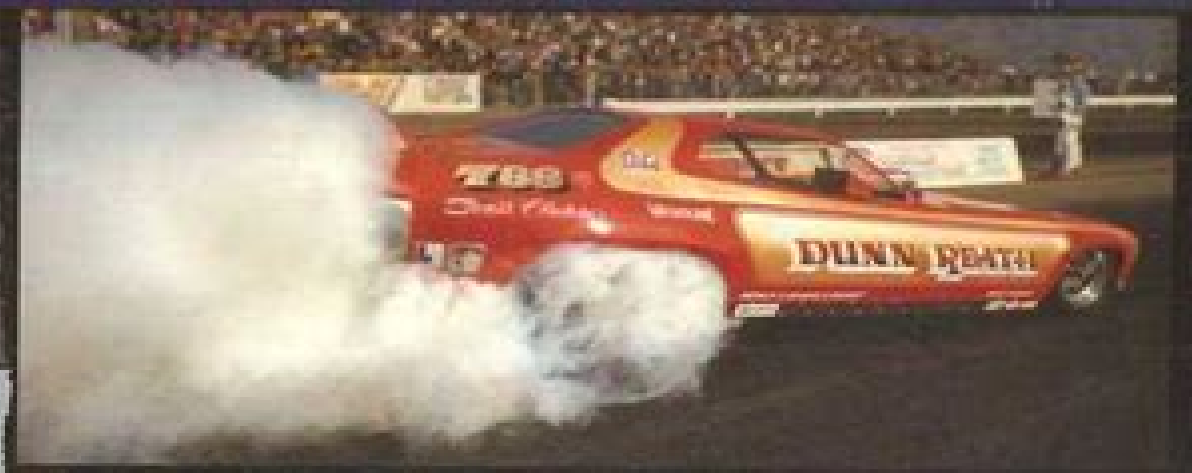


There wasn't always a class for these "funny looking" cars. In the mid 1960s, many of drag racing's fastest drivers were outgrowing the Super Stock and Factory Experimental classes, building cars that stretched and eventually broke the rules. Promoters discovered they could pair up these altered-wheelbase, injected, blown machines in exhibition match races—and the spectators came running. Rivalries were born, the Funny Car class was created, and the cars kept getting faster and faster.

*Funny Car Fier* is a humorous, heart-felt, first-hand account of the most exciting and memorable years of the Funny Car class. Steve Reyes followed these fiberglass-bodied, nitro-burning machines and their drivers from the years leading into Funny Car class through its halcyon days. Reyes has included over 400 of his favorite images and more than a few never-before-heard stories to bring the feeling of the class and the era home to you.



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# Funny Car Fever The Birth Of Drag Racings Wildest Class

**Lou Hart**



## **Funny Car Fever The Birth Of Drag Racings Wildest Class:**

Funny Car Fever Steve Reyes,2007 There wasn't always a class for these funny looking cars In the mid 1960s many of drag racing's fastest drivers were outgrowing the Super Stock and Factory Experimental classes building cars that stretched and eventually broke the rules Promoters discovered they could pair up these altered wheelbase injected blown machines in exhibition match races and the spectators came running Rivalries were born the Funny Car class was created and the cars kept getting faster and faster Funny Car Fever is a humorous heart felt first hand account of the most exciting and memorable years of the Funny Car class Steve Reyes followed these fiberglass bodied nitro burning machines and their drivers from the years leading up to the creation of the Funny Car class through its halcyon days He's included over 350 of his favorite images and more than a few never before heard stories to bring the feeling of the class and the era home to you

*Fuel Alters Forever* Steve Reyes,2008-04-01 What type of drag car makes strong men shudder women shriek and kids cheer A 200 mph 7 second 96 inch wheelbased AA Fuel Altered that's what These supercharged 2 000 horsepower cars from the bygone days of drag racing demanded the utmost respect as did the racers who piloted them Most contemporary Top Fuel and Funny Car drivers would quake at the thought of driving one of these short ill handling beasts It took a rare or slightly crazy breed of drag racer to slide behind the wheel of one of these exciting nitro burning drag cars Author Steve Reyes has included more than 350 of his favorite pictures of his favorite class Fuel Alters Never before heard stories bring the action right to you Relive drag racing's glory days through photos of rarely seen cars first hand accounts and stories of racers and their cars

