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U.S. NATIONALS

AUGUST 28 - SEPTEMBER 2



Schedule of Events



WHAT:

18th of 24 events in the NHRA Mello Yello Drag Racing Series and the last race in the NHRA Mello Yello Series regular season. At the conclusion of the event, the top 10 drivers in four classes will be locked in for the six-race Countdown to the Championship playoffs, leading to 2013 NHRA Mello Yello Drag Racing Series world championships.

WHERE:

Lucas Oil Raceway at Indianapolis in Brownsburg. From I-465, exit Crawfordsville Road (Hwy. 136). Head west for four miles past downtown Clermont. The facility's main entrance is on the left, one-half mile past Raceway Road. From I-74 go south on Ronald Reagan Parkway, Exit 68 and turn south. Turn east on U.S. 136 and entrance of the track will be on the right.

COURSE:

Championship dragstrip. Track elevation is 700 feet above sea level; track direction is south-to-north.

WHEN:

Wednesday, Aug. 28 through Monday, Sept. 2.

WEDNESDAY, AUG. 28

LUCAS OIL SERIES qualifying

THURSDAY, AUG. 29

LUCAS OIL SERIES qualifying and eliminations

FRIDAY, AUG. 30

LUCAS OIL SERIES
(featuring Mopar HEMI Challenge)

- PRO MOD SERIES qualifying at 5:30 p.m.
- MELLO YELLO SERIES qualifying at 6 p.m.

SATURDAY, AUG. 31

LUCAS OIL SERIES qualifying and eliminations

- PRO MOD SERIES qualifying at 2 and 5:30 p.m.
- TRAXXAS NITRO SHOOTOUT (Top Fuel) rounds at 4, 7 and 8:30 p.m.
- MELLO YELLO SERIES qualifying at 2:30 and 6 p.m.

SUNDAY, SEPT. 1

LUCAS OIL SERIES eliminations

- PRO MOD SERIES qualifying at 2 p.m.; first round of eliminations at 5 p.m.
- TRAXXAS NITRO SHOOTOUT (Funny Car) rounds at 12:30, 3:30 and 4:45 p.m.
- MELLO YELLO SERIES qualifying at 11 a.m. and 2:30 p.m.

MONDAY, SEPT. 2

Pre-race ceremonies, 10 a.m.
MELLO YELLO SERIES eliminations begin at 11 a.m.

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About the **NHRA**

When Wally Parks founded the NHRA in 1951, he worked to get racing off the city streets and highways and into safer, organized venues. He wanted NHRA to provide guidance to timing clubs and tracks. Soon, NHRA was hosting national events, as tuning cars became a hobby rather than just a necessity.

While the grassroots racing organization has come a long way in 60 years of operation, there are some things that will never change. NHRA fans continue to have the best access to the behind-the-scenes action of racing. Fans are privy to an up-close and personal view of teams rebuilding engines in less than 75 minutes between elimination rounds. Drivers are often found in their pit areas, signing autographs and chatting with fans. That is just one reason why NHRA fans continue to be some of the most loyal of any sport.

NHRA is all about diversity. With more than 20 categories of competition, including Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle at the Professional level, to a multicultural array of high-octane personalities it calls world champions, NHRA thrives on unique competitors accomplishing unique achievements. For example, in 2008, Hispanic racer Cruz Pedregon won the NHRA Funny Car world championship, and Ashley Force Hood and Melanie Troxel became the first female winners in the Funny Car class. There are more than 40,000 licensed NHRA drivers that compete at 130 NHRA member tracks around the country.

NHRA has thousands of members and a strong network of member tracks throughout the nation that support countless events hosted by NHRA. NHRA is moving just as fast in popularity with auto racing fans. Second to only NASCAR in terms of attendance, fan appeal, and sponsorship commitment, NHRA is moving quickly into mainstream America.

Do you know what real power feels like? Have you felt the power of two 8,000-horsepower, nitromethane-burning engines as they thunder down a drag strip side by side, accelerating from zero to more than 300 mph in less than four seconds? The earth-shaking, body-pumping rush that the nitro-breathing monsters produce is unlike anything else on the planet.

That is real power, and it is the power of NHRA Mello Yello Drag Racing. Leave on

Yello is the only way the competitors and fans of the NHRA know how to function, and it's what makes the quickest and loudest form of motorsports also the most exciting.

Power is one of the key ingredients to success in NHRA Mello Yello Drag Racing, but it isn't the only one. Reaction and technology are both as important in this adrenaline-pumping sport. Technology is what transforms the parts and pieces of nitro-burning engines into high-powered race cars on the starting line. A driver's reaction is what gets the vehicle out of the gate first, while the power is what it takes to get the win light at the top end. Add desire and consistency, and you have all of the ingredients to create an NHRA Mello Yello Drag Racing Series world champion.

The four categories in the NHRA Mello Yello Drag Racing Series will be full of young, freshfaced competitors as well as seasoned veterans in 2013, and they will battle all season long to qualify for the Mello Yello Countdown to the Championship playoffs in hopes of winning NHRA world championship titles.

Since it was founded by Wally Parks in 1951, NHRA has been dedicated to safety while providing millions of racing fans with the fastest and most spectacular form of entertainment on wheels. Parks initially started NHRA as a means of getting hot rodders off the streets and onto legal drag strips. Since those early days, NHRA has evolved into the largest promoter of professional drag racing in the world.

While the grassroots racing organization has come a long way in its more than 60 years of operation, some things will never change. It's easy to see why fans are so committed to NHRA drag racing. They continue to have the best access to the behind-the-scenes action of racing. NHRA's open-pits policy allows fans to get an up-close-and-personal view of the way teams rebuild engines. Drivers are often found in their pit areas, signing autographs and chatting with fans who have the rare opportunity to get behind the wheel themselves in a variety of racing simulators in the Nitro Alley Fan Zone. Those are just a few reasons why NHRA fans continue to be some of the most loyal in any sport.

