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**Volume 30, Issue 4**

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VERSION

*Good Vibrations March Meet*





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**MARCH MEET**

**Darr Hawthorne**





# MARCH MEET

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**Paul Lee Victorious at the NHRA Arizona Nationals in Nitro Funny Car**

March 26, 2025 (ANAHEIM, CA) Entrepreneur and heart attack survivor Paul Lee wins the 2025 NHRA Arizona Nationals in his McLeod Racing/FTI Performance Dodge Charger nitro funny car. This win is Lee's first in the category. With impressive runs and little bit of race day luck, Lee and his team led by Jonnie Lindberg and John Medlen forged through 4 rounds of tough competition to hoist the Wally at the end of the day. Leaving the Arizona Nationals in the number 1 position in NHRA Funny Car points, Lee is ready to head straight into the WinterNationals this weekend.

With the win on Sunday, Paul Lee has become the 96th different Funny Car winner in NHRA history. Sunday's eliminations rounds stacked up to be a tough feat for the McLeod team. Lee took down Gainesville winner Chad Green, Blake Alexander, Bob Tasca III, and reigning Funny Car World Champion Austin Prock in the final round. With this win, it has solidified all the hard work that Paul has overcome in this class.

"I've been working towards this since I was 13 years old," says Lee. "Every day all I've ever thought about is not just driving a nitro Funny Car but winning. I'm not happy just being out here but winning this Wally. All those 50 years of hard work, you know what? It's worth it. And it is a special day. We lost (Funny Car driver) Eric Medlen on this day (March 23, 2007). And we have a team prayer every Sunday and John Medlen (Eric's father) leads us in the Sunday prayer, and today he asked for Eric to watch out for us. And you know something, our whole pit was calm all day. We just had a feeling that Eric was watching over us. And it's a funny feeling. We were calm all day. Nobody was excited. Everybody did their job."

With the wave of excitement and accomplishment in the air, the McLeod Racing team must turn their focus from celebrating right back to competition. In just a few short days, the team will begin qualifying for the WinterNationals. With opportunity of staying in the number 1 position in the Funny Car class, Paul begins to return his focus to another successful weekend. "After taking a few days to celebrate, it's back to business. Our team is working like a Swiss clock currently, and we want to take that momentum into Pomona. Our focus is now on repeating each run and getting more data with this new car. Jonnie is learning fast about what this new car likes. Let's go," says Paul Lee.



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To honor Paul's win, both McLeod Racing and FTI Performance are holding a special 11.6% discount to honor Paul's competition number 116. Be sure to give us a call to get your clutch or torque converter ready for the Summer.



## MARCH MEET

## Darr Hawthorne

The 2025 NHRA Hot Rod Heritage Racing Series kicked off with the 67th annual Good Vibrations Motorsports March Meet at Famoso Dragstrip, where Pete Kaiser and Jon Capps led the list of winners.

If there was an overarching theme in the winner's circle at Famoso Dragstrip Sunday evening, it was legacy. Good Vibration Motorsports March Meet nitro winners Pete Kaiser (Nostalgia Top Fuel), Jon Capps (Nostalgia Funny Car), and Kyle Hough (AA/Fuel Altered) may come from different generations and backgrounds, but each holds a legacy rooted deep in the sport.

For Kaiser, his Nostalgia Top Fuel victory over three-time NHRA Hot Rod Heritage Series champion Tyler Hilton cemented his status as an all-time great at one of the most historic events in drag racing history. Kaiser used a .049 reaction time to beat Hilton on a holeshot, running 5.705 seconds at 254 mph to Hilton's quicker and faster 5.641 seconds at 261 mph. "To me, this is my most gratifying March Meet victory," said Kaiser, who also won the race as a driver in 1995 and as a crew chief for Dan Horan in 2021.

"I'm not just the driver now. I own the team. I'm the crew chief. My crew is my family. My wife, my son, my parents, and a few close friends who have been with me a long time."

Kaiser's victory served as a bit of revenge after falling to Hilton in the finals of the 2024 California Hot Rod Reunion on the same weekend Hilton secured his third consecutive NHRA Hot Rod Heritage Series championship.

