

PERFORMANCE CAR VS NZV8

Drag Masters



Rod Harvey, Rayglass Datsun versus Kevin McGregor, Heat Treatments Camaro

So you've seen the adverts, heard the rumours, seen a couple of heads-up exhibitions at Champion, but you still don't really know what Dragmasters is all about.

Yeah, that's the word we're getting from the Import crowd, but us V8 guys know exactly what its all about, right? Of course you do! It's about us turning up on January 7 and showing those rice burners exactly who is King of the Dragstrip. Yeah, we're sick of seeing them on TV, sick of reading about them in 'their' magazine, bored with surfing their websites and now it's time to show them who really owns the title of Champion Dragway's Dragmaster! Since the 1940s, V8 has been King all over the western world, but just lately the 'nu skool' has wandered onto our hallowed quarter-mile and tried to take over. What they don't understand is drag racing happens to be a race. While they're sitting on the line spooling up, we've cut the sharp light and have at least 10 lengths on them. We may have the dinosaur technology, they may have the gizmos, but we know what a dirty old drag race takes to win and it ain't a quick timeslip!

We ain't going to be there time trialling, we



Reece McGregor, Heat Treatments Skyline versus Chris Tynan/Laurie Urlich nitrous Camaro

ain't going to be there combing our hair, we ain't going to be there smiling for the cameras. Our V8 team is going to be at Champion Dragway on January 7 with one thing in mind: to go home with the Dragmasters title for 2006. While the editorial team on our sister publication, Performance Car, think they have it in the bag by supporting the Import and Sport Compact team, we know better and have lined up a string of top talent to ensure the best comes out on top. Dragmasters isn't just a drag race, it's a teams' race as well. We've hand selected 18 members for each team and they will go head to head on January 7 chasing points for every win they have down track. They'll be taking on the same

opponent throughout the afternoon and into the cool evening air, so you can be assured of better performances as the meeting hots up. This is about points for wins, not how quick you run, so by the end of the evening, we intend to have more wins than them for the Dragmasters title.

We sat down with their list of hitters, including the likes of Reece McGregor, Rod Harvey and Tony Bateson, then went through their choices to find a match. What we came up with was the best group of V8 punters this country has ever seen as a team.

Chris Tynan is our Captain up against their Captain, Reece McGregor. Chris is taking the reigns of Laurie Urlich's Pat Musi-powered 500 cube IROC Camaro in the five-round match race. Urlich has two stages of nitrous for Dragmasters on top of the 1000 horses sitting in the Camaro's engine bay. So, on paper, we have this one in the bag.

These two met at the Night Speed Drag Wars in November and while McGregor ran quicker, he left a big fat cherry in the tree throwing the win into our camp. The nerves obviously got to Reece and we think he's already spooked about the proposition of beating our number-one player!

As far as the rest of our team is concerned, the overwhelming consensus upon being invited to the meet was a resounding "Let me at 'em",



Glenn Suckling, GDS Motorsport Skyline versus Graham Carter, Wildcat blown Chev Jaguar



Zohab Razak, Golden Industries EVO versus Graeme Bates Elf Oils twin turbo V8 Vauxhall

so the enthusiasm is extremely high on the V8 team. So much so that when the invite went out to Balclutha's Roger Binnema, he wanted to come even if he wasn't chosen for the team. How's that for dedication? About 2000-kilometres of dedication to be precise!

As far as the support show is concerned, the inaugural Performance Car/NZV8 Dragmasters is going to be the best Import versus V8 stoush this country has ever seen. While you'll see the occasional America versus Japan clash at the Night Speed



Andre Simon, TSW Wheels EVO versus Scott Campbell, Fast Parts Ford Mustang



Cory Abbott, privateer, Mazda RX2 versus Craig Wall, Wall Motors, Chev Camaro

Drag Wars, this will be the first time Champion Dragway is going to deliberately match everyone with their opposition. In other words, we need as many V8 cars at Champion on January 7 as we can possibly muster. The head count at the Night Speed Drag Wars is normally slanted in favour of the ricers, so we need to bring it on if V8 is to reclaim the strip.

The support racing for Dragmasters is open to everybody with the appropriate credentials to race. That means if you have a six-second car or a 15-second grocery-getter, we'll find a spot for you to compete on day at Champion Dragway. We have arranged all the day's support racing (that's you) to be heads-up with fixed indexes. In other words, you both leave the line together and race against the clock as well as each other. We've created one-second barriers to work against, so if your car runs 14.90, then you'll run in that bracket. If your car runs 15.0, then



Stuart Lawton, Lawton Rotorsport, Mazda versus Wayne Grimmer, Western Auto Electrical, Plymouth Barracuda

you'll also run in the 14.90 bracket. However, if your car runs 14.80 then you'll need to back off a bit because if you go quicker than 14.90 then you've lost.

Time slots in the fixed index racing start at 7.90 and work their way through to 14.90.

Champion has indicated it will create divisions more or less depending on the number of vehicles that turn up. We're counting on the V8s to have at least a 50/50 representation, so we can match the Japas one for one, so make sure you're there, we're counting on you.



Tony Bateson, RX7 Heaven Mazda versus Roger Binnema, Cylinder Head Services blown Chev Honda

On top of all the support action, we also have a bunch of off-track entertainment lined up. We'll have a Burnout Masters for later in the afternoon where Liz Stewart in her Torana NZV8 feature car will lead a team of five V8s to take on the best five Japas in a team burnout comp. The difference between this and other burnout comps is that each contestant has just two minutes to get into it on the Bridgestone Burnout pad. Once two minutes is up, it's over to the fans to decide the winning team. So make sure you're there to help ensure America is the King of Burnouts as well! The last thing we want to endure is a sustained loss of traction in the popularity stakes! The entertainment will continue throughout the day with a bikini comp lined-up for mid afternoon, a bunch of crazy stunt riders to keep you entertained during downtime, plus tons of prizes and giveaways from our sponsors Pioneer, Magwarehouse.com, Autometer, K&N and Parkside Media. So here's one last warning: mark the date in your diaries right now, January 7, Champion Dragway. Gates open at lunchtime, be there to witness history when V8 takes the title of 2006 Dragmaster and we go back to owning the strip! 8



VS

Brian Connell/Brett Curran, Maz-sport RX7 versus Gavin Oram, C&M Performance Plymouth Arrow



VS

Nyle Buckley, TNRD Corona versus David Tynan, Tynan Fabrication Holden ute



VS

Dean Hargreaves, Rotomax, Mazda versus Dave Levien, privateer, Plymouth Belvedere



VS

Graeme McDonald, Croydon Wholesalers, Toyota Supra versus Martyn McSweeney/Peter Druitt, Pis Tin, Holden Monaro



VS

Simon Dudding, Kiwi RE, Nissan Silvia versus Ron Olsen, privateer, Ford Mustang



VS

Jeremy Abbott, Privateer, Mazda RX3 versus Darren Saunders, Magnum Automotive, Chev Camaro



VS

Bryce McEwan, RPM Engineering, Mazda RX7 Batman versus Phil Edgecombe, Rapid Performance Oils, Chev Camaro



VS

Tony Markovina, Markovina Pile Driving, Mazda RX3 versus Gary Bogaart, Brian Roberts Towing, Ford Falcon



VS

Ben Cox, NZ Car Parts, Datsun 1200 Coupe versus Paul Smith, Colourworks, '37 Chev Coupe



VS

Brett Lee Sang, privateer, Mitsubishi EVO versus Wayne Ilich, Sneaky Heat, Rambler American