



EVENT REPORT

BURGERFUEL PORT ROAD DRAGS

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Forty-Eight STRAIGHT

ONCE AGAIN, THE SKIES STAYED DRY FOR THE RUNNING OF THE 48TH ANNUAL BURGERFUEL PORT ROAD DRAGS



Hard luck award, two years running, goes to Aaron Thomas, who took out the Christmas tree after a strong opening burnout. It was all fixed for the following weekend though where he ran the car into the low 9-second zone at Masterton Motorplex

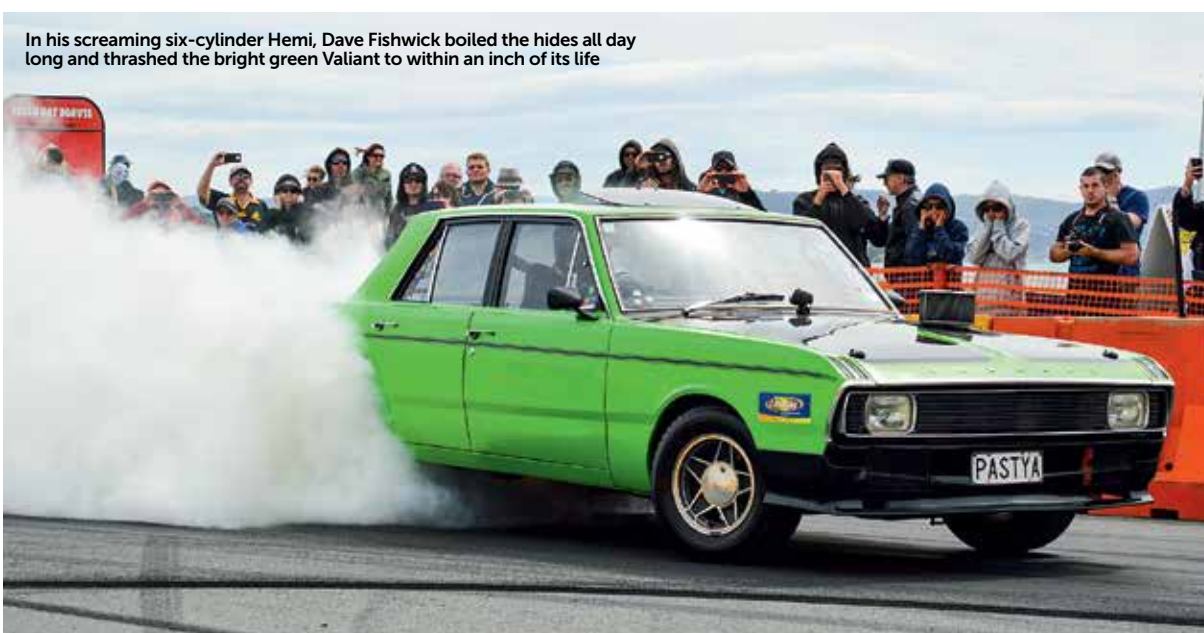


The "Boys (and girls) in Blue" breathalyze racers before they are allowed anywhere near the track. Not one person recorded a positive result!

Wanganui's Aaron Jackson, with the day's provisions close at hand

Also on hand to keep an eye on safety and make sure everyone was legal was the local Lower Hutt constabulary. After a stern talk at the drivers' briefing about the changes in the alcohol limits, and how little you now can consume before you are over the limit, each and every driver entered was breathalyzed. We are happy to report that not a single driver recorded a positive reading — well done, guys!
Soon after the formalities had been dealt with, the call was made for drivers to mount their steeds and make their way to the staging lanes. The format was simple: after three rounds of qualifying, there would be a lunchtime adjournment, during which the Cam County Inc "Brains Trust" would dig out their slide rules and dust off their abacuses (or abaci, if you're that way inclined), and, based on their elapsed times, seed the field into five brackets from fastest to slowest. >

We don't know what the secret is, but it's fairly obvious to any car nut in the lower North Island that whatever sacrifices Cam County Inc makes to the "Gods of Speed" it keeps on working. We say this because, for the 48th year in a row, the sun was out for the annual 1/8th mile Port Road Drags, hosted by the club. Bragging rights for "toughest street car" have been hotting up over the off season; engines are increasing in cubic capacity; turbos, blowers, and nitrous oxide are becoming more and more prolific, meaning that the times are also dropping dramatically as a result. It's also fairly obvious, once they open their bonnets, that a lot of people have sunk a lot of money into their cars!
In the interests of safety, no one is permitted to run any quicker than 6.50 seconds at the event. You get one warning, and one warning only; repeat offenders are on the trailer, no excuses.