In Nostalgia Funny Car, Capps marched through a tough field in his debut drive in the Matthews Motorsports Camaro. The brother of three-time NHRA Funny Car world champion Ron Capps, himself a former March Meet winner, Capps earned the No. 2 qualifying position and drove a steady race down to the final round.

There, Capps would square off against 2017 NHRA Top Alcohol Funny Car champion Shane Westerfield. Westerfield, the event favorite after setting low e.t. and earning number one qualifier with a 5.566-second pass in the Bucky Austin owned and tuned Bardahl Camaro, turned it loose .032 too soon, securing Capps his first March Meet championship via a red-light.

"Things don't normally work out this way," said Capps, who won his first alcohol funny car race at Famoso as well. "You aren't supposed to come to a new team for the first time and have the best race of your career and do the best driving of your career. I had to be patient all weekend."



MARCH MEET

Darr Hawthorne



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We had a game plan to not hurt parts and I wasn't driving it to the finish line until round one. In the semi-final, I had to be on my game to get the win. That's why I say it was my best driving job of my career. Cecil and the team are top-notch, and it's just not normal to have a team click like we did in the first race."

Capps said he hopes to continue driving the car in the future, and is also set to compete in the NHRA Arizona Nationals in two weeks, driving the Winefsky Family Nitro Funny Car.

In AA/Fuel Altered, third-generation Fuel Altered wrangler Kyle Hough captured the win after a turbulent start to the week.

In Thursday testing, Hough's Shepherd machine hung a left at the hit of the throttle, smacking the guardrail and leaving the team with initial concern over the remainder of the race. Fortunately, the damage was minimal, and by eliminations, Hough was in the hunt in the eight-car field.

One day short of the two-year anniversary of the death of Nanook founder and Kyle's grandfather,

Dave Hough, the Las Vegas native lined up with fellow Sin City resident Mark Whynaught in the final. Hough would prevail in a great side-by-side battle, his 6.110-second run edging out a slowing Whynaught, who had the starting line advantage but could manage just a 6.353 in the final round.

"Emotional and unbelievable, that's how I feel right now," said Hough, who recently announced the retirement of the Nanook Fuel Altered, a decision made alongside his father Rick. "To be in that position to win after our testing incident is a testament to the team. John (Aleman, car owner) and the guys gave me a great car all weekend and I knew if I did my job, we had a shot to win. Silently all weekend, I knew that Monday marked two years since I lost my grandfather. To be handed that March Meet trophy, just unbelievable and emotional. I can't thank John enough for trusting me to drive his beautiful car."

In A/Fuel, Kin Bates returned to the winners circle, defeating reigning Hot Rod Heritage Series champion Wayne Ramay in the final round. Brad Woodard continued his long domination of the Junior Fuel ranks, defeating Montana's Alan Hull.

Five local racers were victorious at their home event, including former track champion Krista Suydam (7.0 Pro), Ted New (NEII), Mike Williams (B/Gas), Beau Dyson (C/Gas), and Tanner Wattenbarger (Hot Rod). Other March Meet champions included Dave Isley (NEI), Mike Munson (NEIII), Brian Rogers (A/Gas) and Bill Norton (B/Gas).

The NHRA Hot Rod Heritage Series next heads to Tucson Dragway for the Tucson Dragway Reunion, April 5-6 in Tucson, Ariz. Group 1 and 2 cars will be in action. Nitro Funny Car returns at Boise, Idaho's annual NAPA Auto Parts Ignitor presented by The Blower Shop, May 16-18 at Firebird Raceway. The following are Sunday's final results from the NHRA Hot Rod Heritage Racing Series 67th annual Good Vibrations Motorsports March Meet:

### NOSTALGIA TOP FUEL

Pete Kaiser, Merced, Calif., '20 Bowen, 5.705, 254.38 def. Tyler Hilton, Cincinnati, Ohio, '16 Mckinney, 5.641, 261.70.

### NOSTALGIA FUNNY CAR

Jon Capps, Las Vegas, Nev., '70 Camaro, 5.627, 254.74 def. Shane Westerfield, Fullerton, Calif., '69 Camaro, foul.