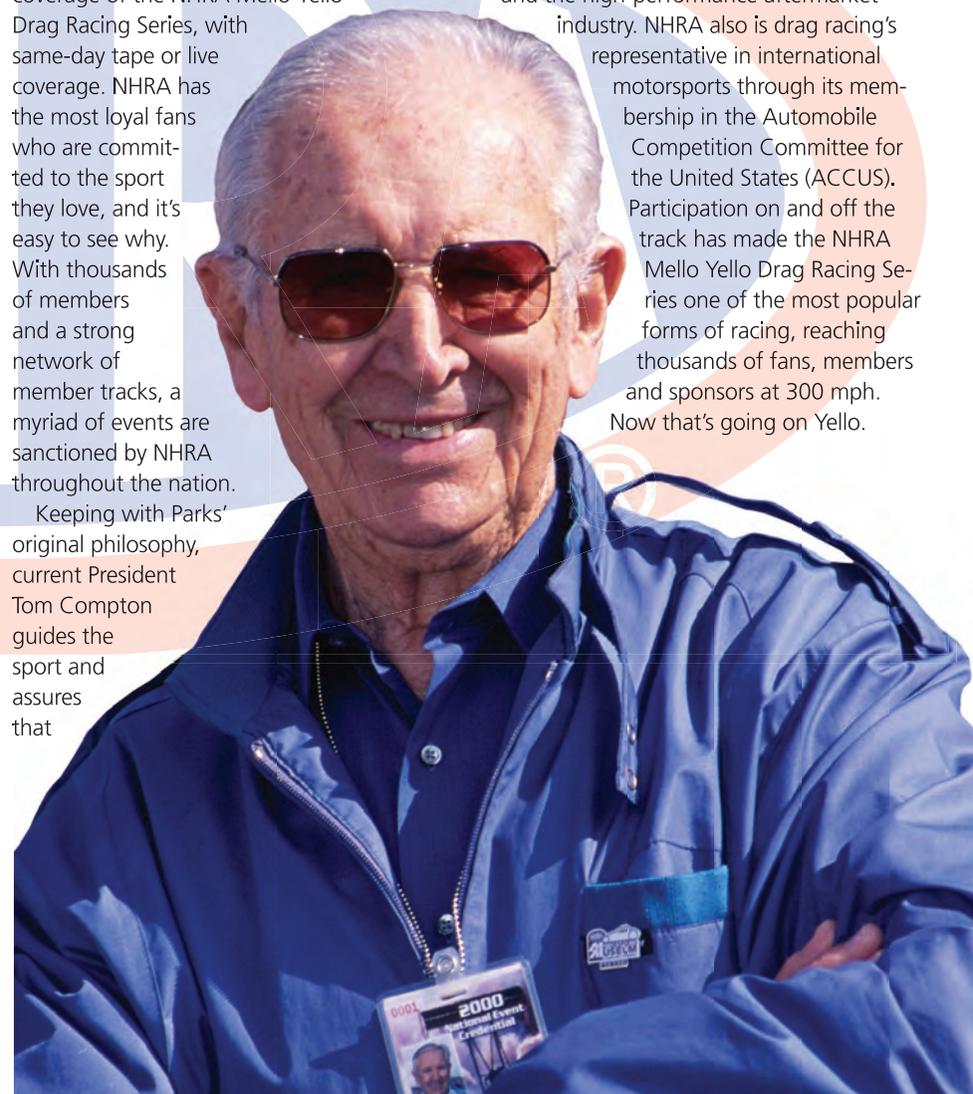
The NHRA Mello Yello Drag Racing Series crisscrosses the U.S., making 24 stops in 21

cities over the course of 10 months. Historic Auto Club Raceway at Pomona, where the season begins and ends, is just one of four tracks on the schedule that is owned and operated by the NHRA. Atlanta Dragway, Auto-Plus Raceway at Gainesville in Florida and Lucas Oil Raceway at Indianapolis are all part of the NHRA family of tracks. Information about the NHRA is available in various forms, including the magazine, National DRAGSTER, and highly acclaimed NHRA.com. Award-winning National DRAGSTER covers every race from the first sportsman run to the final Mello Yello Series blast to the winner's circle. NHRA.com has won several awards for its innovative, interactive coverage of all forms of NHRA drag racing and provides daily results, feature stories and breaking news at the click of a mouse. For the 12th season, ESPN2 and ESPN2HD will provide television coverage of the NHRA Mello Yello Drag Racing Series, with same-day tape or live coverage. NHRA has the most loyal fans who are committed to the sport they love, and it's easy to see why. With thousands of members and a strong network of member tracks, a myriad of events are sanctioned by NHRA throughout the nation.

Keeping with Parks' original philosophy, current President Tom Compton guides the sport and assures that

safety and technological improvements will remain a top priority in 2013. Progressive changes will help the NHRA continue to fulfill its leadership role in the motorsports world well into the future. The NHRA will protect and further the best interests of the sport, constantly lobbying for beneficial safety and insurance legislation for auto enthusiasts. One of the most important events in drag racing history occurred in March 1993, when the Federation Internationale de l'Automobile (FIA) officially recognized the sport. That opened the doors to drag racing and afforded it a more solidified role in the world's motorsports community.

NHRA, the largest motorsports sanctioning body in the world, also is an active member of the Specialty Equipment Market Association (SEMA) and actively works with the SFI Foundation to promote safety in competition and the high-performance aftermarket industry. NHRA also is drag racing's representative in international motorsports through its membership in the Automobile Competition Committee for the United States (ACCUS). Participation on and off the track has made the NHRA Mello Yello Drag Racing Series one of the most popular forms of racing, reaching thousands of fans, members and sponsors at 300 mph. Now that's going on Yello.



