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# DRAG RACER

**MATCO**



## **SWEET GEORGIA BROWN**

**ATLANTA VICTORY MAKES ANTRON BROWN TOP FUEL'S FIRST  
DOUBLE WINNER THIS SEASON; COMPLETE COVERAGE INSIDE**

# NOTES FROM THE PRO MOD REPORTER'S NOTEBOOK

by Jim Luikens

**W**hen Kenny Lang won the first NHRA J&A Service Pro Mod Drag Racing Series event ever in Gainesville in 2010, it was no surprise. After all, he arrived on the NHRA scene as a two-time IHRA Pro Mod champion, and it looked like NHRA racing was just going to be more of the same for him. In reality, nothing could have been further from the truth. Despite running strong and being a perennial top points finisher, it took five years for Kenny to get back to the NHRA winner's circle, and even then, he needed some very generous help to accomplish it.

On Saturday in Atlanta, Lang carded a costly first-round victory when he won the race but blew his engine. Pete Farber, a friend and fellow Al Billes customer, lent Lang his spare engine. A late-night thrash by both teams had the engine installed in Lang's car for Sunday's second round of eliminations. From there on, it was all Lang, all day. He recorded low elapsed time of every round of eliminations on Sunday and posted not one but the two quickest reaction times of the day in the class.

Speaking of Billes, it should be noted that the humble Canadian super tuner appears to be on quite a hot streak. Each of the two major American racing series that run Pro Mods have contested three events so far in 2015, and Billes has had a customer car in five of the combined six final rounds that have been run so far this year by the two organizations and has recorded a win in each sanctioning body as well.



Don Walsh

Don Walsh, in his Pure Power Camaro, has been a highlight reel this season. His antics continued in Atlanta, where he recorded his highest midtrack powerstand yet. Walsh said the powerstands go back to not being able to get the car off the starting line efficiently. When Walsh gets back on the power after "pedaling" the car, the turbos are fully spooled up and producing maximum horsepower. Applying all of that horsepower at that moment is what creates his high-flying '14 Camaro. No one is more eager to return to making "normal" runs than him.

Young T.J. Coughlin has been one of the phenoms of the early 2015 season. He has run well, finished well, and recorded top speed of the meet at the only two NHRA Pro Mod races contested prior to Atlanta, which also happen to be the only two Pro Mod races where he has ever competed. In Atlanta, things took an opposite turn as he recorded a surprising DNQ, the first of his career.

With T.J. out of the mix, it was up to father Troy to uphold the Coughlin family name, which he did in fine style. Troy qualified 10th, recorded top speed of the meet, and raced all the way to the final round, where he faced Lang in a battle of performance-parts mail-order giants.

Word has been received that FIA Pro

Mod champion Mattias Wulcan is going to join the NHRA J&A Service Series with his colorful supercharged entry. He should be in Indy and then be part of an extensive tour that reaches into next season. He'll join Clint Satterfield as the only two drivers in the series who campaign gen-one Firebirds.

Shane Molinari made the long tow from Battle Ground, Wash., to be a part of the Atlanta event. A 6.083-second qualifying elapsed time left him and his '70 Camaro 20th on the final qualifying sheet and four positions out of the field. Despite that, he is committed to running this series, and we expect to see more of him this year.



Shane Molinari

The NHRA J&A Service Series appears to be in excellent shape judging by recently announced and soon-to-be-announced sponsorships. A marketing committee was formed in Atlanta made up of both NHRA and RPM leaders. The committee will jointly consider how best to market and grow the series.