**MARCH MEET**

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**MARCH MEET****Darr Hawthorne****A FUEL**

Kin Bates Sr., Anderson, Calif., '96 Tuttle, 6.028, 230.35 def. Wayne Ramay, Simi Valley, Calif., '17 Neil & Parks, 6.065, 221.40.

**JUNIOR FUEL**

Brad Woodard, Oceanside, Calif., '18 Dragster, JFN, 7.324, 174.01 def. Alan Hull, Frenchtown, Mont., '12 Sarmento, JFA, broke.

**7.0 PRO**

Krista Suydam, Bakersfield, Calif., dragster, 7.023, 188.12 def. Steve Fallor, Lake Havasu City, Ariz., '32 Bantam, 7.045, 190.15.

**FUEL ALTERED**

Kyle Hough, Las Vegas, Nev., '23 Ford, 6.110, 212.86 def. Mark Whynaught, Las Vegas, Nev., '3t ALT, 6.353, 167.37.

**NOSTALGIA ELIMINATOR III**

Mike Munson, Lak Tapps, Wash., '27 Roadster, 9.637, 136.42 def. Christina Presser, Lebanon, Ore., '65 Presser, 9.584, 120.77.

**NOSTALGIA ELIMINATOR II**

Ted New, Shafter, Calif., dragster, 8.695, 155.01 def. Ethan Gates, Fallbrook, Calif., '21 S&W, broke.

**NOSTALGIA ELIMINATOR I**

Dave Isley, Ontario, Calif., '11 Tuttle, 7.643, 172.71 def. Clint Reeves, Springfield, Ore., '3t ALT, 8.225,

163.30.

**A GAS ELIMINATOR**

Brian Rogers, Rowland Heights, Calif., '67 Nova, 7.654, 170.06 def. Ray Padgett, Santa Paula, Calif., '63 Corvette, 7.603, 177.51.

**B GAS ELIMINATOR**

Mike Williams, Bakersfield, Calif., '67 Nova, 8.605, 155.97 def. Al White, Azusa, Calif., '55 Belair, 8.585, 158.08.

**C GAS ELIMINATOR**

Beau Dyson, Bakersfield, Calif., '67 Chevelle, 9.779, 135.78 def. Bobby Hartshorn, Oroville, Calif., '70 Duster, foul.

**D GAS ELIMINATOR**

Bill Norton, Delhi, Calif., '63 Nova, 10.591, 124.49 def. James Burt, Kingsburg, Calif., '55 Bel AIR, 10.570, 125.55.

