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# DRAGSTER

## MEAN & GREEN

*GULITTI'S NITROUS CAMARO PURGED  
HOUSTON'S TOP SPORTSMAN FIELD*



### EVENT COVERAGE

• O'REILLY AUTO PARTS NHRA SPRINGNATIONALS  
• LUCAS OIL SERIES • NATIONAL OPENS

### ONE TOUGH TRIO

THE TORRES FAMILY — VAL SR., VAL JR., AND GABRIEL  
— HAVE PROVEN TO BE FIERCE COMPETITORS

# NOTES FROM THE PRO MOD REPORTER'S NOTEBOOK

by Jim Luikens

**D**on Walsh and team owner Harry Hruska were a win looking for a place to happen since rejoining the NHRA J&A Service Pro Mod Drag Racing Series at the start of last season. At this year's O'Reilly Auto Parts NHRA SpringNationals presented by Super Start Batteries in Houston, the team finally put it all together, and Walsh raced to his first victory since rejoining the fray in 2014.

On the way to his memorable win, Walsh recorded his second No. 1 qualifying position of 2015 and also his second low e.t. of the meet, which is very impressive considering only two Pro Mod races have been conducted.

Most racers in this series who qualify No. 1 have their elapsed time hold up for low e.t. of the meet when they do not better it during eliminations, but Walsh is a notable exception. At each of the two Pro Mod races held so far, he has actually gone even quicker in eliminations.

Jim Whiteley drove his nearly new '69 Chevelle to its best finish ever with a quarterfinal appearance. In reality, he was lucky to advance past the first round, where he recorded a .299 reaction time. Pete Farber's uncharacteristic red-light was enough to make Whiteley a winner and start his day off on a positive note.

Second-generation driver Bill Glidden was a popular runner-up at this event. His run to the final started with a first-round pairing against hometown driver Jeff Naiser. Glidden's -.025 red-light should have ended



Jeff Naiser

his day before it even started if not for the -.123 red bulb that Naiser had already left hanging in the other lane.

After narrowly escaping the first round, Glidden recorded a .020 light and a 5.891 elapsed time in the second round to barely eclipse Mike Castellana's .027, 5.898 package. In the third round, Glidden recorded an even better .003 reaction time, the best of the day by any Pro Mod driver, to defeat T.J. Coughlin. A slowing 8.945 elapsed time in the final meant that the event trophy was going to Hebron, Ind., instead of Whiteland, Ind.

Young Coughlin continues to turn heads with his outstanding rookie results. He matched his semifinal finish from Gainesville with a similar effort in Houston. He also set top speed of the meet for the second straight race in his father's hand-me-down '12 Corvette. Coughlin left town a solid second in the points thanks to his strong start.

Rickie Smith turned in a close but winning performance to defeat Steve Matussek in the first round, and Coughlin's .012,

5.915 package was enough to hold on for a holeshot victory over Danny Rowe's .066, 5.866 run. Thus, both Danny Rowe Racing entries were out after the first round, a surprising turn of events for the very good team.

NHRA Pro Mod newcomers at this event included Texan Jeffrey Cummins Jr. and Washington's Shane Molinari. Neither qualified, but both were close to making the field at 19th and 20th, respectively, on the final time sheet. Cummins drives a '67 Mustang and Molinari a second-generation '70 Camaro.

Eighty-seven-year-old Willard Kinzer, "the Kentucky Colonel," continues to improve with each NHRA race and actually bettered his best elapsed time from Gainesville. Although still outside the qualified field, it looks like Kinzer will be a threat on race day sooner rather than later. His race car, the former El General '69 Camaro, has been repainted to white from the beautiful multicolor paint scheme that it carried before.

