

Mission

If any name in drag racing is synonymous with "go real fast" it is Mission Raceway. P fantastic facility is nestled between the mighty Fraser River and the mountains, which any racetrack anywhere. The track personnel had the track surface set on kill as Gec goo for a couple of days before our race and to walk on the starting line you are invi your feet.

This weekend had a lot of firsts for the C.M.D.R.A. not the least of which was our first session that was a big hit with both racers and fans alike. With the help of 81 Truckin the track lit-up as well as strobe lights on the bridge that make for a "Hollywood-like show we're doing it again at the Eagle Motorplex in sunny Ashcroft on the August 10th

The list of who to thank for their help would take up way too much space but I would all their help, 81 Trucking and Paramount Lighting for the light show, the staff from I the V.I.P Lounge for the sponsors and all the A.I.M. people for working the gate and racers who waited in the staging lanes in the 90+ degree heat.

Not only was there a real good bike race going on that weekend, but we also had a c Glenn Braid's "C.F.M.I, What's for Free & Just in Time Communications" sponsored b street legal car going 7.70-seconds. The Canadian Pro-Street Association brought ou kickenest" street legal cars in Canada, including Don Murday's gorgeous '57 Vette, tl "Buffy's Toy" blown alcohol funny car and one of my all time favorite cars, Bob Kokol and his wife also had Irene's Nova wishlist car there and were taking handicapped ra the racetrack, much to the delight of the passengers and their families. Bob and Irer second passes but N.H.R.A. rules don't allow for this so there was lots of brake light

Now for the bikes and up first is our "Class Glass" trophy series, sponsored by Class bikes battling it out for the nice, glass trophy and if you think this is a "guy thing", w on the boys this weekend. Angela Bedard made it into round 2 on her Yamaha V-Ma: the semi's on her Honda CBR. The finals came down to Troy Smith and Ron Rowse o Troy Smith getting the trophy and running 11.75 in the process

10 bikes squared off in our Street class, which had a good spread of Harleys, and "M done, last year's champ, Dave Galbiati had to chase down David Leblanc on his Suzu ZX1200 winning for the second time this season. Dave and his sponsor, Troy Smith, theevent that would have made John Force proud. All I can say is that the fans lovec

Next up was the HeadQuarters Super-gas series led by No.1 qualifier, Mo Coen, on h sponsored sportster followed by #2 qualifier, John Fyvie on his XL John cut a perfect .041 over his 10.20 index to let everyone else know he would be the man this week

The final was a close one between Mo on her sporty and John on his sporty with John thousandths of a second.

The "V.P. Racing Fuels" Super-bike series took center stage and with 20 bikes this was a competitive competition. Qualifying was led by "Imperial Motorcycles" Gord McMartin with a .405 next with a .409 light. The final came down to last year's #1 plate holder, Dan Temp Mike Sheehan with Dan running right on his dial-in to take the victory by mere inches.

Up next was the "Greg Coen Motor Co." Modified series. Our series sponsor qualified an 8.96 seconds that ended up being low E.T. and also ran high mile an hour at 149. Sunday the final was between Greg Coen's Big Twin and rookie Ross Cuthbertson, from "Greg Racing", Greg left first and never looked back, taking Ross out with a 9.11 to a 7.33 for association Greg, who with wife Mo, sponsor our Modified series through their Greg accept his winners cheque and donated the funds back to the association. A double triumph for stellar individuals.

Pro-Stock eliminator took to the tarmac next and qualifying was led by Lee Uhrich's Lee, fresh off a victory in Seattle the weekend before, crushed the E.T. records at 8.12 seconds. #2 qualifier was last year's champ, Rick Dawson, on his H.D. of Yorkton Big Spike's "Haney Hawgs" backed entry and Toni Froeling from Sumner Washington. The Dawson. Lee left on Rick and ran an 8.16 to back up his 8.12 record run. Congrats to Toni after a catastrophic engine explosion have come back with a vengeance with victories.

The superfast Pro-Mod bikes had their turn next and they were led by Len Darnell from "Time Machine" Suzuki with a 7.38 at 182.85 M.P.H. This E.T. would have qualified Len M.P.H. would have led the fuel bikes on Saturday. The final on Sunday came down to "Technologies" Suzuki and Dan Boehm's Edmonton based Kawasaki with Tuggle taking

The carbureted fuel bikes had their time to play and qualifying was led by "Panic Racing" at a very respectable 7.84 seconds. Although only 3 Pro-Dragsters made the event a zone. Steve Huff made the trek north from Seattle on his "S&S, Downtown H.D., Zne a personal best of 7.89 to follow Chris and George with George running low E.T. of 7.84 to win.

And of course, last but not least, the "Delkron" Top Fuel series. Qualifying was lead by "Racing/Bardahl/Cycle Barn" 117 C.I. Pro-Fuel bike at a 7.15, #2 was Dave O'Hara on and 4 time champ Ron Houniet on his "Fastlane Racing/Diamond Stereo/Mission Spr Bikewear" special. I could write a whole story on this class by itself, but space won't the wildest rides I've ever seen on Sunday, rocking back and forth like a nitro-crazed the air like a trident missile with Dave getting it under control and riding it out like a big a plates would be an understatement. Now to the race itself. What can you say about that hasn't already been said. He and his crew didn't get all their parts to complete the powered ride 'till the Monday before our race and fired it for the first time on Friday. before Ron had trouble keeping the candles lit past 1,000 feet and still qualified #3 with

"Oh No". When Ron met Edmonton's Ken Kent on his "Prairie Fire" H.D. of Edmonton went 6.83 at 200.7 m.p.h. So for Ron, and crew, he has won all 3 races this year on had never ridden in competition and now owns all 4 C.M.D.R.A. records. Ken Kent ru second pass.

Well that's it for now. I'd like to thank Screamin' Eagle Performance Parts, Mission S Coen Motor Co., V.P. Racing Fuels, Class Glass, Delkron and last but not least Trev D hearty job well done to the Mission staff and all the volunteers at the C.M.D.R.A. wit wouldn't be possible.

Your Starter

Brian Healy