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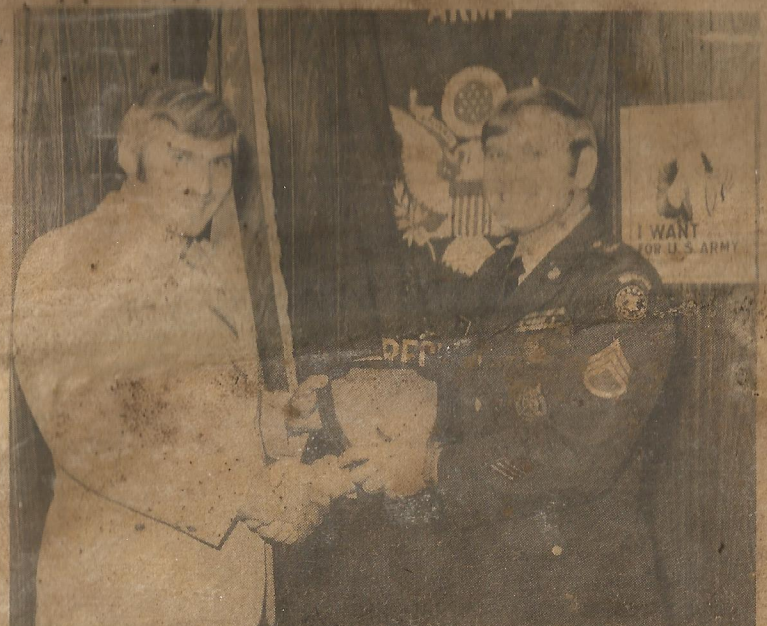
AMERICAN HOT ROD ASSOCIATION AHRA

AHRA ANNOUNCES HONORARY DRAG RACER OF '72

With an immaculate Custom Corvette, a bunch of freaked out T-shirts and some revolutionary Army recruiting techniques, Staff Sergeant David Hack of Cuyahoga Falls, Ohio has earned American Hot Rod Association's Honorary Drag Racer of the Year Award.

The gold and mahogany plaque was presented by George Eisenhart, Regional Vice President of A.H.R.A. and Race Director of United States Auto Raceways, a Cleveland based, multiple-track firm operating in the oval, drag, and motorcycle racing fields.

But why does an Army recruiter who happens to own a high performance Vette



Sgt. David Hack of Cuyahoga Falls, Ohio receiving the American Hot

WHEELSTANDERS INVADE I-55

Story & Photos by Dave Harvey

Richard Hutchins and his "Chevy Rebellion" wheelstander and Chuck Poole with his "Chuckwagon" wheelstander came to I-55 Dragway in Pevely, Missouri and put on an exciting display of showmanship, wheelstands and driving ability. In the first round, Hutchins got an easy win as Poole encountered traction problems and skated through the lights taking three photocells with him. The tables were turned in round two as Hutchins had problems keeping the wheels in the air while Poole streaked by for the win. No one hit the photocells either! In the third and final round Hutchins executed a fire burnout that left the stands buzzing, but on the run he

II. Sutton pulled a huge wheelstand and coasted through while Haas pushed Thomas' '68 to a 6.503 at 108.96 MPH. Matt Johnson's "Hustler III" '68 Camaro was the recipient of a new clutch after qualifying and it did the trick as Preston Honea hammered Matt's Rat to a 6.511 at 107.40 MPH to dash the hopes of Junior Farrow who carded a 6.832 at 104.90 MPH in his losing effort. Jim Wright and his American Engineering '69 Camaro got the easy win in the first round as the "T- [illegible] 'Cuda broke a [illegible] Jim to advance to round two with a 6.599 at 102.51 MPH. To complete the first round, the "old man", Claude Bradshaw made a bye run by virtue of low E.T.

deserve one of the racing's coveted awards?

The Honorary Drag Racer of the Year Award recognizes Sgt. Hack's strong faith in the character of young automobile enthusiasts which he combines with an equally strong belief in the U.S. Army. With this combination, Hack has spent this racing season concentrating efforts at drag strips, oval tracks, and motorcycle courses throughout Ohio.

According to Eisenhart, the presentation also recognizes the liaison Sgt. Hack has created between the Army and Automobile racing. Hack has often put his Vette out in front of fields of Super Sprints or Late Model Stock cars as a unique and capable pace car. He has

dent of American Hot Rod Association for his efforts in behalf of all forms of auto racing.

also brought the Army's crack parachute team with him for jump demonstrations with the track infields serving as targets.

This liaison between the Army and automobile racing catapulted to national proportions when Sgt. Hack's unusual recruiting techniques were publicized in an article in Newsweek Magazine late this summer. Paul Houston, Capitol Hill Correspondent for the Los Angeles Times, featured the national attention toward Hack's involvement in racing even more in articles released to hundreds of newspapers across the country through the UPI wire services.

The beginning of all this motoriety originated early this summer when Eisenhart first discovered Sgt. Hack, who was recruiting at U.S.A.R. tracks.

