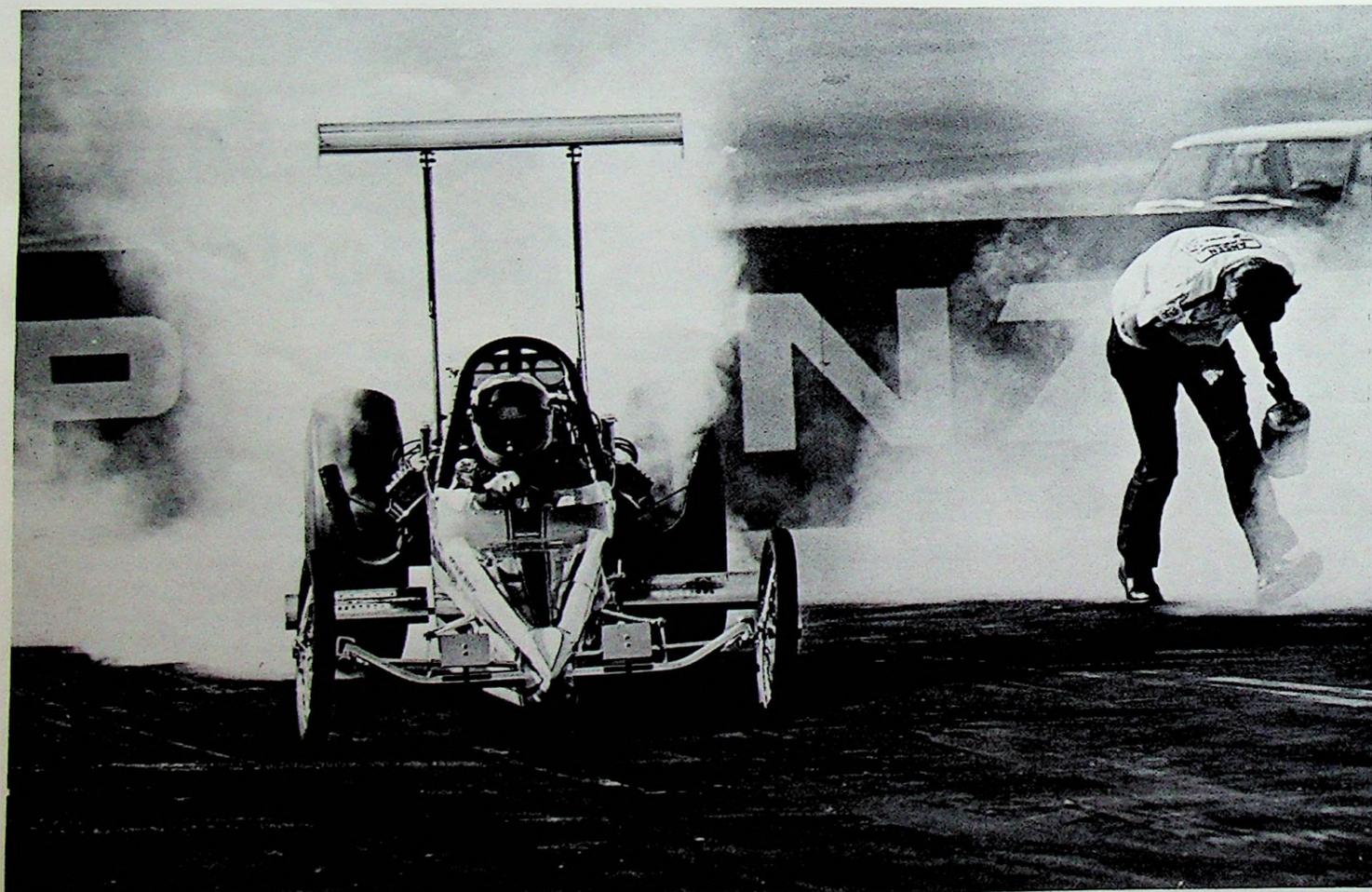
"He liked it so much he will go back and do it again next year," his dad said. "The trip was fun in the beginning, but later it became quite a job. He'll have to do it on his own from now on."