*Top Fuel Dragsters: Drag Racing's Rear-Engine Revolution* Steve Reyes,2016 In general terms drag racing is the fastest form of motor racing within drag racing Top Fuel is the fastest of the classes Top Fuel has always been the leading class in terms of technology cost excitement and speed Over the years technology has changed greatly What started out as a flathead engine four wheels frame rails and a steering wheel has morphed into technological wonders producing horsepower figures in the thousands and running supercharged nitromethane cars over the quarter mile in the 4 second range Industry legend and veteran journalist Steve Reyes was there through all the technological changes he has the photos anecdotes quotes and tales of the era He discusses it all including the experimentation that led to incredibly exciting racing and wild mishaps Join him in the pages of this book where he shares all the stories of this incredible racing era

**Drag Racing 101 - From Building Your First Race Car to Securing Sponsors** Ike Heckler Jr,2010-01-07 Everything you wanted to know about the exciting world of drag racing The NHRA NMCA PINKS ALL OUT building your race car rule books race classes tow vehicles trailers components of a run heads up racing index racing bracket racing Plus funding your operation securing sponsorship and getting magazine and TV coverage The author also takes you on a visual journey showing the various builds of his 67 Pontiac LeMans with assembly pictures that show with time slips how the car evolved from 16 secs in 1994 to a 14 sec bracket car in 2005 all the way to a 10 sec all out race car in 2009 This 88 page book has over 85

color assembly pictures of engines fuel system exhaust rollbar seats and suspension we also include sponsor artwork getting applied and some other fun pictures If you are building a drag race car these pictures will save you hours of aggravation and prevent many of re work or the wrong parts For those of you interested in reading how Ike put together his race car made improvements and has maintained his team this will be a good read David Harris SPEED TV

**Southern California Funny Cars** Steve Reyes,2023-06-19 Southern California was the birthplace of organized drag racing with the first organized race held at the Santa Ana airport in 1949 and the subsequent founding of the National Hot Rod Association in 1950 Over the next decade and a half the dragster became the king of the quarter mile on Southern California drag strips In 1964 veteran dragster owner driver Jack Chrisman had an idea for something different to grace Southern California s drag strips It was not a dragster but a stock bodied race car using nitromethane for fuel in a supercharged engine With the help of Gene Mooneyham Mercury s Fran Hernandez and sponsor Helen Sachs Chrisman put together the world s first nitro burning funny car It was a steel stock bodied Mercury Cyclone with a supercharged 427 Ford engine running on pure nitromethane Chrisman started the evolution that soon turned stock steel bodied cars into fiberglass bodied tube chassis funny cars Southern California drag racers began to lead the way for racers all over the United States in the new funny car class

**Early Funny Cars** Lou Hart,2022-04-15 Blast through the evolving early years of Funny Car drag racing when doorslammers morphed into flip top rail monsters The era features historic mounts from Arnie the Farmer Beswick Al the Flying Dutchman Vanderwoude Jungle Jim Liberman Don the Snake Prudhomme and many more The metamorphosis from doorslammers to fiberglass flip top dragsters wasn t ever a cut and dry plan As drag racers pushed the envelope for more speed a series of innovations quickly evolved and refined the genre Funny Cars cut their teeth in the A Factory Experimental A FX and Experimental Stock X S classes in 1964 with the 2 percent Mopars that looked funny with their axles moved forward However it was Jack Chrisman s supercharged nitro fueled 427 Supercharged Factory Experimental S FX Comet Caliente that trailblazed the class on which the NHRA turned its back and the AHRA fully accepted Showmanship became the draw in the dawn of Funny Car with half track burnouts and flame throwing headers that packed fans five deep at the fence By 1969 the NHRA had no choice but to create a class for these nitro breathing flip top sporting rail bruisers indoctrinating the Funny Car F C class at the Winternationals with 40 cars vying for 16 places in the field The rest as they say is history