Likewise, a Pro Mod Tech Advisory Committee was formed in Atlanta. Made up of NHRA tech officials and representatives from each of the three power-adder constituencies in Pro Mod, the idea is to meet at every race and jointly discuss technical challenges and opportunities. **ND**

## PRO MOD

1. Mike Janis, Lancaster, N.Y. ('13 Camaro) . . . . . **5.875, 245.45**
2. Pete Farber, Baldwinville, Mass. ('69 Daytona) . . . . . **5.907, 246.26**
3. Danny Rowe, Laguna Hills, Calif. ('68 Camaro) . . . . . **5.911, 248.48**
4. Eric Latino, Port Perry, Ont. ('69 Camaro) . . . . . **5.916, 246.03**
5. Rickie Smith, King, N.C. ('69 Camaro) . . . . . **5.927, 244.87**
6. Steve Matussek, Olathe, Kan. ('68 Camaro) . . . . . **5.928, 248.02**
7. Jim Whiteley, Grand Junction, Colo. ('69 Chevelle) . . . . . **5.930, 236.84**
8. Khalid alBalooshi, Los Angeles, Calif. ('68 Camaro) . . . . . **5.938, 244.25**
9. Don Walsh, Wixom, Mich. ('14 Camaro) . . . . . **5.944, 247.25**
10. Troy Coughlin, Delaware, Ohio ('15 Corvette) . . . . . **5.946, 251.25**
11. Steven Whiteley, Grand Junction, Colo. ('14 CTS) . . . . . **5.957, 245.45**
12. Kenny Lang, Grande Pointe, Man. ('69 Camaro) . . . . . **5.966, 243.55**
13. Mike Knowles, Grand Junction, Colo. ('67 Mustang) . . . . . **5.977, 244.74**
14. Bill Glidden, Whiteland, Ind. ('10 Mustang) . . . . . **5.985, 240.81**
15. Mike Castellana, Muttontown, N.Y. ('69 Camaro) . . . . . **5.997, 239.48**
16. Bob Rahaim, Grosse Pointe, Mich. ('15 Corvette) . . . . . **6.006, 240.12**

**ALTERNATES:** Gerry Capano - 6.019, 240.64; Jim Bell - 6.027, 203.40; Chip King - 6.045, 240.38; Shane Molinari - 6.083, 242.71; Kevin Fiscus - 6.116, 245.45; Clint Satterfield - 6.174, 239.40; Doug Winters - 6.261, 235.68; Willard Kinzer - 6.370, 242.50; Dan Stevenson - 7.078, 173.61; Jay Payne - 10.729, 117.63; T.J. Coughlin - 12.828, 81.24.

**PRO MOD CHAMPION**  
**KENNY LANG**

5.984-241.58 <b>JANIS (.049)</b>	7.292-141.50 <b>JANIS (.105)</b>	10.629-87.45 <b>FARBER (.152)</b>
5.999-241.84 <b>RAHAIM (.085)</b>	5.988-250.04 <b>WALSH (.014)</b>	12.589-61.68 <b>CASTELLANA (.052)</b>
13.708-46.79 <b>ALBALOOSHI (.085)</b>	6.323-213.67 <b>WALSH (.031)</b>	10.946-98.15 <b>TR. COUGHLIN (.048)</b>
6.267-237.34 <b>WALSH (.063)</b>	6.061-244.07 <b>LANG (.042)</b>	5.916-251.30 <b>TR. COUGHLIN (.047)</b>
5.981-232.99 <b>LATINO (.087)</b>	7.899-125.19 <b>LATINO (.074)</b>	7.392-142.94 <b>TR. COUGHLIN (.031)</b>
11.213-74.31 <b>KNOWLES (.086)</b>	5.919-245.54 <b>LANG (.030)</b>	5.924-246.75 <b>ROWE (.098)</b>
9.786-88.05 <b>SMITH (.057)</b>	5.913-246.44 <b>LANG (.007)</b>	NO-SHOW <b>ROWE</b>
6.035-237.55 <b>LANG (.019)</b>		6.916-126.38 <b>ROWE (.080)</b>
		9.539-95.90 (FOUL) <b>GLIDDEN (-.075)</b>
		5.983-243.50 <b>MATUSEK (1.560)</b>
		6.028-245.90 <b>MATUSEK (.057)</b>
		<b>BROKE S. WHITELEY</b>

**LOW E.T.: 5.875 - JANIS**  
**TOP SPEED: 251.44 - TR. COUGHLIN**