The youngster's popularity reached its highest point at the NHRA World Finals at Amarillo last month. **Sports Illustrated** sent staff writer Bob Jones to interview Jeb, who is now billed as the head of drag racing's "youth movement."

In the first round the Californian defeated veteran Bill Wigginton, in the second Jerry Ruth and in the third Don Moody. Jeb lost in the semi-finals to Clayton Harris.

In defeat he was still the most popular driver on the strip, a champion of the masses who constantly look for a new face in the winner's circle.

This weekend Jeb Allen is back to face Ruth, Harris and the rest of the fastest accelerating drivers in the world. Win or lose, he will continue to draw more than his share of attention.



PRO-RACING RECAP

(Continued from page 60)

You can imagine the crowd's surprise then as the little Vega jumped off to a commanding lead over McDade and held on to win by two car lengths, 9.63 to a 9.75, both cars hitting identical speeds of 142.18 mph. Easily the most dramatic race of the afternoon, the contest signalled the beginning of the end for Chrysler's two-year domination of the Pro Stock ranks. With his handling problems now solved, the "Grump" went on to defeat Bill Bagshaw, 9.62 to a 9.85, and found himself as the lone Chevrolet campaigner going into the third round facing the challenge of seven remaining Chryslers. A bad break nearly put him away in the third race as a broken rocker stud slowed him to a 9.73, 136.57, but the ailment was quickly remedied, and he came back in the semi-final round to beat the "Motown Missile," 9.70 to a 9.84. And in the final, the almost unbelievable dreams of the Chevrolet fans came true as Jenkins turned a 9.68 to defeat Don Grotheer's 9.82 for the win. Even though Southern California is not regarded as "Pro Stock country," the fans' ovations for Jenkins were easily the longest and loudest of the afternoon.

Shortly after his Winternationals win, the normally non-committal Jenkins predicted that he would be in the "low 9.40's" at the Gatornationals. True to his word, he led all qualifiers with a 9.44. But a second win was simply not in the making as he fell in the second round to Reid Whisnant when he blew a head gasket, losing to Whisnant's 9.63 with a 9.77. In the meantime, Don Carlton and the fabled "Motown Missile" were making tracks, first defeating Ronnie Sox with a 9.58 and Bruce Walker in Barry Setzer's Camaro with a 9.56. Going into the semi-finals, Carlton had to face the super tough Maverick of "Dyno Don" Nicholson, driven by Ken Dondero. The potent Ford had qualified right behind Jenkins with a 9.46 and had already dumped Bobby Yowell and Billy Stepp's Challenger. In the closest race of the event, Carlton leaped

off the line first and held on for the hole-shot victory, 9.55 to a 9.54. Carlton faced Melvin Yow in the final, and scored an automatic win when Yow red-lighted. Carlton's winning time was a 9.55 while Yow lost with a 9.75. This was to be the last win that a Dodge or Plymouth would record for the rest of the NHRA regular season schedule.

During the weeks between the Gatornationals in March and the Springnationals in June, Jenkins literally set the match race world on fire with a rash of wins, and arrived in Columbus, Ohio as the odds-on favorite. The Chevrolet hero didn't let the odds-makers down as he nipped Carlton for Low E.T. honors in qualifying, 9.63 to a 9.65. Along with Carlton, Jenkins' main source of competition came in the form of Ronnie Sox, who had incredibly won the last five Springnationals in a row. Adding interest to the race

were the debut performances of "Billy the Kid" Stepp's new Dodge Demon and Wally Booth's "Gremlin X" American Motors entry. Booth had qualified with a strong 9.78 while the suspension-plagued Demon of Stepp's made the show with a 9.95.

Curiously enough, only two of the above-mentioned four drivers made it past the first round as Carlton, after turning Low E.T. of the Meet with a 9.51 on Sunday morning, broke a clutch against Don Grotheer, and Booth's "gamble" tire-change backfired, slowing him to a 10.02 against Carmen Ronda's 9.82. Jenkins meanwhile defeated Walker's Camaro, 9.77 to a 9.87, and Sox bested Reid Whisnant, 9.71 to a 9.78.