**Match Race Mayhem** Doug Boyce,2017-06-15 Drag racing is a very regulated sport In the history of the NHRA IHRA and other sanctioning bodies many classes existed in an effort to make sure the cars racing against each other are as equal as possible It is a noble if not futile pursuit You have two cars facing off that have very similar statistics in terms of weight transmission type fuel type estimated horsepower and all other sorts of measurables The byproduct is that often the races that were fair were not the races that the fans wanted to see During the golden age of drag racing fans didn t care as much about class racing as much as they wanted to see scores settled rivalries battled and interesting match ups There were the

manufacturer rivalries Ford versus Chevy Chevy versus Mopar Mopar versus Ford as well as numerous driver rivalries Match races were also a great way to feature wildly popular cars that no longer had a class in which to compete yet the fans still wanted to see them So popular and intense were these races that many track promoters didn't bother to promote class racing at all Instead they used the match races as headliners similar to the marquee at your local arena or a billboard in Las Vegas all resulting in putting more fans in the stands And the drivers loved it too Although the prize money for national events was fairly average for the day the extra appearance fees and prize money to lure the most popular match racers to events increased the driver's take exponentially Many of the most popular pro drivers quit class racing altogether just to go match racing Veteran drag race author Doug Boyce tells the tale of the history of match racing through the cars the drivers the events the classes the rivalries and everything else that was fun about match racing during the golden era It's all here complemented by wonderful vintage photography provided by fans and professionals in attendance If you are a fan of any class of drag racing from any era Match Race Mayhem is a fun addition to your racing library

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*Drag Racing in the 1960s* Doug Boyce, 2021-03-15 The 1960s were a fascinating decade on the race scene Relive the memories today through this wonderful new book Drag racing has a long and storied history Many have said that the first drag race happened shortly after the second car was made While that may or may not be true racing prior to World War II was mostly centered around dry lake activities and top speed runs After the war drag racing became organized with the formation of the NHRA and during the 1950s many tracks were built across America to accommodate the racers Technology in the 1950s centered on the manufacturers updating old flathead designs into newer overhead valve designs and the horsepower race really started to heat up In many forms of racing the 1960s brought technological evolution The decade began with big engines in even bigger stock chassis and ended with purpose built race only chassis fiberglass bodies fuel injection nitro methane and blowers Quarter mile times that were in the 13 second range in the beginning of the decade were in the 7 second range by the end New classes were formed dedicated cars were built for them and many racers themselves became recognized names in the sports landscape In *Drag Racing in the 60s The Evolution in Race Car Technology* veteran author Doug Boyce takes you on a ride through the entire decade from a technological point of view rather than a results based one Covered are all the classes including Super Stocks Altered Wheelbase cars which led to Funny Cars Top Fuelers Gassers and more

*Total Performers* Charles Morris, 2015-04-16 The 1960s was arguably the most important decade for drag racing It had exciting cars thrilling races rapidly changing technology and most important factory participation Among the best high performance cars and engines were those coming from Dearborn Michigan Ford Motor Company's Total Performance Years saw a breakthrough as Ford's drag racing program helped the younger performance and style conscious consumer begin receiving some recognition on the street and of course generate sales in the showroom Factory participation in drag racing pushed the envelope for high performance developments In this new paperback edition