Point Standings

TOP FUEL



Driver	Points
1 Langdon (4)	1,370*
2 Massey (4)	1,249*
3 Schumacher (3)	1,199*
4 Kalitta	1,009*
5 alBalooshi (1)	1,002*
6 Brown (2)	994*
7 Millican	928*
8 Lucas (1)	917*
9 Torrence (1)	794
10 Vandergriff (1)	789

FUNNY CAR



Driver	Points
1 Hagan (4)	1,253*
2 Capps (3)	1,129*
3 J. Gray (4)	1,066*
3 C. Pedregon (3)	1,066*
5 J. Force (1)	1,054*
6 C. Force (2)	1,039*
7 Beckman	1,015*
8 Wilkerson	952
9 Tasca III	906
10 Hight	902

PRO STOCK



Driver	Points
1 Edwards (5)	1,540*
2 A. Johnson (4)	1,390*
3 Coughlin (2)	1,275*
4 Nobile (3)	1,113*
5 S. Gray	1,031*
6 Line (1)	1,008*
7 Anderson	977*
8 Gaines	879*
9 Enders-Stevens (1)	779*
10 Brogdon (1)	724*

PRO STOCK MOTORCYCLE



Driver	Points
1 Arana Jr. (4)	795*
2 M. Smith (1)	646*
3 Ray (2)	599*
4 Arana Sr.	553*
5 Hall (1)	534
6 Pollacheck	523
7 Krawiec	465
8 A. Arana	462
9 Gann (1)	428
10 Johnson	424

NOTES: Wins in parentheses; Ninth of 16 races in PSM category *Clinched position in Countdown to the Championship

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What They're Saying...

Tony Schumacher, nine-time Chevrolet Performance U.S. Nationals Top Fuel winner:

"I should move to Indy. I really like that town. I've won Indy nine times and lost in the final twice. That's 11 times in the final in like 14 or 15 years that I've been one of the last two cars running there. I love going there. I find that place very special. I wish I could figure out why we win the races there, because I would bottle it up and use it at other events. It's simply amazing. Why can't we win at Atlanta? We've won the Big Go nine times and I'm glad it's as special as it is. I tell you if you win Atlanta nine times, nice job, but if you win the Big Go nine times, you're something."

Jack Beckman, defending Funny Car world champion:

"Before I won the Funny Car championship I guessed it would be cool to win it, but I had no idea how cool it actually was until I finally won it. It's like being a parent for the first time. People tell you that having kids is the greatest thing in the world, but you really don't understand that until you have kids. The same thing applies to winning Indy for me. I haven't won it yet, so at this point it doesn't really mean anything. I do understand that winning the race can be a career-altering experience. We've seen that in so many drivers over the years. There really isn't another place where winning one race has that kind of power to totally change a career. I really hope I can win the U.S. Nationals one day to experience that and become a part of Indy's rich history."

Greg Anderson, six-time Chevrolet Performance U.S. Nationals Pro Stock winner:

"Since day one, I thought it was the greatest thing on wheels, and that is how I treat it now that I race there in my Summit Racing Chevrolet Camaro. I don't go to Indy trying to act like it's any other race - I go there like it's the Chevrolet Performance U.S. Nationals, where it means the world to win."



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PPD receives nearly
\$150,000 in seized assets
BENJAMIN ALBIS
PITTSBORO — United States Attorney Joseph H. Hogart will present a check for \$145,409.79 to the police department.

Benefit for accident
victim held in Lizton
BENJAMIN ALBIS
LIZTON — It's been nearly a month since...

Just the facts
LIZTON — It's been nearly a month since...

BENJAMIN ALBIS
PITTSBORO Police Department Chief Christ Protteron (left) looks at an oversized check with U.S. Attorney Joseph Hogart. The \$145,409.79 check was presented to the department for its work on the Indiana DEA Task Force and the Indianapolis Metropolitan Drug Task Force.

Drag Racing Terms

Air box: Used primarily on Pro Stock Motorcycles, it settles "negative air" around carburetors the way a hood scoop does on a car.

Air foil: The same as a wing — a stabilizer, generally used to create downforce, which increases stability and tire-to-track adherence at high speeds.

Bang the blower: An explosion inside the supercharger caused by a flame from the combustion process accidentally re-entering the supercharger, where fuel and air are present. Generally caused by a stuck or broken intake valve that normally would be closed during the combustion sequence.

Breakout: Used only in handicap racing, "breakout" refers to a contestant running quicker than he or she "dialed" his or her vehicle (predicted how quick it would run). Unless the opponent commits a more serious foul (e.g., red-lights, crosses the centerline, or fails a post-race inspection), the driver who breaks out loses. If both drivers break out, the one who runs closest to his or her dial is the winner.

Burned piston: When a cylinder runs lean (too much air in the air-to-fuel mixture) and excessive heat burns or melts the piston.

Burnout: Spinning the rear tires in water to heat and clean them prior to a run for better traction. A burnout precedes every run.

Christmas Tree: Also called the Tree, it is the noticeable electronic starting device between the lanes on the starting line. It displays a calibrated-light countdown for each driver.

Clutch Can: The bell-shaped housing, or bellhousing, used to encase the clutch and flywheel.

Deep stage: To roll a few inches farther into the beams after staging, which causes the pre-stage lights to go out. In that position, a driver is closer to the finish line but dangerously close to a foul start.

Dial under: When drivers in Super Stock and Stock (handicap categories) select an elapsed time quicker than the national index. Drivers select a dial-under, or e.t., that they think their cars will run based on previous performance. The breakout rule is in effect.

Diaper: An absorbent blanket made from ballistic material, often Kevlar, that surrounds the oil pan to contain oil and parts in case of an engine explosion; required for Top Fuel, Funny Car, Top Alcohol Dragster, and Top Alcohol Funny Car.

Dropped cylinder: When a cylinder runs too rich (too much fuel in the air/fuel mixture) and prevents the spark plug(s) from firing.

Elapsed time: The time it takes a vehicle to travel from the starting line to the finish line. Also called e.t.

Eliminations: After qualifying, vehicles race two at a time, resulting in one winner from each pair. Winners continue in tournament-style competition until one remains.

Foul start: Indicated by a red light on the Christmas Tree when a car has left the starting line before the green light, or starting signal.

Full Tree: Used in Competition, Super Stock, and Stock, for which a handicap starting system is used to equalize competition. The three amber bulbs on the Christmas Tree flash consecutively five-tenths of a second apart, followed five-tenths later by the green starting light. A perfect reaction time on a full Tree is .500.

Header(s): A fine-tuned exhaust system that routes exhaust from the engine; replaces conventional exhaust manifolds.

Hemi: A Hemi engine has a hemispherical shaped cylinder-head combustion chamber, like a ball cut in half.

Holeshot: When a driver reacts quicker to the Christmas Tree to win a race against an opponent with a quicker e.t.