Jenkins turned Low E.T. during eliminations with a 9.62 win over Mike Fons' 9.77 in the second round,

(Continued on page 65)

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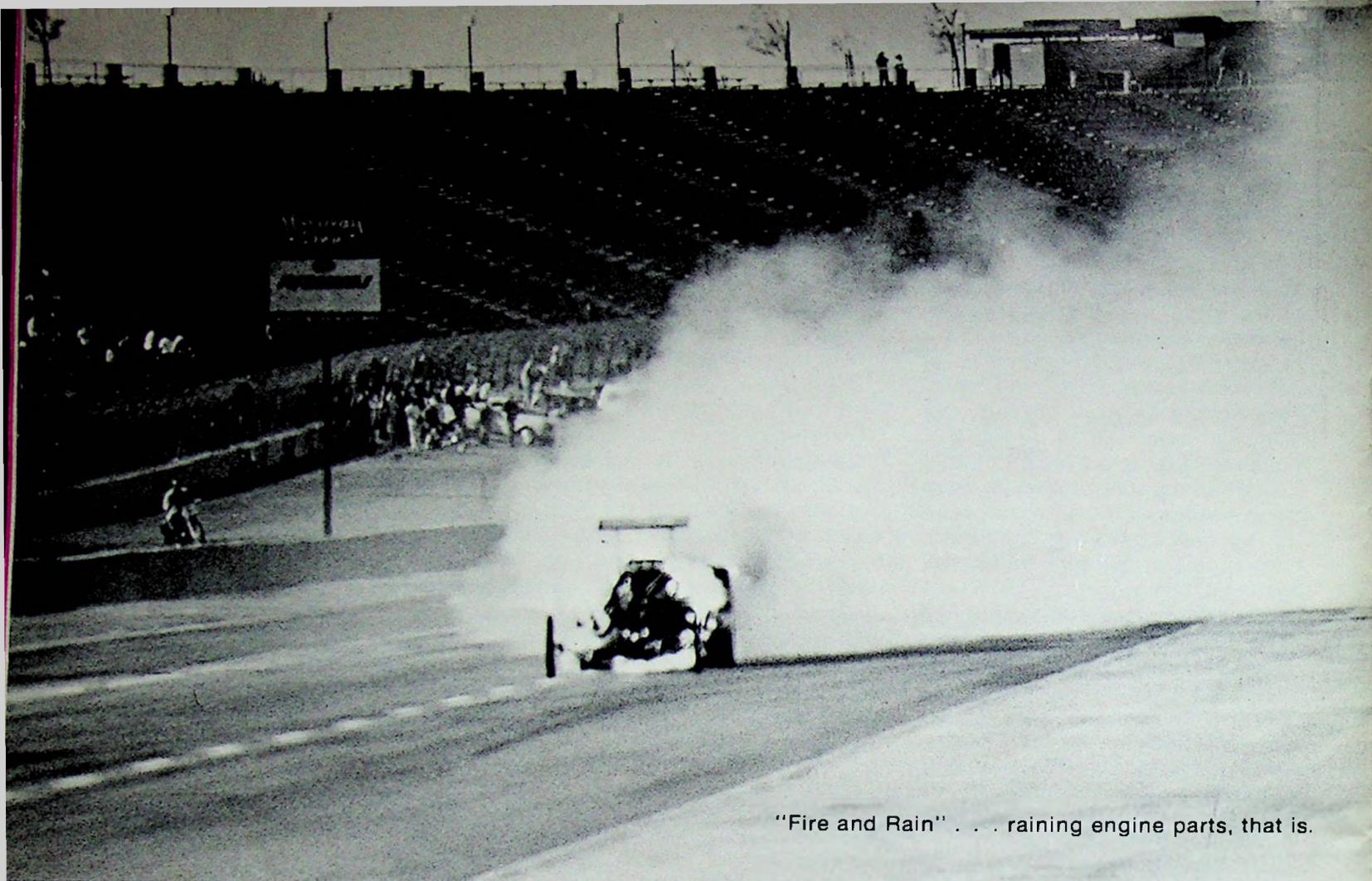


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"Fire and Rain" . . . raining engine parts, that is.