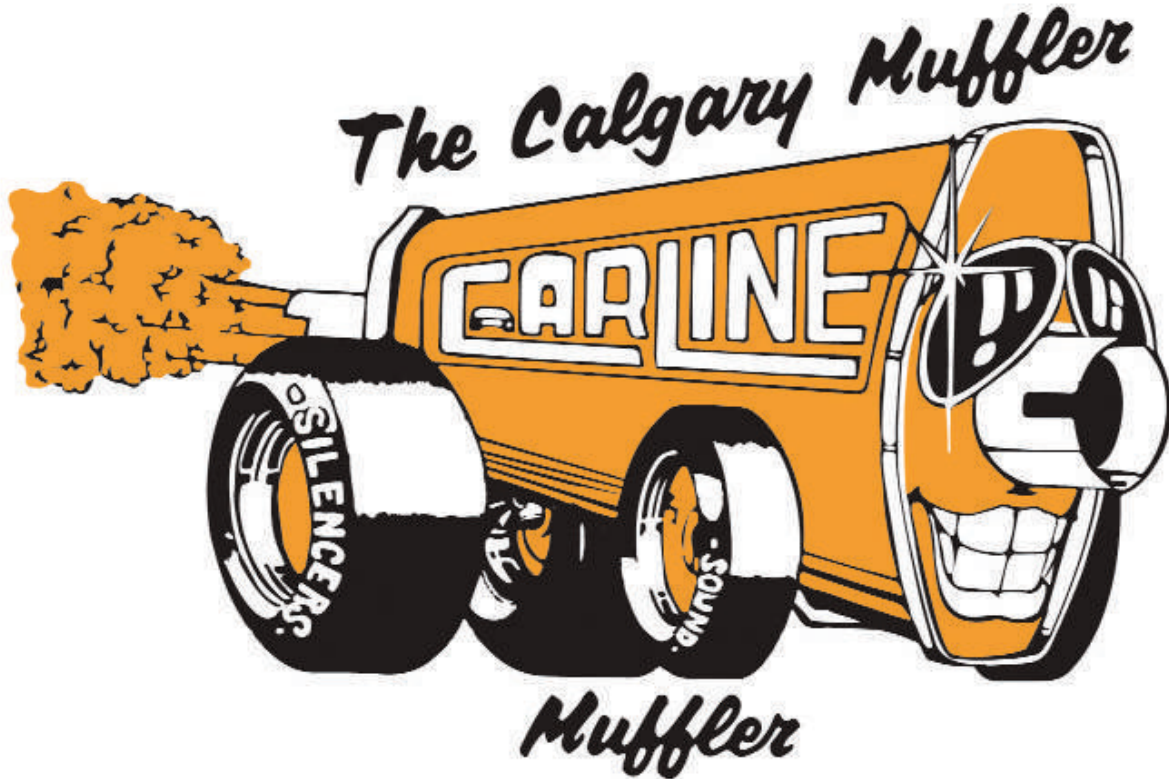
**HOT ROD ELIMINATOR**

Tanner Wattenbarger, Bakersfield, Calif., '56 Chev, 12.051, 113.32 def. Jesse Howe, El Segundo, Calif.,

Looks like a great time was had by all, congrats to the winners. Looking forward to the 2026 March Meet.







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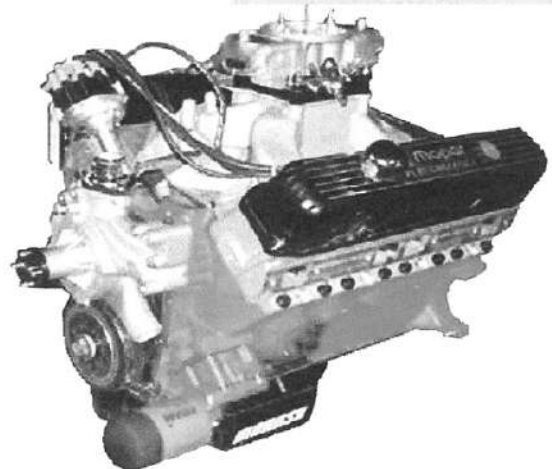
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**MARCH MEET**

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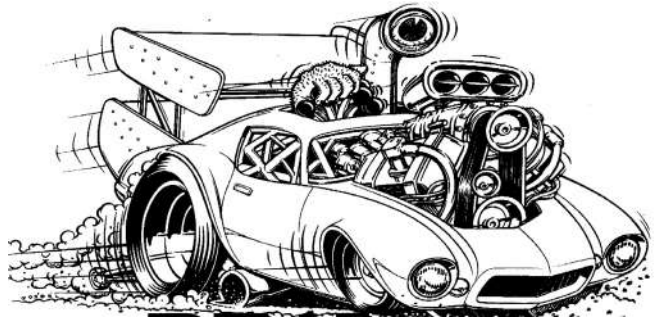
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4.88:1 gear set for GM 12 bolt (8.875" ring gear - 4 series carrier) DANA corp. Gears are in excellent shape, just changed out for a different ratio ( would be great for 1/8th mile racing!). Will ship at buyers cost, if interested please contact Tom @ 4 03 - 3 5 9 -3 669.

