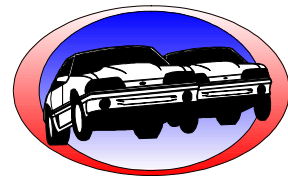


MONMS RACING MUSTANG ON MUSTANG



MAY 2011

2010, what an exciting year it was. With street cars running 15's (oops, sorry 19's, don't want to forget Jack!), all the way down to 8's! (Yeah, some of these guys in the 8's still claim it's a "street car"). Want to take a moment to honor our 2010 champions. Each of our champions have received a special target decal to be placed on the rear window of their car. This makes them recognizable at the track, someone you know you want to beat, someone who will be working their butt off to defend that title. So if you're paired up next to one of these targeted cars, make sure you give them a run for their money!!! "Beat the Champ - win a free admission!"

Don Davis is our 2010 **Grand Champion** from the Drag Radial class. His best pass of 8.62 @ 158 mph came in the finals paired against our DR Champion, Mike Eames! Amazing that the car seemed even faster with the added weight of his passenger, a seeing eye dog! If you weren't there to see it, I'm sure you're wondering what the heck I'm talking about... well the night before our last points race, Don got a piece of metal in his eye, made a late night trip to the hospital, and was there to race, and uphold his championship. Very well done! Any time you ask Don what's in his car, what the plans are, goals are, etc... he always likes to keep something a little secret. What I can tell you about the car is it has a powerglide transmission, 331 DART block and a little bitty 88mm turbo helping it breathe. What's new for 2011? Who knows... there's rumor of a full chassis build, rumor of a new car, recently spotted him on the corral with a want ad for a coupe. If you try to ask him for a serious answer, you'll either get a response of "why so serious?" or "you'll see". Either way, I'm looking forward to seeing what Don has in store for this year, I'm sure he'll be putting on an impressive show!



Don Davis – Grand Champion



Chuck Hoehn – Power Adder Champ

Power Adder Champion, Chuck Hoehn had a great year in his red, white, and blue hatchback. His current combo is an RV Engines built 347 with 11:1 compression and a custom ground cam. This is backed with a C4 transmission and pushed to an oversized pair of slicks through 4.10 gears. Chuck's best pass to date is 9.77 @ 139mph on a 175 shot of NOS!!! This winter's projects have included some safety upgrades. What can we expect new in 2011? MORE NOS!!!! How about a 300 shot? He's hoping that upping the juice might shave a couple tenths off that time and maybe a couple more miles per hour!

RRRunnin **Randy Dombrowski** took home another **Naturally Aspirated Champion** jacket this year! Last year's combo was a 400 cid NA motor with a set of TFS R heads done by Kuntz and Co. topped with a Super Victor intake and a 1000 cfm Pro Systems carb. Randy runs a PA automatic C4. As far as this year goes, the motor remains the same with a winter refreshing by Matt at Proformance Specialties. This year Randy plans to swap out his C4 for a G-Force GF5R 5 speed clutchless. This year's goals include breaking into that 8 second mark. We'll be watching Randy, can't wait to see that first 8.999 light up on the board!



Randy Dombrowski – NA Champ



Mike Eames – Drag Radial Champ

When I asked our **Drag Radial Champion, Mike Eames** for some info on his current combo and future plans, I got a whole storybook answer. While it did make for an excellent read, I'll have to give you the short version. Mike bought this car as a roller, and each and every modification done to it has been done in his own workshop, with the exception of machine work to the block and heads. Under the stock hood, the original motor is long gone. In its place is a fully built 4-valve mod motor. The teskid block was filled with a billet crank, aluminum rods, and diamond coated pistons. Capping it off is a set of fully-ported C-heads and a custom 2001 Cobra intake manifold. There is no shortage on fuel either- 160lb injectors give this ModMotor everything it needs. With that much fuel, a lot of air is necessary- courtesy of a cogged Procharger F2M, with a mere 28lbs of boost. The gases are exhaled through a set of custom 1 3/4" headers and 3" exhaust. New for 2011, the 10-point cage has made way for a cage with full 25.5 specs, good to a 7.50. While this monster of a notch has gone a best of 8.39 @ 166mph, we can expect much more out of it. Over the winter, the Procharger found a new home, and something new and more powerful made its way into the engine compartment!!!

Bob Wawryzek, 2010's Drag Radial Limited Champion didn't share a whole lot of information, so I'll tell you this much... I'm sure he'll be out this year and probably be running faster than last year... so keep your eyes open for the Target on his back window. But, don't get caught being the one seeing it on the way down the 1320!

Street Champion, Joe Turazzo ran an impressive season in his 306 powered 85 GT! His 306 is topped off with Explorer GT40P iron heads, backed by a 5 speed stick shift and 4.10 gears out back. Joe's best time to date on street tires is 12.55 @ 112mph, with a 1.89 60'. Watch out for Joe this year, he plans to defend his street title with a few small upgrades in the suspension department.