Hydraulic: When a cylinder fills with too much fuel, thus prohibiting compression by the cylinder and causing a mechanical malfunction, usually an explosive one

Index: The expected performance for vehicles in a class as assigned by NHRA. It allows various classes of cars in the same category to race together competitively.

Interval timers: Part of a secondary timing system that records elapsed times, primarily for the racers' benefit, at 60, 330, 660, and 1,000 feet.

Methanol: Pure methyl alcohol produced by synthesis; used in Top Alcohol Dragsters and Top Alcohol Funny Cars.

Nitromethane: Produced specifically as a fuel for drag racing, it is the result of a chemical reaction between nitric acid and propane.

Pre-stage: To position the front wheels about seven inches behind the starting line so the small yellow lights atop that driver's side of the Christmas Tree are glowing. The next step is to stage and be ready to race.

Reaction time: The time it takes a driver to react to the green starting light on the Christmas Tree, measured in thousandths of a second. The reaction-time counter begins when the last amber light flashes on the Tree and stops when the vehicle clears the stage beam.

Sixty-foot time: The time it takes a vehicle to cover the first 60 feet of the racetrack. It is the most accurate measure of the launch from the starting line and in most cases determines how quick the rest of the run will be.

Slider clutch: A multi-disc clutch designed to slip until a predetermined rpm is reached; decreases shock load to the drive wheels.

Speed trap: The final 66 feet to the finish line where speed is recorded.

Stage: To position the front wheels right on the starting line so the small yellow lights below the pre-stage lights are glowing. Once both drivers are staged, the calibrated countdown (see Christmas Tree) may begin.

Supercharger: A crank-driven air/fuel-mixture compressor, also called a blower. It increases atmospheric pressure in the engine to produce more horsepower.

Turbocharger: An exhaust-driven intake air compressor (see supercharger).

Wedge: An engine with a combustion chamber resembling a wedge in shape.

Wheelie bar(s): Used to prevent excessive front-wheel lift.



Season Winners

Top Fuel Funny Car Pro Stock Pro Stock Motorcycle

O'Reilly Auto Parts NHRA Winternationals

presented by Super Start Batteries Pomona, CA - Feb. 14-17

Shawn Langdon-Top Fuel Courtney Force-Funny Car Vincent Nobile-Pro Stock

NHRA Arizona Nationals Phoenix, AZ - Feb. 22-24

Tony Schumacher-Top Fuel Ron Capps-Funny Car Erica Enders-Stevens-Pro Stock

Amalie Oil NHRA Gatornationals Gainesville, FL - March 14-17

Antron Brown-Top Fuel Johnny Gray-Funny Car Allen Johnson-Pro Stock Hector Arana Jr-Pro Stock Motorcycle

SummitRacing.com NHRA Nationals Las Vegas, NV - April 5-7

Tony Schumacher-Top Fuel Cruz Pedregon-Funny Car Allen Johnson-Pro Stock

Dollar General NHRA Four-Wide Nationals Fueled by Full Throttle Charlotte, NC - April 19-21

Spencer Massey-Top Fuel Matt Hagan-Funny Car Mike Edwards-Pro Stock Hector Arana Jr.-Pro Stock Motorcycle

O'Reilly Auto Parts NHRA SpringNationals

presented by Super Start Batteries Houston, TX - April 26-28

Bob Vandergriff-Top Fuel Cruz Pedregon-Funny Car Jason Line-Pro Stock Hector Arana Jr-Pro Stock Motorcycle

Summit Racing Equipment NHRA Southern Nationals Atlanta, GA - May 3-5

Antron Brown-Top Fuel Johnny Gray-Funny Car Mike Edwards-Pro Stock

NHRA Kansas Nationals Topeka, KS - May 17-19

Shawn Langdon-Top Fuel Johnny Gray-Funny Car Jeg Coughlin-Pro Stock

Toyota NHRA Summernationals Englishtown, NJ - May 30-June 2

Shawn Langdon-Top Fuel Matt Hagan-Funny Car Mike Edwards-Pro Stock Michael Ray-Pro Stock Motorcycle

Ford NHRA Thunder Valley Nationals

presented by Tri-Cities Area Ford Dealers Bristol, TN - June 14-16

Steve Torrence-Top Fuel John Force-Funny Car Rodger Brogdon-Pro Stock

Auto-Plus NHRA New England Nationals Epping, NH - June 20-23

Spencer Massey-Top Fuel Courtney Force-Funny Car Allen Johnson-Pro Stock John Hall-Pro Stock Motorcycle

O'Reilly Auto Parts Route 66 NHRA Nationals

presented by Super Start Batteries Chicago, IL - June 27-30

Tony Schumacher-Top Fuel Matt Hagan-Funny Car Jeg Coughlin-Pro Stock Michael Ray-Pro Stock Motorcycle

Summit Racing Equipment NHRA Nationals Norwalk, OH - July 4-7

Khalid alBalooshi-Top Fuel Johnny Gray-Funny Car Mike Edwards-Pro Stock Matt Smith-Pro Stock Motorcycle

Mopar Mile-High NHRA Nationals Denver, CO - July 19-21

Spencer Massey-Top Fuel Cruz Pedregon-Funny Car Allen Johnson-Pro Stock Shawn Gann-Pro Stock Motorcycle

NHRA Sonoma Nationals Sonoma, CA - July 26-28

Shawn Langdon-Top Fuel Ron Capps-Funny Car Vincent Nobile-Pro Stock Hector Arana Jr-Pro Stock Motorcycle

O'Reilly Auto Parts NHRA Northwest Nationals

presented by Super Start Batteries Seattle, WA - Aug. 2-4

Morgan Lucas-Top Fuel Matt Hagan-Funny Car Vincent Nobile-Pro Stock

Lucas Oil NHRA Nationals Brainerd, MN - Aug. 15-18

Spencer Massey-Top Fuel Ron Capps-Funny Car Mike Edwards-Pro Stock



Track History & Facts

2012 EVENT WINNERS: Tony Schumacher (Top Fuel), Mike Neff (Funny Car), Dave Connolly (Pro Stock), Andrew Hines (Pro Stock Motorcycle).