"I didn't pay much attention to him at first," commented Eisenhart, who soon realized that Hack was showing up at virtually all of the U.S.A.R. events. "I also noticed that he was surrounded by both racers and spectators who seemed as interested in his recruiting program as they were in that car," he continued.

A.H.R.A. Predident, Jim Tice, also became familiar with Hack's activities during a recent visit to Cleve-

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THE SPORT OF THE 70'S JOINS THE NOW NAVY

The past year the Navy has been actively engaged in drag racing. The Navy's association with this fast growing and exciting sport is a natural one for the '70's.

"The King of the Dragsters" Don "Big Daddy" Garlits is responsible for the Navy's entry into the world of quarter mile drag racing. Last winter Garlits toured U.S. bases in Vietnam visiting drag racing fans.

Although the wiry Garlits opposed the Vietnam commitment, he realized the country needs a strong fighting force. Upon his return he contacted Rear Adm. Emmett Tidd, in charge of Navy recruiting with the request, "Is there anything I can do for the Navy?"

The immediate result was a recruiting poster showing Garlits in his dragster on the deck of the aircraft carrier Lexington hooked to a catapult ready for launch alongside a Navy jet.

The public's response to this poster convinced the Navy to continue their recruiting effort in the sport of drag racing, concentrating on the national events in which Garlits competes.

The union of Don Garlits, 8-time National Drag Racing Champion, and the U.S. Navy is by no means a one-way street. Adm. Tidd feels the alliance of drag racing with the Navy is a beneficail one. "We call our Navy the 'Now Navy' and drag racing is the now sport of the '70's. Can you think of a better way to accomplish our recruiting mission than go to where the greatest number of qualified poeple are gathered?"

Adm. Elmo Zumwalt, Chief of Naval Operations, gave the new alliance his okay and now the American Hot Rod Association and the Professional Racers Association's Grand American Series of professional

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again encountered handling problems, went into Poole's lane and followed him through the lights. The wheelstanders were indeed exciting to watch as was their trick driving in all three rounds.

Pro Stock featured an eleven car field that matched the wheelstanders in excitement and trick driving. Round one began with "Fast Freddie" Shafer's '71 Camaro removing the doors off Dedmon and McCormick's '69 'Cuda with a 6.427 at 111.12 MPH to a 6.904 at 110.30 MPH for the Mopar. Alfred Mitchell and his "Suspicion" '68 Camaro walked away from brother Larry Mitchell's "Executioner" with a 6.468 at 108.83 MPH to a 6.903 at 104.90 MPH for Larry. Jerry Haas piloted Rich Thomas' '68 Camaro to both a super smoke burnout and a win over Del Sutton's '69 Chevy

in qualifying and cranked out a new track record of 6.359 at 110.30 MPH. Just like Garlits, Bradshaw keeps getting older and quicker!

Second round began with last week's winner, "Fast Freddie" Shafer, defeating Al Mitchell's "Suspicion" in a real close one! Shafer got the win with a 6.437 at 111.53 MPH to a 6.463 at 109.10 MPH for Mitchell. Only 26/1000 of a second difference. Phew! Jerry Haas again filled the stands with smoke and defeated Matt Johnson's "Hustler III" with a strong 6.433 at 108.47 MPH to a 6.587 at 107.79 MPH for Johnson. Apparently Jim Wright wanted to show that he could get a Pro car as out of shape as any wheelstander as Wright swapped lanes and followed Claude Bradshaw through the lights while Claude motored on by with a 6.384 at

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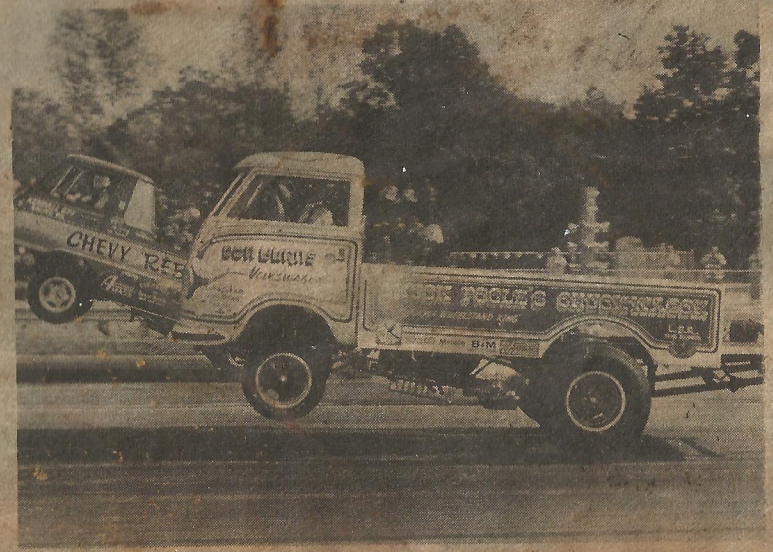

Richard Hutchins leads Chuck Poole out of the gate only to have Poole encounter handling problems at the other end and wipe out three photocells.