Joe Turazzo – Street Champ



Bob Wawryzek – Drag Radial Ltd. Champ

Now, what's new and exciting for 2011? MOMS Racing is excited to announce the introduction of a new class for this year. The staff has been watching the racing program progress over the years and has observed a discontinuity for the budget minded racer. Several years ago we added Drag Radial Limited as a place for racers with a 306 or smaller Naturally Aspirated combination to run with a stickier tire. This basically allowed the

street racer a place to run with a better tire to see what kind of times they could squeeze out of their cars. The problem area became where do the racers that bolt on a supercharger or nitrous or install a stroker motor fit into our program? They no longer fit in the Limited class because they have a power adder or a stroker motor and if they are moved up to the DOT class they are put into a league where they just can't compete. We are looking at the cars that are still street driven but have elected to upgrade beyond the simple boltons – these cars are usually running in the 12 second range all the way down to low 11s or high 10s. Once they get put into the DOT class they are running against competitors capable of running 8. They simply do not have a competitive field in this class.

MOMS Racing started in 1994 with a street class, a DOT for a stepping stone, and an N/A, P/A class for the race cars. As the DOT tire has progressed so have the times people are capable of running on that tire. In 1994 and the following years our DOT competitors were running mid 11's, last year we saw Don Davis run a quickest time in the low 8's in the same class. By adding a new class we now have 3 street classes, and 3 race classes. We have tried to come up with a class to encompass as many of the racers as possible. Our 3 "Street" classes will all require the cars to be registered and street legal. There should be a natural progression through these classes from "Street" to "Street Limited" where the only real upgrade is tires, and then on to "Street Extreme" where nitrous, turbos, superchargers, or stroker motors come into play.

Rules for this new class are as follows...

Street Extreme:

Factory 5.0, 4.6, 4.0 block, or any stock Mustang engine available appropriate after 79. Motor must be period correct. (ie. Fox Mustang will only be allowed a 302 based motor.) Only one power adder or Stroker motor (not both) No after market blocks. No 2 stage nitrous or fogger systems. Limited to only one Fuel and one nitrous solenoid. No Twin turbos. Single small turbos limited to 70 mm. No "J" Trim or bigger blowers. No "F" series blowers. No cog or "V" belt drives. Serpentine ONLY. No Air to water inter-coolers. Full factory interior. No bare floor pans showing, must be covered in carpet, rear seat delete kit is acceptable. Current registration and inspection. (no dealer plates) Mufflers are mandatory. No Mini-tubbed cars. 3100 pounds minimum with driver.

Regular Street tires and DOT Drag Radials ONLY! (15 & 16" Drag radials are limited to a 275 max width. 17" and larger any size is OK, no limits for regular Street tires) Front and rear tires must be D.O.T. approved. Bias ply are not allowed in this class.(No cheater slicks allowed) All manufacturer's lettering and identification, plus the appropriate rating must be clearly visible to be deemed a valid street tire.

Rules for all other classes can be found under the "Rules" tab on our main page at www.MOMSRacing.com. While you're there, be sure to look at the "schedule" tab for this year's event dates.

Our first race will be upon us before you know it, so get in that garage and get those Mustangs ready! Sunday, May 22nd is the first big race of the season. As has been our tradition over recent years, the season opener will be a no points, open invite race. So bring all your friends, no matter what they're racing (yes, even those Chevy guys), to come enjoy our racing format. See you there!!!

2011 MOMS Racing Schedule

Sunday, May 22nd - Invite Race

Friday, June 17th

Friday, July 15th - Super Shootout

Friday, August 19th

Sunday, September 11th - Final Points Race

Sunday, May 22nd schedule will be as follows.

Gates open	11:00 a.m.
Test & Tune Starts	12:00 p.m.
First Qualifying Round	1:15 p.m.
Second Qualifying Round	2:15 p.m.
Third Qualifying Round	3:15 p.m.
Final Elimination Round	4:00 p.m.
Awards Presentation	5:00 p.m.

Don't forget to plan for the Super Shootout on July 15th. The luncheon/benefit will be held during the day, typically beginning around 2 p.m.! All proceeds from the luncheon benefit Mercy Flight. Watch the website and upcoming newsletters for more information.

If anyone has any suggestions regarding the newsletter, please contact someone on the MOMS Racing Team. We would like any constructive criticism. If you would like to see a tech article or have some good info for the Rumor/Trash Talking – let us know and we'll see what we can do.

**** Also let Mom Meyer know of any change of address. Call, write, email, whatever is best for you, but keep her current so newsletters do not get returned to us.****

If there is a need to contact anyone on the MOMS Team, here is the necessary information:

Pat 'Mom' Meyer: (585) 374-2109 – pjmwhm@rochester.rr.com 6757 Italy Valley Rd., Naples, NY 14512

Doug Beers: Website and Points – dbsystems@yahoo.com

Andy Gallo: Race Director & Tech: (585) 225-8285 – NOSGT@aol.com

As always, thank you to our sponsors: Kennedy's Dynotune, Proformance Specialties and Brian's USA Diner.

See you at the track!!!