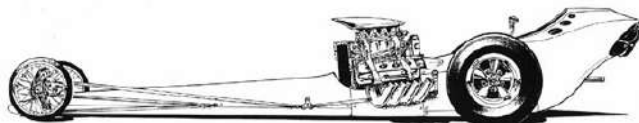
The biggest advantage the Moroso Transmission Brake Switch has over its competitors is that it is adjustable. It allows the driver to fine tune his reaction time. The push button plunger only needs approx. 11 oz. of force to operate. \$45 K & R Actuator assembly for the Pro-Stage system. Universally used as a "PRO-STAGE" starting line controller or as a throttle stop \$70, PM or text 780-887-6913. M1

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Cervinis Stormin Normin Hood to fit 87-93 Foxbody. No Damage or dings, hinge and latch mounts are good. Hood has only ever had a black rattle can paint job so probably would sand down pretty easy. \$650.00. 403.357.4440 F1

1968-72 UMI A body GM ( Chevelle, gto, 442). Rear adjustable upper control arms with roto joints on both ends. Also UMI adjustable frame braces that go between the rear lower control arms and uppers. Paid \$1000. Ran for 2 very short seasons. \$650 pick up south Edmonton 403-358-9100 F1

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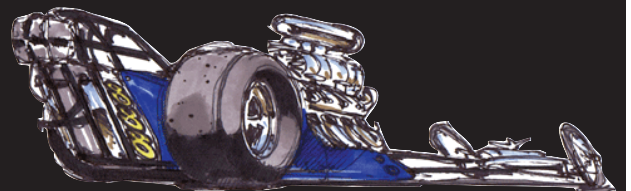
HOLLEY STREET DOMINATOR for 289-302 Windsor. Good Condition. Though it is a single plane, it was a good street manifold. (Ran one on a 350). \$200. firm. Located 20 miles east of Red Deer. Best to reply by PHONE CALL 403-341-3708 J1

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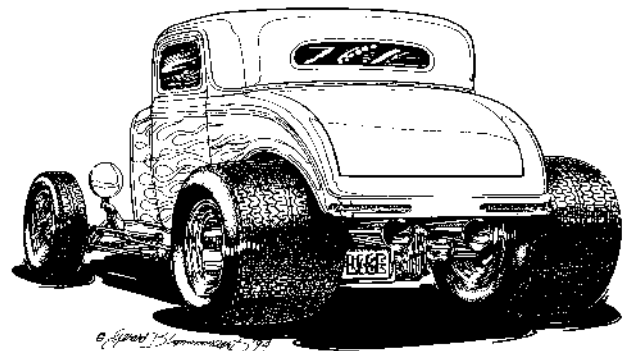
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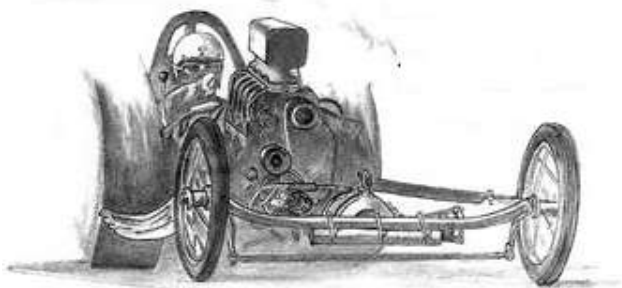
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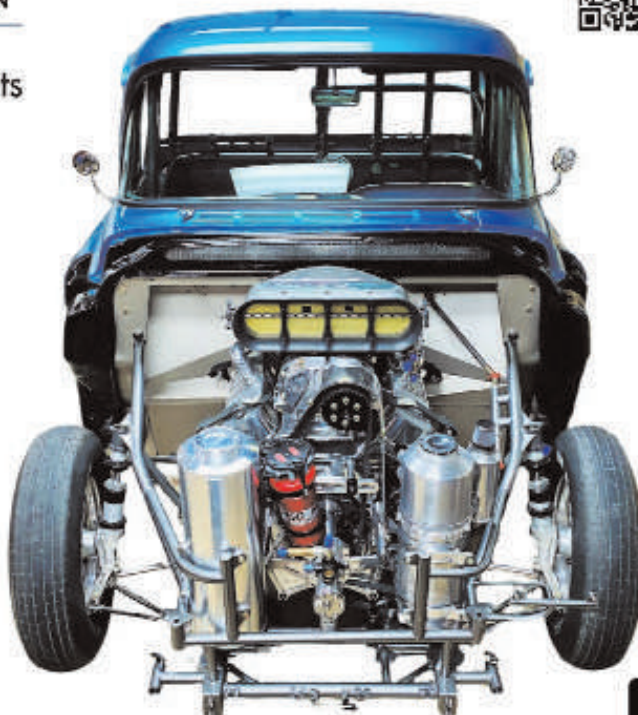
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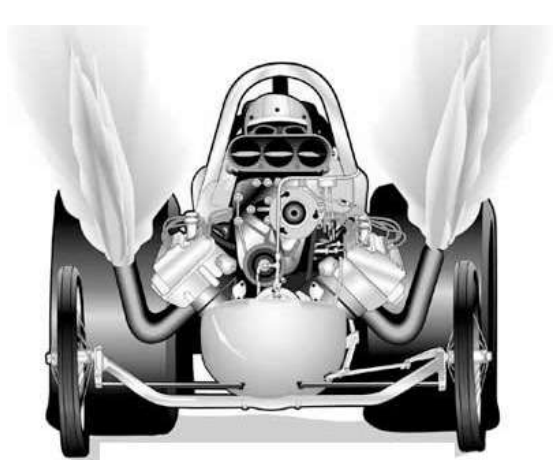