MOST VICTORIES: Tony Schumacher (Top Fuel), 9; Bob Glidden (Pro Stock), 9; Don Garlits (Top Fuel), 8; Don Prudhomme (Top Fuel and Funny Car), 7; Warren Johnson (Pro Stock), 6; Dave Schultz (Pro Stock Motorcycle), 6; Ed McCulloch (Funny Car and Top Fuel), 6; Greg Anderson (Pro Stock), 6; John Force (Funny Car), 4; Larry Dixon (Top Fuel), 4.

EVENT HISTORY: The most historic and prestigious event in the NHRA Mello Yello Drag Racing Series, the Chevrolet Performance U.S. Nationals has been contested annually since 1955. Originally known as "The Nationals" and first held at an abandoned airstrip in Great Bend, Kan., the event made stops at Kansas City, Mo., Oklahoma City and Detroit before eventually moving to Lucas Oil Raceway at Indianapolis in 1961. Past winners

include "Big Daddy" Don Garlits, an eight-time winner in Top Fuel; Shirley Muldowney, 1982 Top Fuel winner; Don "The Snake" Prudhomme, a seven-time winner and one of a handful of drivers to win the event in both Top Fuel and Funny Car; and Bob Glidden, the legendary Pro Stock driver who dominated the race by advancing to the final round in 13 consecutive seasons from 1977-89. The Indiana native won the event a record nine times, a mark he shares with current Top Fuel driver Tony Schumacher. It is the only major motorsports event to be contested on Labor Day.

FAST FACTS: The Chevrolet Performance U.S. Nationals is the final of 18 regular season Mello Yello Series races. Following conclusion of this event the top 10 drivers in each Mello Yello Series category will qualify for the Countdown to the Championship, NHRA's six-race playoffs that begin Sept. 13-15 at zMAX Dragway in Charlotte, N.C.

The Traxxas Nitro Shootout will offer \$100,000 to the winners in special bonus events for qualified Top Fuel and Funny Car drivers.

Tony Schumacher is an 11-time U.S. Nationals finalist in Top Fuel (winning nine). Schumacher's first career NHRA start came at the U.S. Nationals in 1996 and the then-rookie posted a runner-up finish to Cory McClenathan.

Four-time Pro Stock world champ Greg Anderson has won the race six times in the past 12 seasons.

John Force, 15-time NHRA Mello Yello Series world champion and winner of a record 135 events, has won the Chevrolet Performance U.S. Nationals four times, his last coming in 2002.

Three women have earned Chevrolet Performance U.S. Nationals victories, including Muldowney once in Top Fuel, Ashley Force Hood twice in Funny Car and Angelle Sampey twice in Pro Stock Motorcycle.

Kenny Bernstein, Don Prudhomme, Jim Head and Ed McCulloch have won the race in both Top Fuel and Funny Car, while Antron Brown has also won the race in Top Fuel and Pro Stock Motorcycle.

The event also will feature competition in the NHRA Lucas Oil Series and the NHRA Pro Mod Drag Racing Series, featuring high-horsepower machines that accelerate to more than 250 mph.

WHAT TO WATCH: The Traxxas Nitro Shootout will offer \$100,000 to the winners in special bonus events for qualified Top Fuel and Funny Car drivers.

Schumacher is seeking a record 10th Top Fuel victory at the Chevrolet Performance U.S. Nationals. A win would break a tie with Glidden.

Anderson is seeking his seventh Chevrolet Performance U.S. Nationals victory.

Two-time Chevrolet Performance U.S. Nationals Top Fuel winner McClenathan is expected to compete in the event this season in a dragster fielded by Mike Dakin.

A driver from John Force Racing has earned the Funny Car victory at this event each season since 2008, including Robert Hight in '08, Ashley Force Hood in '09 and '10 and Mike Neff in '11 and '12.

Seven female drivers representing all four Mello Yello Series categories are pre-entered for the Chevrolet Performance U.S. Nationals.

Several high-profile drivers are looking for their first victory in the world's most prestigious drag race, including points leader Shawn Langdon, Morgan Lucas and two-time Indy runner-up Doug Kalitta in Top Fuel; points leader Matt Hagan, Ron Capps and Tony Pedregon in Funny Car; defending world champ Allen Johnson in Pro Stock; and three-time Pro Stock Motorcycle world champ Eddie Krawiec.

TRACK HISTORY: In 1958, led by Tom Binford, Frank Dickie, Rodger Ward and Howard Fieber, 15 Indianapolis-

area businessmen and racing professionals invested \$5,000 each to fund the development of what would become Lucas Oil Raceway at Indianapolis.

The group purchased a 267-acre farm about seven miles from the Indianapolis Motor Speedway and developed a multipurpose auto racing facility. The original intention in creating Lucas Oil Raceway at Indianapolis was to design a 15-turn, 2.5-mile road course. Nearly as an afterthought, and as an insurance measure against economic problems, the investment group decided to incorporate a quarter-mile drag strip into the long straightaway of the 2.5-mile road course design. Constructed with assistance from the NHRA, the drag strip was the first of the three courses to be completed, with the facility's first event held on the strip in the fall of 1960.

During the 1960 U.S. Nationals in Detroit, a handshake agreement between Binford and NHRA founder Wally Parks promised that the event would move to Lucas Oil Raceway at Indianapolis in 1961. The historic three-year pact was signed and sealed under a tree in Detroit Dragway's pits, and Lucas Oil Raceway at Indianapolis eventually became the home of NHRA's biggest annual event.

The NHRA purchased the entire facility in 1979. The first major improvement came in 1983 with the construction and dedication of Parks Tower, the four-story drag strip

tower. In 1998, new grandstands, suites and a tower complex on the front straightaway were completed at the oval track at a cost of nearly \$2.5 million, which included the repaving of the entire oval surface as part of a three-phase facility improvement project.

In 2001, NHRA and Lucas Oil Raceway constructed a new drag strip racing surface, replacing the strip with a 660-foot concrete pad and laying new asphalt on the remainder of the track and shutdown area. Prior to the 2003 race, eight new luxury suites were added along the top of the west-side grandstands of the drag strip, giving fans a unique perspective of the action on the famed track. In 2006, new soft barrier walls were added to the oval.