The Supernationals finally had its first two-time winner in Ronnie Sox, but it was a weird road to the winner's circle for the popular racer from Burlington, N.C.

Francis Crider won his third national of 1971 in Competition Eliminator, while Paul Blevins won his second of the year in Modified Eliminator. Ron Mancini took Super Stock while young Keith Berg of Lakewood surprised the troops in Stock Eliminator.

Top Gas has been phased out, and for this year's renewal, the "Super Show" is All-Pro.

The 1972 Supernationals promise to be a sensational spectacle of speed, and will kick off a new era of drag racing at Ontario Motor Speedway.

It will be super!!



It seems that every race at Ontario Motor Speedway isn't complete until one of the local hair-brained hares gives a demo run. Buggy here tripped the speed lights at 42.73 m.p.h.

PRO-RACING RECAP

(Continued on next page)

and Sox followed with a 9.71 victory over Butch Leal's quicker but later 9.70! The moment of truth for Sox and Jenkins came in the third round, and the underdog Chevrolet prevailed 9.63 to a 9.66. The ovation from the stands was devastating, lasting over 30 seconds. Sox's Springnationals win skein had been stopped at five straight, and for the first time since the 1970 Gatornationals, a Chevrolet had outrun the touted S&M Barracuda. For the final, Jenkins once again faced Grotheer and defeated him with a 9.67 to a 9.79.

By the time that the Summernationals rolled around one month later, Jenkins had opened up an unbelievable performance gap over the opposition. On his second qualifying pass on Friday, he turned a 9.50 and promptly put the car on the trailer, awaiting Sunday's eliminations with unnerving confidence. By late Saturday night, Sox had produced a 9.55 with his new Duster, and teammate Herb McCandless followed with a 9.57. But any hopes that they had for matching Jenkins all but disappeared on Sunday morning when he "warmed up" with a 9.44.

In the first round of eliminations, Jenkins scored his now characteristic Low E.T. of the Meet with a 9.40, 144.69 mph win over Wally Booth's 9.82, 136.77. He followed with a second round win over Reid Whisnant (9.52 to a 9.72), and a third round victory over Mike Fons, (9.41 to a 9.50). In the next race, Dick Landy stunned the fans and racers alike by dumping Sox, 9.63 to a 9.65.

Going into the semi-finals, it was McCandless against Jenkins, and Landy versus Grotheer. McCandless damaged his wheelie bars on a burn-out, and pulled a sky-scraper wheelstand during the race. Despite the unplanned antics, Jenkins went through the lights first with a 9.46, and Landy put away Grotheer's bid for another final round effort, 9.68

to a 9.72. The final was over as soon as the green came on as Landy's Challenger broke a left rear-wheel on the starting line. Jenkins turned 9.48 for his third win of the year.

The "Grump's" domination of the Grandnational was even more pronounced as he led all qualifiers by over two tenths of a second with a 9.41, with Bill Blanding's Vega, driven by Rich Mirarcki, taking the number two slot with a 9.63.

The eliminations opened with Jenkins defeating Booth's American Motors teammate, Rich Maskin, 9.51 to a red-lighting 9.80. The Chevrolet driver came back in the second round to defeat Booth himself, 9.42 to a 9.82, and then put away Ron Hutter's Vega in the semi-finals, 9.47 to a 9.68. For the final, he went up against the quickest MoPar of the event, Larry Breaux's Dodge Demon, and easily took the win with a 9.47 as Breaux red-lighted with a 9.84 for the loss.

By the time that the Nationals rolled around, the Chevrolet Vega influence had spread considerably throughout the Pro Stock ranks, and

they dominated the race from one end to the other. Ray Allen, twice a major event winner in Super Stock competition with his SS/EA Chevelle, took a cue from the "Grump" and recorded his first Pro category win with a new Vega, not coincidentally constructed by Jenkins' former crewmen, Dick Whitman and Derrick Von Bargaen. The Chevrolets dominated the qualifying totally, nabbing seven of the first eight spots, but they were to find some surprise opposition from the two Fords of Don Nicholson later on in eliminations.

