

NEW SEASON

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brings change

There is no doubt the new season will bring much challenge to all drag racers.

Though it is subject to change at any time, our 2002 secedule will be a limited one. Due to the state of the overall economy on both sides of the border John will concentrate on business in an effort to solidify funds for racing.



Thanks to
Glenn Miller
for these
photos

Fortunately a pair of sponsors have come on board to assist in our venture. Bud Bennett of Kerrisdale Speed and Dean Murdoch of Speedzone Magazine have both stepped up for 2001. As you can see from the pictures, the new car is coming along. Hopefully it will see some track time later in 2002.

G&M Dragster featured in 2002 Speedzone Magazine Calendar



Yes, that's us in a Larry Pfister photo taken at the Las Vegas Nationals in October 2001. May 2002 is the month, same as the huge NHRA Lucas Oils Series event at Mission.

2001 Season Part Two

NHRA Division Six Federal Mogul Series

The second half of our 2001 drag racing season saw the team do very well.

We traveled to Woodburn Oregon for the July 13/14/15 NHRA Federal Mogul Divisional. Here Bill drove the dragster through four rounds of stout competition before the eventual race winner, Ty Anderson, got by us.

So it was we were on a mission when the rig pulled into Yakima Washington for the next NHRA Division Six Federal Mogul race August 24, 25 and 26.

It was very important that we go some rounds here as there were only two races left on the northwest schedule. Many California Division seven drivers always show up at this one which would make our job even more difficult.

When all was said and done, once again Bill met up with Ty Anderson, this time in the final round. A close race, but again the Oregon driver got the best of us, though a runner-up finish at this event put us into the chase for the Super Comp Divisional title.

A month later, this time even further south in Medford Oregon, we came face-to-face with the red hot Anderson, this time in the very first round. Bill knew what he had to do and when it counted he defeated Anderson with a near perfect .401 reaction time. It was a huge win for the team, but unfortunately we were unable to advance beyond round two. This set up an interesting scenerio as Bill now sat in the number four position with a

decent chance of still winning the division. The decision was made to make the long journey south to Las Vegas for the final points race of the year October 25th to the 28th. With a huge 165 car field Bill drove very well going four rounds. While it was not the outcome we were seeking, this result placed us fifth in the northwest division standings. A fine accomplishment in an overall field of well over 100.

NHRA Canadian National Open Series

We also competed with John driving in the NHRA Canadian Open Series in Mission, Calgary and Ashcroft. We began with a three round finish at the opening race at Mission Raceway Park. This was followed by a semi final finish at Race City in Calgary where we departed leading the series.

At Ashcroft in September a .401 light in the semi finals was followed by a 8.899 defeat. This 1/1000s of a second was the margin that put us in a very close runner up position for this competitive series.



We even stand out in a Vegas crowd!

**Thanks to our
sponsors:**

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Port Kells Collision

Speedzone Magazine

Pacific Northwest Super Comp Association Series

In the Pacific Northwest Super Comp Association Series John had a good season finishing number thirteen in the 66 car program and tenth in our very own G&M Trailer/Hiline Shootout. Bill also was much involved as the webmaster for the series' popular website.