In 2007, the track announced its first track entitlement with O'Reilly Auto Parts. In 2011, the track announced a new track entitlement with Lucas Oil Products. The track – formerly known as Indianapolis Raceway Park – is now known as Lucas Oil Raceway at Indianapolis. During the winter of 2008, a new main track office building was constructed near the track entrance.



TRACK RECORDS

Top Fuel	3.740 sec. by Shawn Langdon, Sept. '12 326.79 mph by Tony Schumacher, Sept. '12
Funny Car	4.026 sec. by Cruz Pedregon, Sept. '11 317.27 mph by Courtney Force, Sept. '12
Pro Stock	6.538 sec. by Jason Line, Sept. '11 211.13 mph by Mike Edwards, Sept. '12
Pro Stock Motorcycle	6.815 sec. by Andrew Hines, Sept. '10 196.76 mph by Hines, Sept. '10



Nationals Preview



The Chevrolet Performance U.S. Nationals will welcome nearly 1,000 competitors in 12 drag racing categories, as well as thousands of hot rod enthusiasts Labor Day weekend.

The 59th annual running of the marquee event takes place at Lucas Oil Raceway at Indianapolis, Aug. 28 through Sept. 2. It is the 18th of 24 events in the NHRA Mello Yello Drag Racing Series for 2013 and the final of 18 regular season races. Following the event, the top 10 drivers in each Series category will be locked in for the six-race Countdown to the Championship, NHRA's post-season playoffs.

Each year during the Chevrolet Performance U.S. Nationals, fans are offered a glimpse into the past with several attractions and numerous appearances by many of the sport's greatest legends, and the 2013 edition is no exception.

Throughout the weekend, an assortment of vintage hot rods will be on display in the Hot Rod Junction Car Corral, and numerous autograph sessions with the most prolific stars of the sport will be featured as well.

A special track walk also will be held, where prior to Monday's pre-race ceremonies, many of the sport's biggest stars will

walk alongside fans down the historic dragstrip.

Jet cars and wheelstanders will take to the track for exhibition passes as part of Friday and Saturday's racing activities. As usual, one of the highlights of the pre-race show on Monday will be skydiver Jason Peters soaring into Lucas Oil Raceway with an American flag in tow during the National Anthem.

Over the years, fans at Lucas Oil Raceway have cheered on drag racing icons like "Big Daddy" Don Garlits, Shirley Muldowney, Bob Glidden, Tom "The Mongoose" McEwen and Don "The Snake"

Prudhomme, as they raced to the winner's circle and etched their names into the NHRA record book. Today's stars – such as nine-time Chevrolet Performance U.S. Nationals Top Fuel winner Tony Schumacher, four-time Funny Car winner John Force and six-time Pro Stock winner Greg Anderson – will try to build upon their legacies.

For many of the competitors, the race has evolved into more than an annual contest of speed. For those who seek to become a part of its mystique, winning the event has become a vital component of a great driver's resume. Schumacher



(Top Fuel), Mike Neff (Funny Car), Dave Connolly (Pro Stock) and Andrew Hines (Pro Stock Motorcycle) were the winners last season in their respective categories.

This year's edition of the event will feature side-by-side racing as drivers in Top Fuel, Funny Car, Pro Stock and Pro Stock Motorcycle compete for their share of the \$2 million purse and battle for important world championship points. Perhaps more importantly, drivers will compete to earn a permanent spot in NHRA history, as a Chevrolet Performance U.S. Nationals winner.

Bonus cash will be on the line for qualified drivers in Top Fuel and Funny Car as they battle in the Traxxas Nitro Shootout. The Traxxas Nitro Shootout for Top Fuel will be held on Saturday evening, while the Traxxas Nitro Shootout for Funny Car will be Sunday afternoon. The winners in each Traxxas Nitro Shootout will earn \$100,000.

Teams in the NHRA Lucas Oil Series and the NHRA Pro Mod Series also will compete during the weekend. In addition, the world's fastest Super Stock cars will race

for bonus cash during the Mopar HEMI Challenge.

On Wednesday, Aug. 28, fans can attend the Chevrolet Performance U.S. Nationals Fan Fest at Monument Circle in downtown Indianapolis, which will feature a display of race cars, live music, a large jumbotron and giveaways. Fan Fest, which starts at 11 a.m., also will feature an autograph session with many of the top professional drivers in the NHRA Mello Yello Drag Racing Series. In addition, a press conference will be held, where several news announcements will be made and the random lottery drawings for spots in the Traxxas Nitro Shootout will be held.

The biggest, most historic and prestigious event in the NHRA Mello Yello Drag Racing Series – the Chevrolet Performance U.S. Nationals – has been contested annually since 1955. Originally known as "The Nationals" and first held at an abandoned airstrip in Great Bend, Kan., the event made stops at Kansas City, Mo., Oklahoma City and Detroit before eventually moving to Lucas Oil Raceway in 1961.

The Chevrolet Performance U.S. Nation-

als will feature competition in all categories of the NHRA Lucas Oil Series, where the future stars of the NHRA Mello Yello Series are born. Lucas Oil Series qualifying begins at 8:30 a.m. on Wednesday, Aug. 28 and eliminations begin at 8 a.m. on Thursday, Aug. 29 and continue through Monday, Sept. 2.

NHRA's popular Pro Mod touring series will make its seventh start of the 10-race 2013 season. The series features some of the world's fastest and most unique doorslammer cars, with a mix of vintage and late-model body styles. The first qualifying session will be Friday, Aug. 30 at 5:30 p.m. Qualifying will continue on Saturday, Aug. 31 with sessions at 2 and 5:30 p.m. The final qualifying session will be Sunday, Sept. 1 at 2 p.m., the first round of eliminations follows at 5 p.m. and will continue on Monday, Sept. 2 at approximately 2:30 p.m.

