



# NATIONAL DRAGSTER

ISSUE 13 ★ VOLUME 59 ★ JUNE 29, 2018 ★ [www.NHRA.com](http://www.NHRA.com)



# JEGGER NAUT

CHICAGO PRO STOCK WIN, RICHMOND SUPER COMP VICTORY MAY BE JUST THE START FOR RESURGENT COUGHLIN

**ALSO INSIDE**  
JEGS ALLSTARS COVERAGE

**RETURN TO VIRGINIA**  
TOMMY FRANKLIN INTERVIEW



# NOTES FROM THE PRO MOD REPORTER'S NOTEBOOK

BY JIM LUIKENS

One of the big stories in the E3 Spark Plugs NHRA Pro Mod Drag Racing Series presented by J&A Service at the Virginia NHRA Nationals was the return of defending series champion **Troy Coughlin Sr.** The 2012, 2015, and 2017 NHRA Pro Mod champion retired at the end of last season but found that he missed the competition and camaraderie too much.

Coughlin made his return in a Pro Line Racing-prepared '67 Shelby GT500 owned by fellow Pro Mod competitor Jose Gonzalez. Longtime Coughlin associate Steve Petty was serving as his crew chief once again.

Coughlin's best elapsed time of 5.884 seconds left him 19th on the final Pro Mod qualifying sheet and just three places out of the very stout field. He has committed to run at all of the remaining 2018 NHRA Pro Mod Series events, so we'll have a chance to see him a lot more this season.

Qualifying produced one of the tightest NHRA Pro Mod fields ever. Every car that qualified was in the 5.80-second range from Jeremy Ray's pole-sitting 5.804-second elapsed time to Steve Matussek's bump-riding 5.872-second run. In fact, all of the nonqualified cars, except one, ran in the five-second range.

NHRA Pro Mod rookie competitor **Ray** continued his hot hand in Richmond; Ray qualified



Troy Coughlin Sr.

No. 1, as mentioned above. This was his best qualifying position to date, and he continued his streak of qualifying at every NHRA event held so far this year. In eliminations, Ray didn't fare as well, falling to Matussek in the first round.

In fact, the first round featured five upsets out of the eight pairs. Only Steve Jackson, Danny Rowe, and Mike Janis advanced from the top side of the bracket. Janis pushed on all the way to the final round, where he defeated Mike Castellana in an all-supercharged, all-New York final.

**Gonzalez** set low elapsed time and top speed of the meet in the first round when he defeated Khalid alBalooshi with a 5.770-second elapsed time at 254.47 mph. Interestingly, alBalooshi also ran 5.770 seconds on that run, but his 250.51-mph pass gave the tiebreaker to Gonzalez on the basis on his higher top speed.

**Jackson** has been racing

his Shadow 2.0 Camaro since his final-round crash in Charlotte. The Shadow 2.0 was originally set up for eighth-mile competition but has since been upgraded for full quarter-mile racing. During qualifying, he suffered a devastating engine explosion that blew out the front grill. Ever the trouper, Jackson was back for the next round of qualifying with a temporary grill that was reportedly constructed out of aluminum baking sheets.

During eliminations, Jackson was one of just three higher qualified cars to advance in

the opening round when he defeated Bob Rahaim. In the second round, he lost to Rowe by a very narrow margin. Rowe's 5.843-second run held off Jackson's 5.867-second elapsed time. The fact that Jackson was able to grab a small holeshot made it even closer.

The parity that is the hallmark of NHRA Pro Mod competition can be seen clearly in the winners so far this year. Rickie Smith (nitrous) won in Gainesville, Jim Whiteley (supercharged) scored in Houston, Gonzalez (turbo) overcame all in Charlotte, Smith (nitrous) won again in Topeka, and Janis (supercharged) was the big winner in Richmond. If that script continues, I would like my chances if I had a turbocharged entry for Bristol.

**Janis** took over the points lead with his win. He now stands just two points ahead of Smith, who fouled in the first round by .001-second. Behind Janis and Smith, there is a small gap back to Jackson in third, and then the points are tightly bunched

from third to seventh with seven races remaining this year. It should be remembered that the NHRA Pro Mod Series does not have a playoff system, so every point matters.



Steve Jackson

## PRO MOD

- Jeremy Ray, Lugoff, S.C. ('63 Corvette) . . . . . **5.804, 248.80**
- Danny Rowe, Laguna Hills, Calif. ('18 Camaro) . . . . . **5.809, 251.34**
- Mike Janis, Lancaster, N.Y. ('69 Camaro) . . . . . **5.812, 245.99**
- Khalid alBalooshi, Ajman, United Arab Emirates ('18 Camaro) . . . . . **5.813, 250.37**
- Steven Whiteley, Grand Junction, Colo. ('18 Camaro) . . . . . **5.821, 252.71**
- Rickie Smith, King, N.C. ('18 Camaro) . . . . . **5.836, 248.84**
- Steve Jackson, Evans, Ga. ('17 Camaro) . . . . . **5.840, 248.75**
- Rick Hord, Belle Isle, Fla. ('16 Corvette) . . . . . **5.843, 252.38**
- Mike Castellana, Oyster Bay, N.Y. ('17 Camaro) . . . . . **5.843, 249.16**
- Bob Rahaim, Grosse Pointe, Mich. ('17 Camaro) . . . . . **5.856, 248.93**
- Chad Green, Midland, Texas ('18 Camaro) . . . . . **5.856, 248.66**
- Dan Stevenson, Bolingbrook, Ill. ('16 Camaro) . . . . . **5.860, 252.61**
- Jose Gonzalez, Ball Ground, Ga. ('17 Camaro) . . . . . **5.861, 251.77**
- Pete Farber, Baldwinville, Mass. ('69 Daytona) . . . . . **5.866, 244.07**
- Sidnei Frigo, Itatiba, Brazil ('69 Corvette) . . . . . **5.867, 252.10**
- Steve Matussek, Olathe, Kan. ('68 Camaro) . . . . . **5.872, 248.25**

**ALTERNATES:** Richie Stevens - 5.879, 246.08; Shane Molinari - 5.880, 252.52; Troy Coughlin Sr. - 5.884, 249.95; Eric Latino - 5.896, 244.25; Todd Tutterow - 5.901, 244.38; Tommy Mauney - 5.915, 243.85; Chuck Little - 5.941, 244.07; Brandon Snider - 5.964, 241.89; Clint Satterfield - 5.971, 248.84; Chip King - 5.992, 242.71; Doug Winters - 6.567, 142.01.