In his screaming six-cylinder Hemi, Dave Fishwick boiled the hides all day long and thrashed the bright green Valiant to within an inch of its life



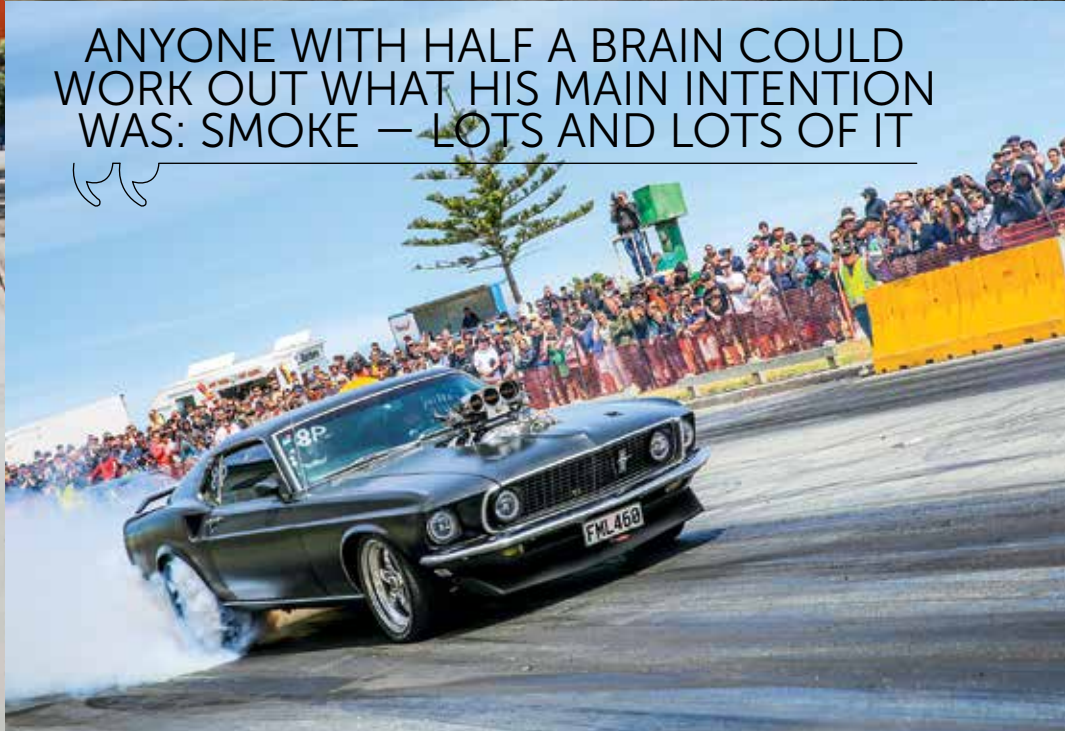
"Four Wide" happens here in New Zealand, too. Daytona Raceway is just next door, and some of the drivers decided to come out and have a bit of a play



Round one in qualifying is always a good one to watch, as more often than not the red mist descends on some drivers. This can make for some pretty sketchy runs early on, as often the speed of the run is dictated by the size of one's testicles rather than the size of one's brain! Falling into this category — sadly, for a second successive year — was Wainuiomata local Aaron Thomas. He'd debuted his then single-turbo Ford Pop at last year's event and moved barely 40 feet before striking problems. On one run he took flight with a spectacular wheel stand, while on the other the massively overpowered Pop twisted the driveshaft like a pretzel then spat it unceremoniously out the back! Any normal person would have tamed the beast over the off season, but not Aaron. If you already

have one turbo hanging off the 408ci small block then you might as well hang another one off it, right? Unfortunately, after a very long, smoky burnout, the angry Pop veered hard right and spectacularly took out the Christmas tree. Thankfully, the damage was relatively minor and mostly cosmetic, with Aaron's pride being the worst casualty. After practice and qualifying were done and dusted, sitting on top of the heap was Darren Riches in his rapid green and purple Ford Pop, setting a time of 6.64 seconds over the measured eighth mile. Close behind, and nipping closely at his heels, was Christchurch transplant Dan Southall in his nitrous-snoiting small-block Camaro, with a time of 6.79 seconds. Sitting in third was Todd Hall, in his brutal blown >