The first of five Mello Yello Series qualifying sessions are scheduled for 5:30 p.m. on Friday, Aug. 30. Two sessions will be held on Saturday, Aug. 31 at 2:30 and 6 p.m., and the final two qualifying ses-

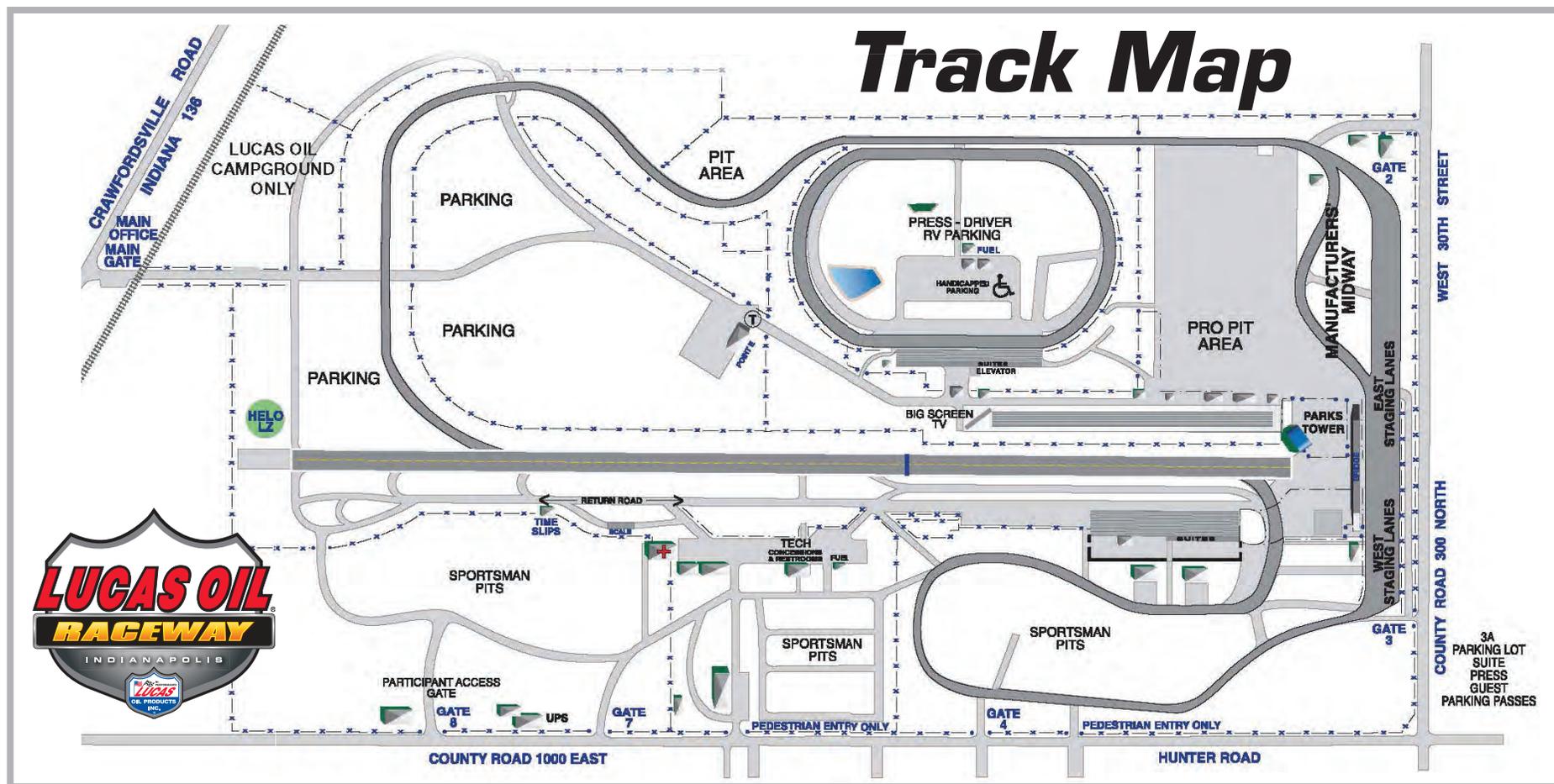
sions will take place on Sunday, Sept. 1 at 11 a.m. and 2:30 p.m. Final eliminations begin at 11 a.m. on Monday, Sept. 2.

The Traxxas Nitro Shootout for Top Fuel will be Saturday, Aug. 31 with rounds at 4, 7 and 8:30 p.m. The Traxxas Nitro Shootout for Funny Car will be held on Sunday, Sept. 1 for the eight qualified drivers, with rounds at 12:30, 3:30 and 4:45 p.m.

Tickets are currently available for the Chevrolet Performance U.S. Nationals by calling (800) 884-NHRA (6472) or visiting online at www.NHRATIX.com.

One of five motorsports facilities owned and operated by NHRA, Lucas Oil Raceway at Indianapolis sits on 267 acres and features three race courses – a championship drag strip, a .686-mile paved oval and a 2.5-mile, 15-turn road course.

Headquartered in Glendora, Calif., NHRA is the primary sanctioning body for the sport of drag racing in the United States. NHRA presents 24 national events featuring the NHRA Mello Yello Drag Racing Series, NHRA Lucas Oil Drag Racing Series and NHRA Pro Mod Drag Racing Series.



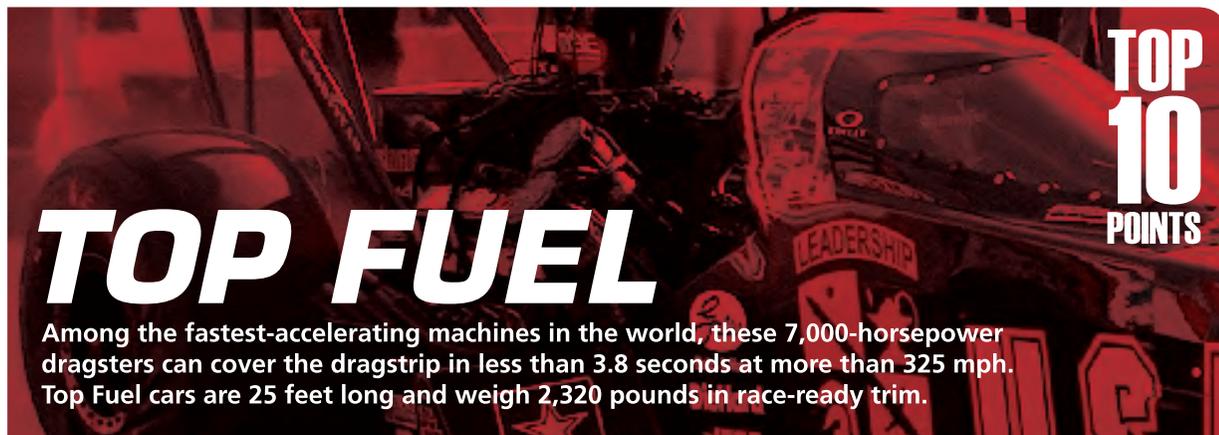


SHAWN LANGDON

Born: 9/3/1982, Avon, IN
Height: 5' 10" **Weight:** 190
Team: Al-Anabi dragster
Crew Chief: Brian Husen