Ford s FE series engine Police Interceptors GT 390 427 SOHC 428 Cobra Jet and Boss 429 are all covered in detail See the cars and the drivers that made them famous Dick Brannan s Goldfinger Bill Lawton s Mystery Mustang Dyno Don Nicholson s Eliminator Comet Gas Ronda s stretched Mustang and Al Joniec s Batcar Follow the progression from the early Starliners to the factory lightweight Galaxies to the Thunderbolts Shelby Cobras Mustangs and more Accomplished journalist and lifelong Ford aficionado Charles Morris takes you back to the Total Performance Years through first hand accounts as well as with more than 400 rare photographs A drag racer since 1966 Morris has been a crewmember for a Top Alcohol Funny Car and a Pro Stock team and has run cars in Stock Super Stock and Nostalgia Super Stock classes This book is a must read for all drag racing fans not just Ford enthusiasts *Gasser Wars* Larry Davis,2007-08 This book covers the cars the drivers and the evolution of the street classes In the late 1950s thousands of street legal hot rods participated in organized drag races across the country As the racers got more serious these cars were street legal in appearance only in reality they were full on race cars with blown Hemi engines racing slicks and raised front suspensions Racers soon discovered that small lightweight cars were the fastest and the classic Gasser was born Drag Racing in the 1970s Doug Boyce,2025-01-15 Re live the 1970s with this book that covers a sensational and unique decade of drag racing history In the 1950s drag racing was in its infancy The sport made incredible technological advancements in the 1960s and that technology was streamlined and refined with a sense of professionalism in the 1970s It became more difficult for a local homebuilt shoestring budget team to compete at the national level These teams were priced out of the top classes by larger teams that had more sponsorship money So the low budget teams dropped to less expensive classes or simply sold their gear and stopped competing However drag racing in the 1970s was fascinating in its own right There was still a significant amount of development as well as new classes to celebrate Funny Cars morphed from altered wheelbase doorslammers in the early 1960s to full blown tube chassis flip top fiberglass bodied beasts by 1970 This led to the creation of the Pro Stock class which was a popular child of the 1970s with its rivalries and connections to the Detroit manufacturers In the interest of safety Top Fuel cars became mid engine beasts and they turned out to be faster as well By the end of the decade Funny Cars nearly became full bodied versions of the Top Fuel cars Many of these developments are still evident in NHRA racing today In *Drag Racing in the 1970s* veteran racing author Doug Boyce takes you chronologically through the entire exciting decade covering the cars the classes and the future hall of fame drivers who raced them The transition to professionalism the big money sponsors the many sanctioning bodies the rivalries and even the lower classes such as Modified Eliminator and Super Stock are chronicled in this illustrated tribute Add a copy to your drag racing library today *Drag Racing Funny Cars* Lou Hart,2008-11-01 Since the early 1960s dealer sponsored Super Stockers battled for supremacy on the quarter mile and in the dealer showrooms Evolving into the Factory Experimental class these wild steel bodied altered wheelbase monsters were stuffed with massive fuel injected and supercharged engines that attracted crowds to the dragstrip Legendary pioneers Dyno Don Nicholson Jack Chrisman Bill

Shrewsberry Butch Leal Dick Landy Arnie Beswick Phil Bonner Gas Ronda Don Gay Sox Martin Richard Petty and many other AFX stars were instrumental in the development of the funny car as it morphed from a heavy production car into seven second 250mph aerodynamic fiberglass tubular chassis missile The popularity of funny cars led Jungle Jim Lieberman Bill Lawton Lew Arrington Bill Flynn Norm Kraus and Big John Mazmanian to become household names Tom Mongoose McEwen Don Snake Prudhomme Tom Hoover Kenny Safford Terry Capp John Force Kenny Bernstein Jake Johnston Larry Reyes Richard Tharp Roland Leong Randy Walls Jess Tyree Rich Siroonian and others who achieved success racing funny cars are all featured in over 300 incredible color and black and white photos Lost Drag Strips II Scotty Gosson, 2016-04-15 Fresh on the heels of the best selling book Lost Drag Strips comes a new look at other long lost and forgotten drag racing facilities from the 1950s 1960s and 1970s In the first volume the author examined the birth of drag racing and its subsequent popularity that invaded every city and community across America Unfortunately after the initial explosion of popularity it waned and various drag strips closed for a myriad of reasons Financial pressure for the real estate they occupied suburban sprawl and waning participation were all reasons for the change in fortunes for the small and even not so small racetracks The first volume was great but readers demanded more Lost Drag Strips II picks up where the first volume left off covering even more tracks with archival photos of racing in the tracks heyday the cars that ran there and coverage of the tracks as they exist today This volume also includes some of the tracks that survived those that fought off the economic demons and the urban sprawl and continue to run today Tracks in this volume include Fort Wainwright Racing Lions Motorsports Park Avenue G Drag Strip Fremont Baylands Drag Strip San Fernando Drag Strip Fontana Drag City Inyokern Drag Strip Kahuku Air Strip Las Vegas Speedrome Continental Divide Raceways SRCA Drag Strip Southwest Raceway Willow Run Raceway Minnesota Dragways KCTA Drag Strip Detroit Dragway Niagara Airport Dragstrip New York National Speedway York US 30 Drag O Way South Mountain Raceway La Place Dragway Yellow River Drag Strip Thunderbolt Dragway and more **Inside a Drag Racer** Collin MacArthur, 2014-08-01 A look at the racing cars designed to compete along a straight course **The Dawn of Pro Stock** Steve Reyes, 2013-01-18 Pro Stock is a unique class of racing and one that has changed considerably over the years In its early years Pro Stock was similar to the Super Stock era from a decade before in that it featured cars that seemed to be a lot like a hot rod version of what people were driving on the street While the engines were a little bigger and nastier than most street versions they were not that far removed and fans could really relate to cars like Cudas Mustangs Camaros Mavericks and Vegas going at it on Sunday afternoon These mostly stock bodied cars were after all what most fans wanted their own street version to be Over the years as always seems to happen in racing the original vision morphs into something completely different and in the case of Pro Stock that meant tube frames and flip up fiberglass bodies that resemble nothing seen on the street And in that there becomes a little bit of a disconnect with the fans whose interest in Pro Stock originated in the relative stock appearance of the cars For this reason The Dawn of Pro Stock by Steve Reyes is a