Allen got his first win over Irv Beringhaus' Barracuda, 9.71 to a 9.80, while Dondero pushed Nicholson's Maverick to a 9.67 win over Sam Carroll's Dodge, and Nicholson himself surprised number two qualifier Dave Strickler, 9.652 to a 9.654. Eventual runner-up Rich Mirarcki pushed the "Mimi" Vega of Bill Blanding to a 9.80 win over Don Lorentzen's Camaro.

In the second round, Allen dumped Larry Huff's Challenger, (Continued on next page)



DON CARLTON and the "Motown Missile" scored the only win for the Chrysler camp this year when he won the Gatornationals. The soft-spoken driver defeated Sox & Martin's Plymouth in the first round and waded through the field, stopping a red-lighting Melvin Yow in the final.

PRO-RACING RECAP

(Continued on next page)

9.60 to a 9.87, Dondero stopped Lee Edwards' Camaro with a 9.65, and Mirarcki and Nicholson both recorded wins over Bobby Yowell and Joe Satmary with respective times of 9.74 and 9.78.

The biggest race of the third round occurred when Allen got by Dondero, 9.61 to a 9.70. Nicholson then upheld the honors for the Ford fans as he pushed his Pinto to a 9.72 win over Bruce Walker's Camaro. The semi-finals produced great races as Allen came up against low qualifier Hutter and Nicholson was to face Mirarcki. Allen came up with his finest effort of the day, a 9.56, to get past Hutter's 9.64, and Mirarcki surprised the "old pro" Nicholson by getting the jump on him off the line and going on for the win, 9.78 to a 9.70. But perhaps the all-out effort that Mirarcki needed to get by Nicholson left him nothing for the final, as Allen won going away, 9.58 to a 9.80. Nevertheless, the performance of the two upcoming Chevrolet stars indicated that they both will certainly be heard from again.

With the action winding up at the big showdown in Texas, the World Finals at Amarillo, the big question was once again: who could stop the "Grump." The World Finals has traditionally been a tough one for Jenkins, who up to this year had never been able to reach the winner's circle in this particular race. He made it to the semi-finals in 1967, but red-lighted, and was in the finals for both Super Stock and Street Eliminator in 1968, but was defeated in both of those contests.

But the momentum of his 1972 successes carried him past any previously experienced jinxes, and he came away with his fifth major win of the season. In a classic Ford vs. Chevrolet battle, Jenkins' main competition came from Nicholson's Pinto, driven this time by Dondero. Jenkins led the Eastern qualifiers with a 9.81 while Dondero was the quickest of the Western bunch with



"DYNO DON" NICHOLSON had his troubles during the first part of the year, suffering engine explosions with his relatively untried 351 Cleveland motor, but the old pro came through in the last half of the season, scoring runner-up honors at the World Finals with Ken Dondero at the wheel.