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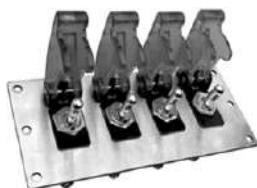
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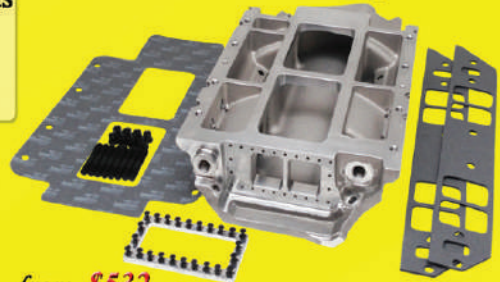
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**1971 Nova**, original buckets console car. Have 350 engine, no trans (originally a TH350) no rust in the floors or trunk. Small amount of rust shown in the pictures around rear wheel well lips. All original interior is there. 10 bolt rear end. Painted and re-sealed. Front clip painted with drop spindles & MBM power disc brake kit. Smoothed firewall. All new energy suspension bushings in front control arms, have energy suspension body mounts and rear leaf spring bushings. No Hood. US Mags wheels 17x8 and 20x8 with almost mew rubber. Have all original parts except hood. No windshield or rear window glass. Side glass in excellent shape. Vintage Air under dash A/C & heat unit with controls. Ton of work invested, body in primer. Too much to list. This car has been in the family since 1991. \$12,500 Message or text 780-777-2195 J2

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**1969 Nova** Round tube chassis to cross member and 2x3 over rearend. Strictly Drag Race Only Blue metallic paint(decent with some small chips) Strange front struts Weld Wheels All fibreglass except roof and quarters. Car is light Certified 8.50 (Needs recert) Dana 60 35 spline axles 4.56/spool. 32-14.5 Double adjustable coil overs Ladder link rear Set up for alcohol or convert to gasoline easily. Set up for power glide. Full electronics and gauge package. \$19,500 Rolling Fresh glide 1.76 .Pro brake Deep alum pan. TCS Pump.6 Clutch matching TCS converter. Converter still in box and full rebuild on tranny.\$3500.00 427 Race SBC complete Brodie 18 degree heads. T and D rockers. Bowtie block 4340 crank 4340 H beam rods 15-1 compression Ron's alcohol injection Crank trigger and MSD Dist. Moroso Vacuum pump. 750 Horsepower NA \$10,500 Intake and Pan off for inspection. Package deal \$30,000 for all Will include everything to complete car turnkey. Call 250 300 5571 M1



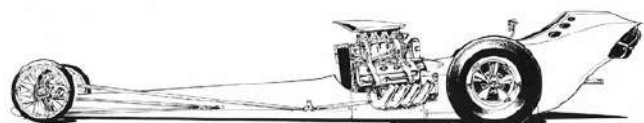


91 Hadman 260" Dragster, New Hoosiers front and rear, complete Aeromotive Fuel system. MSD 7AL3 ignition system. Car has gone 6.40@235mph with twin turbo SBC. Light and goes straight. SBC & BBC motor plates. 4:10 pro gear 9" Strange aluminum top loader, Cannon 'chute, Carb scoop and mount for dominator, Wheeled front end lift for easy loading, Body has Canards and rear wing, extra parts negotiable. Cert expired but will cert easily, Add motor, trans, and headers and go racing. 8500\$ obo. Engine and shorty Glide is also available. Call Don 403.872.0250