Clint Satterfield's new Turbo Pig II continues to give him and crew chief Bob Gardner fits. A 6.851-second e.t. left the Pig 26th on the final qualifying sheet. Only Steven Whiteley's '14 Cadillac CTS recorded a slower elapsed time after two days of qualifying. **ND**



Bill Glidden

## PRO MOD

1. Don Walsh, Wixom, Mich. ('14 Camaro) . . . . . **5.860, 247.25**
2. Mike Castellana, Muttontown, N.Y. ('69 Camaro) . . . . . **5.880, 244.69**
3. Danny Rowe, Laguna Hills, Calif. ('68 Camaro) . . . . . **5.885, 249.30**
4. Rickie Smith, King, N.C. ('69 Camaro) . . . . . **5.886, 246.89**
5. Pete Farber, Baldwinville, Mass. ('69 Daytona) . . . . . **5.895, 246.71**
6. Mike Knowles, Grand Junction, Colo. ('67 Mustang) . . . . . **5.903, 246.89**
7. Jeff Naiser, Houston, Texas ('69 Camaro) . . . . . **5.904, 243.06**
8. Mike Janis, Lancaster, N.Y. ('13 Camaro) . . . . . **5.906, 242.84**
9. Eric Latino, Port Perry, Ont. ('69 Camaro) . . . . . **5.913, 247.79**
10. Bill Glidden, Whiteland, Ind. ('10 Mustang) . . . . . **5.914, 243.55**
11. Troy Coughlin, Delaware, Ohio ('15 Corvette) . . . . . **5.915, 250.92**
12. Jim Whiteley, Grand Junction, Colo. ('69 Chevelle) . . . . . **5.921, 244.16**
13. Steve Matussek, Olathe, Kan. ('68 Camaro) . . . . . **5.924, 248.16**
14. T.J. Coughlin, Delaware, Ohio ('12 Corvette) . . . . . **5.954, 248.20**
15. Khalid alBalooshi, Doha, Qatar ('68 Camaro) . . . . . **5.965, 244.07**
16. Bob Rahaim, Grosse Pointe, Mich. ('15 Corvette) . . . . . **5.965, 241.67**

**ALTERNATES:** Kevin Fiscus - 5.982, 246.62; Chip King - 6.012, 240.94; Jeffrey Cummins Jr. - 6.029, 233.88; Shane Molinari - 6.031, 246.44; Jay Payne - 6.034, 241.67; Kenny Lang - 6.047, 239.23; Doug Winters - 6.139, 236.71; Jim Bell - 6.140, 235.10; Willard Kinzer - 6.232, 245.40; Clint Satterfield - 6.851, 213.98; Steven Whiteley - 8.507, 117.31.

## PRO MOD CHAMPION DON WALSH

5.870-243.46 <b>WALSH (.022)</b>	5.882-238.13 <b>WALSH (.015)</b>	5.898-243.15 <b>CASTELLANA (.027)</b>	5.880-243.11 <b>CASTELLANA (.040)</b>
5.908-243.68 <b>RAHAIM (.076)</b>	5.825-247.70 <b>WALSH (.081)</b>	5.884-244.12 <b>GLIDDEN (.003)</b>	5.888-244.60 <b>ALBALOOSHI (.097)</b>
5.849-243.81 <b>JANIS (.044)</b>	6.461-146.45 <b>JANIS (.062)</b>	5.891-243.72 <b>GLIDDEN (.020)</b>	9.726-91.73 (FOUL) <b>NAISER (-.123)</b>
5.898-234.33 (FOUL) <b>LATINO (-.130)</b>	5.872-249.12 <b>WALSH (.057)</b>	8.945-123.41 <b>GLIDDEN (.035)</b>	9.788-91.87 <b>GLIDDEN (-.025)</b>
5.898-246.57 <b>SMITH (.024)</b>	5.881-247.57 <b>SMITH (.080)</b>	5.899-249.72 <b>T.J. COUGHLIN (.030)</b>	5.866-248.39 <b>ROWE (.066)</b>
5.902-247.66 <b>MATUSEK (.029)</b>	5.947-242.41 <b>J. WHITELEY (.084)</b>	5.923-251.06 <b>T.J. COUGHLIN (.023)</b>	5.915-249.16 <b>T.J. COUGHLIN (.012)</b>
5.909-243.94 (FOUL) <b>FARBER (-.071)</b>	5.892-242.98 <b>J. WHITELEY (.043)</b>	5.999-243.19 <b>TR. COUGHLIN (.028)</b>	5.898-245.67 <b>KNOWLES (.127)</b>
34.527-22.75 <b>J. WHITELEY (.299)</b>			5.976-250.92 <b>TR. COUGHLIN (.035)</b>

**LOW E.T.: 5.825 - WALSH**  
**TOP SPEED: 251.06 - T.J. COUGHLIN**