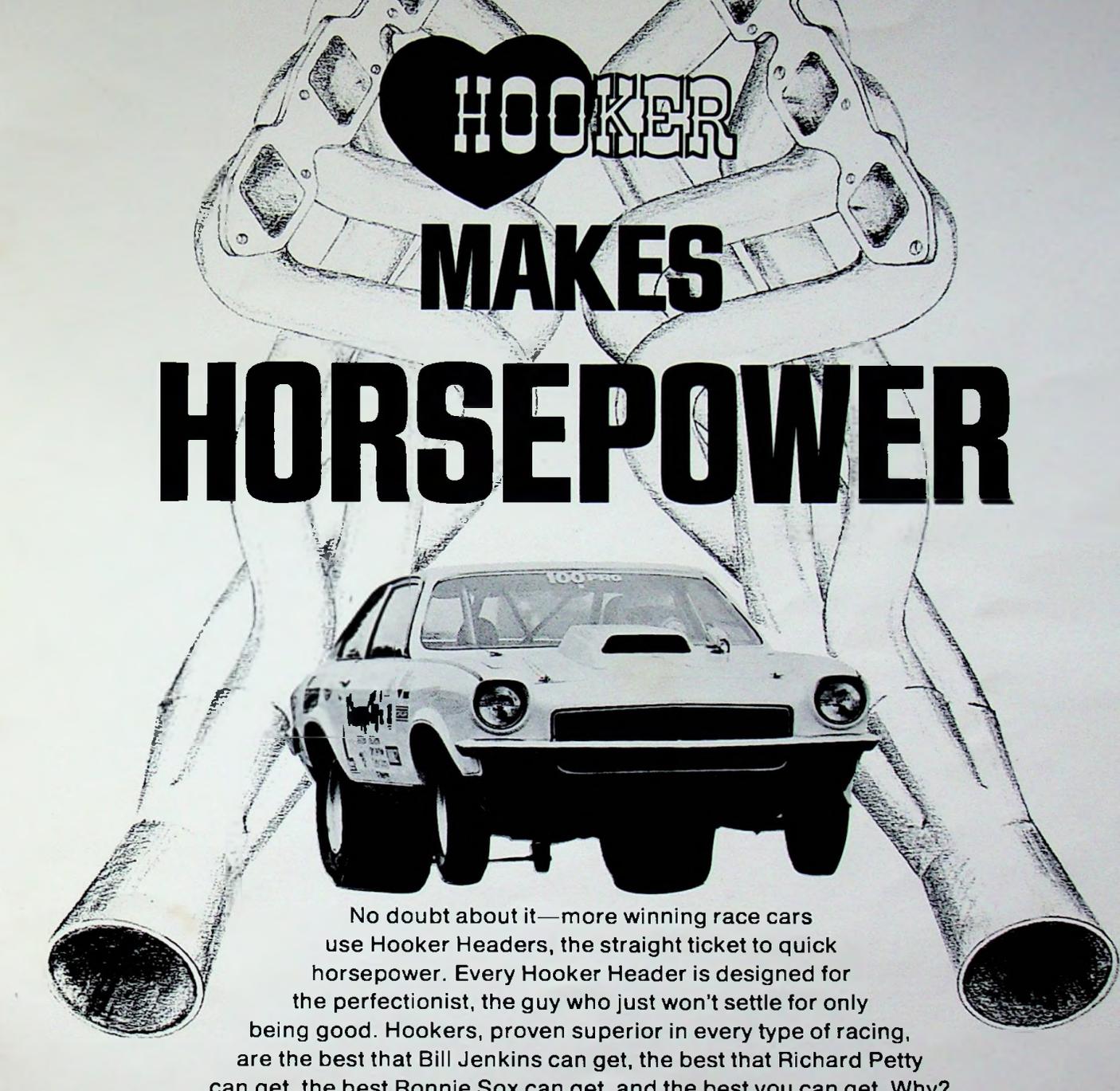
a 10.00. Because of the high altitude of the Amarillo race track, most of the Pro Stockers were held to 10 second clockings, although number two Eastern qualifier Ray Allen managed to hit a 9.95. Other promising entires were Barrie Poole and his new Pinto with a 10.01 and Booth's "Gremlin X" at 10.04 seconds.

Highlights of the first round included wins by Jenkins, Dondero, Booth, Poole and Jim Hayter's Vega. Booth delighted the American Motors fans with a 9.97 pass. In the second round, Booth hit a 10.01 to defeat Don Lorentzen, Jenkins dumped Ed Terry with a 9.82, and Dutch Irrgang, driving "Jungle Jim's" Vega, upset Barrie Poole's 10.13 with a 10.10. Nationals champion Ray Allen was also a surprise loser, breaking against Larry Breaux's Dodge Demon.

Dondero picked up his pace in the third round by stopping Irrgang's broken Vega with a 9.86, and Jenkins scored a narrow wheel-spinning 9.91 win over Charles LaMarr's Camaro, needing a Top Speed of the effort of 142.18 mph

to catch his opponent's 10.07. Hayter then ended the round with a 9.96 win over Booth's broken "Gremlin X."

In the semi-finals, Jenkins turned the quickest time of the meet with a 9.79 thrashing of Hayter's 9.99 and Dondero stopped Ken Van Cleave with a 9.90. The final saw Jenkins cross the finish line first for his fifth major title of the season, setting a new Low E.T. with a 9.77, 140.62 as Dondero trailed with an ailing 9.93, 138.46. Look for these two to meet again during eliminations at the Supernationals.



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