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**1970 Chevy** nova tube chassis race car. Air Brushed paint job. Wheelie bar and parachute. Steel roof and quarters and fenders. Fibreglass hood and bumpers Lexan windows and all aluminum sheeting floor and dash and fire wall. current NHRA certified to 8.50 seconds. Car runs 9.50s @139mph naturally aspirated. Just motor. Engine is a 632 Dart Big M block. Dynoed 983HP on just motor.nitrous Express big shot plate system range 100-500hp. Nitrous timing controller as well as nitrous express ramp in controller ect Located crowsnest pass\$60K, 403-563-0854 j2

I didn't sleep well last night. I know it's real early still, but I am so excited to run the Arctic Traveller nitro funny car at the Rocky Mountain Nationals in July.

My brain at 3 am:

Do I have enough crew?

Can I organize everyone so that all tasks are done correctly and on time?

What can we do to make sure we can keep up with the fast guys?

Will I have enough time to analyze the data and make the right decisions for the next round?

How do I find the money and the time to keep our crew fed and watered for the entire weekend?

Since Nathan started driving the Pacemaker funny car, ours has been mostly parked. I am so happy for him, driving a world class car is something me and both my sons have always wanted to do. I am glad that Nathan is living the dream.

The race is an NHRA heritage event, so I really wanted to bring the blue car as well. We will be losing our best crew guy though, as Nathan will be extremely busy at the Pacemaker pit, so I am thrust back into the lead crew chief again, and happy to do it.

I need to make sure we have enough talent on our team to get the between rounds maintenance done correctly and efficiently.

Nathan will be putting the initial setup in Arctic Traveller, and I will take it from there.

I hope we can be somewhat competitive; there should be a lot of fast race cars here. I could be wrong, but I expect most of the teams that are seriously vying for the championship will make the trek up north, It will be an exciting weekend for sure.

All of our current crew will be there, but I think I want to add one or two veterans to make sure there are lots of eyes on the car and engine. The details are not finalized yet, but one thing I do know is that I need more time to analyze and interpret the data from each run so I can make an informed decision.

Cal Tebb will be the driver. He originally got his nitro license in Tim Boychuk's car a few years back. Cal piloted our car at last year's race, and did an outstanding job, even racing Nathan a few times.

We are scheduled to make an exhibition run at our sponsor's race at the end of June at Alberta Diesel Days , presented by Mario High Performance Diesel.

We are supposed to run against the Pacemaker car that weekend too, it will give Cal another get acquainted pass before the big NHRA event.

I expect a full house at Rad Torque Raceway, plus lots of family, friends, and fellow racers. If the weather cooperates, it has all the ingredients for an epic weekend.

*Ken*







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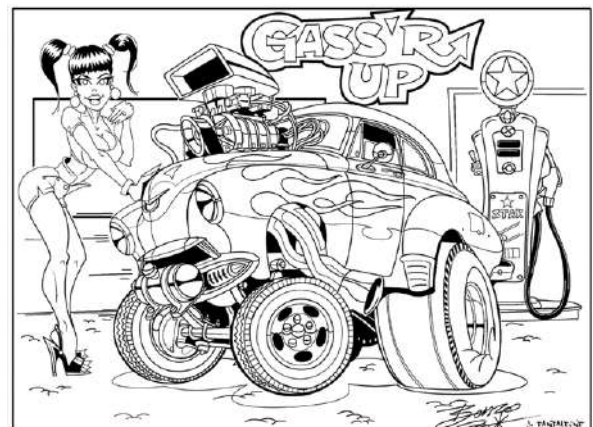


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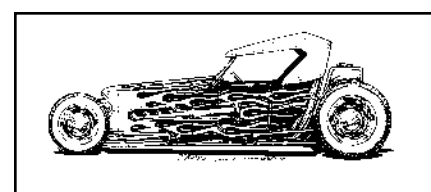



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