ANYONE WITH HALF A BRAIN COULD WORK OUT WHAT HIS MAIN INTENTION WAS: SMOKE — LOTS AND LOTS OF IT



and injected Mustang, with Aaron Jackson just squeaking into the sixes in his Torana. With the top four separated by under half a second, and with similarly small gaps throughout all of the classes, it would be anyone's guess as to who would claim the spoils on the day, with many being decided by who was quickest on the tree — or, in some cases, who was too quick!
During the well-deserved lunch break, and also between rounds, the competition cars were able to have a bit of a squirt and entertain the spectators. As it was a road surface, there was no way the comp cars could even hope to get all their power to the ground.

Recently relicensed Graeme Bates was slowly getting the feel again of the rapid black Cresta that his son Adam pedalled over the last season. Ron Olsen, in the tough Fox body Mustang, had bolted on a set of treaded tyres and filled them with 35 lbs of air; anyone with half a brain could work out what his main intention was: smoke — lots and lots of it.
As the rounds wore on and the fields were quickly whittled away, the races got closer and closer until there were only two cars left in each bracket. Around 3pm, the finals were run and each winner thoroughly deserved their win.
With a healthy number of spectators still lining the >



fence, the final event of the day was the burnouts. If you liked smoke and screaming engines, then you were not disappointed. Kicking things off were Wayne Thomas in his '79 Corvette and Rhys Harrison in his big-block Camaro. Both laid down some impressive black lines and a serious amount of smoke.

Capping off a fantastic day's racing, and bidding a fond farewell to his nitrous motor, was Dan Southall. The recent arrival of an F2 procharger meant that on Monday the old motor would be ripped out and a whole new combination put together. With this in mind, Dan said he wasn't too concerned if he hurt a few bits, and it was also a novel way to use up some of his leftover nitrous! With his finger firmly on the button and his foot right up the red Camaro, the Hoosiers didn't stand a chance; 30 seconds and \$300 bucks worth of nitrous later, the rears had exploded and the 48th annual Burgerfuel Port Road Drags had come to a spectacular end! [v8](#)



Sponsor	Class	Winner
BurgerFuel/Cam County	Fastest on the day	Darren Riches, Ford Pop
Armstrong Motor group	Runner up	Todd Hall, Mustang
General Metal Recyclers	First, Class one	Todd Hall, Mustang
Road &Track	Second, Class one	Dan Southall, Camaro
Value Motors	First, Class two	Greg Fuge, HQ
Calendar Girls	Second, Class two	Lloyd Jonas, HQ
Tommy's	First, Class three	Blair Turley, Oldsmobile
PE Logistics	Second, Class three	Mike Williams, Pontiac
BurgerFuel Wellington	First, Class four	Nelson Leota, '61 Chev
Hutt City Council	Second, Class four	Ray Hartley, Porsche
	First, Class five	Bill Andersen, XM Falcon
	Second, Class five	Dan Cowden, HQ
	Michael Symes Memorial	Todd Hall, Mustang
	Shady Lane Memorial	Mark McGlue, '51 Ford
Pit Stop Lower Hutt	Best Ford	Mark McGlue, '51 Ford
All Fleet Services	Best Chev	Dan Southall, Camaro
Custom Works Automotive	Best Holden	Greg Fuge, HQ
Rhys Old Plumbing	Best Mopar	Alec Drivers, '28 Dodge
Greenstone Concrete & Asphalt	Hard Luck	Aaron Thomas, Ford Pop
BurgerFuel Johnsonville	Best Comp Car	Ron Olsen, Mustang
TSS Red Baron	Best Bike	Daniel Bouzaid