celebration of the early years when fans could really connect with the cars and brand rivalries were intense. Legendary drag racing photographer Reyes was trackside at the biggest and best NHRA events from the mid 1960s throughout the 1990s. He had a unique perspective on the development of Pro Stock as he was able to document the evolution of both the cars and drivers as he observed them throughout the season. For a genuine insider's view, Steve has gotten together his very best shots and supplemented them with some great images from his contemporaries to offer this new collection. Steve's own

observations punctuate the outstanding images to give the reader a trackside view of Pro Stock's early days unlike any offered before. **Drag Racers** Jeffrey Zuehlke, 2007-12-15 Presents drag racing providing simple explanations surrounding the sport such as a description of the professional classes, the point system for qualifying into races and brief career highlights of its legendary stars. **Rocky's Road** Jim Rockstad, 2018-01-02 Rocky's Road By Jim Rockstad With more than

three decades of experience in the world of hot rods, drag racing and funny cars, Jim Rockstad has a million and one stories of the races, drivers and good old days of drag racing in the Pacific Northwest. He was there in the pit when Ed Ace McCulloch put the Northwest racing scene on the map with his momentous win in the Northwind dragster in 1965 and from there the rest is history. Rocky's Road is a trip down memory lane through the milestones of West Coast racing from one of the sport's premier managers and promoters. Rockstad's story isn't just sports trivia; it's also a personal memoir showing that anyone with enough passion and luck can find success in chasing their dreams. **Burnout!** Jay Denan, 1980-01-01 Describes those

supercharged dragsters known as funny cars that have become a popular addition to drag racing. **Quarter-mile Muscle!** Larry Davis, 2005 8 1/2 x 11 100 color photos 200 b/w photos In many ways drag racing spawned the muscle car era of the 60s. Super Stock drag racing was huge in the early 60s and the factories encouraged their teams' success by building high power lightweight cars that'd be sure hits at the drags. Then in '64 Pontiac introduced the GTO with the classic small car big engine formula that hot rodders had been using for years. Other manufacturers responded with their own pony cars and muscle cars and for nearly 10 years muscle cars ruled the drags. Quarter Mile Muscle covers the development and success of the muscle cars at the drags in all classes from Super Stock to the early muscle car based funny cars. Special attention is paid to low production factory cars that were intended specifically for the drags, cars like the COPO Camaros, Ford Thunderbolts and the dealer built specials from Yenko, Motion and others. **Drag Racing Funny Cars**, 1968 SUMMARY Brief text and colour photographs introduce some of the different kinds of modified cars used in drag racing.



## Decoding **Funny Car Fever The Birth Of Drag Racings Wildest Class**: Revealing the Captivating Potential of Verbal Expression

In an era characterized by interconnectedness and an insatiable thirst for knowledge, the captivating potential of verbal expression has emerged as a formidable force. Its ability to evoke sentiments, stimulate introspection, and incite profound transformations is genuinely awe-inspiring. Within the pages of "**Funny Car Fever The Birth Of Drag Racings Wildest Class**," a mesmerizing literary creation penned by a celebrated wordsmith, readers attempt an enlightening odyssey, unraveling the intricate significance of language and its enduring impact on our lives. In this appraisal, we shall explore the book is central themes, evaluate its distinctive writing style, and gauge its pervasive influence on the hearts and minds of its readership.

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