CAREER

Wins: 13
Final Rounds: 20
Best E.T. 3.712
Best Speed: 334.15



TOP FUEL

Among the fastest-accelerating machines in the world, these 7,000-horsepower dragsters can cover the dragstrip in less than 3.8 seconds at more than 325 mph. Top Fuel cars are 25 feet long and weigh 2,320 pounds in race-ready trim.

TOP
10
POINTS



SPENCER MASSEY

Born: 9/13/1982, Fort Worth, Texas
Height: 6' 1" **Weight:** 155
Team: Schumacher Battery Extender
Crew Chief: Todd Okuhara

CAREER

Wins: 17
Final Rounds: 33
Best E.T. 3.728
Best Speed: 332.18



TONY SCHUMACHER

Born: 12/25/1969, Long Grove, Ill.
Height: 5' 8" **Weight:** 158
Team: U.S. Army dragster
Crew Chief: Mike Green

CAREER

Wins: 72
Final Rounds: 124
Best E.T. 3.736
Best Speed: 330.23



DOUG KALITTA

Born: 8/20/1964, Ann Arbor, Mich.
Team: Mac Tools dragster
Crew Chief: Jim Oberhofer

CAREER

Wins: 32
Final Rounds: 66
Best E.T. 3.733
Best Speed: 331.45



KHALID ALBALOOSHI

Born: 7/27/1979, Dubai, UAE
Height: 5' 7" **Weight:** 170
Team: Al-Anabi dragster
Crew Chief: Jason McCulloch

CAREER

Wins: 4
Final Rounds: 8
Best E.T. 3.735
Best Speed: 328.46



ANTRON BROWN

Born: 3/1/1976, Chesterfield, N.J.
Height: 5' 8" **Weight:** 145
Team: Matco Tools dragster
Crew Chief: Brian Corradi
 Mark Oswald

CAREER

Wins: 39
Final Rounds: 77
Best E.T. 3.701
Best Speed: 328.78



CLAY MILLICAN

Born: 2/9/1966, Drummonds, Tenn.
Height: 5' 8" **Weight:** 145
Team: Parts Plus dragster
Crew Chief: Kurt Elliott

CAREER

Wins: 0
Final Rounds: 7
Best E.T. 3.804
Best Speed: 320.66



MORGAN LUCAS

Born: 11/27/1983, Upland, Calif.
Height: 6' 2" **Weight:** 170
Team: GEICO Powersports/Lucas Oil
 dragster
Crew Chief: Aaron Brooks
 Rod Centorbi

CAREER

Wins: 19
Final Rounds: 29
Best E.T. 3.733
Best Speed: 330.96



STEVE TORRENCE

Born: 4/17/1983, Longview, Texas
Height: 5' 7" **Weight:** 150
Team: Capco Racing/Torrence
 Motorsports dragster
Crew Chief: Richard Hogan

CAREER

Wins: 8
Final Rounds: 10
Best E.T. 3.759
Best Speed: 326.79



BOB VANDERGRIFF JR

Born: 2/7/1965, Cumming, Ga.
Height: 5' 10" **Weight:** 190
Team: C&J Energy Services dragster
Crew Chief: Rob Flynn

CAREER

Wins: 3
Final Rounds: 17
Best E.T. 3.795
Best Speed: 326.24



**MATT HAGAN**

Born: 11/18/1982, Christiansburg, Va.
Height: 6' 1" **Weight:** 210
Team: Rocky Footwear Dodge Charger
Crew Chief: Dickie Venables

CAREER

Wins: 9
Final Rounds: 22
Best E.T. 3.986
Best Speed: 322.27



FUNNY CAR

Similar to their Top Fuel counterparts but with a shorter wheelbase and a carbon-fiber body that loosely resembles a production-based automobile, Funny Cars, or "flopers," routinely run in the 4.0s and can exceed 315 mph.

TOP
10
POINTS

**RON CAPPS**

Born: 6/20/1965, Carlsbad, Calif.
Height: 5' 8" **Weight:** 150
Team: NAPA Auto Parts Dodge Charger
Crew Chief: Rahn Tobler

CAREER

Wins: 41
Final Rounds: 82
Best E.T. 3.964
Best Speed: 320.89

**JOHNNY GRAY**

Born: 3/20/1953, Carlsbad, N.M.
Height: 5' 11" **Weight:** 208
Team: Gray Motorsports Charger
Crew Chief: Rob Wendland

CAREER

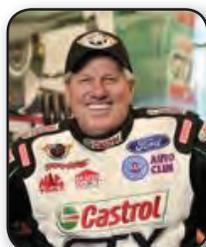
Wins: 10
Final Rounds: 22
Best E.T. 4.010
Best Speed: 319.45

**CRUZ PEDREGON**

Born: 9/19/1963, Brownsburg, Ind.
Height: 6' 0" **Weight:** 200
Team: Snap-on Tools Toyota Camry
Crew Chief: Lee Beard

CAREER

Wins: 37
Final Rounds: 55
Best E.T. 3.977
Best Speed: 316.75

**JOHN FORCE**

Born: 5/4/1949, Yorba Linda, Calif.
Height: 5' 11" **Weight:** 190
Team: Castrol GTX Ford Mustang
Crew Chief: Mike Neff

CAREER

Wins: 135
Final Rounds: 220
Best E.T. 4.011
Best Speed: 319.22

**COURTNEY FORCE**

Born: 6/20/1988, Yorba Linda, Calif.
Height: 5' 8" **Weight:** 118
Team: Traxxas Ford Mustang
Crew Chief: Ron Douglas
 Danny Hood

CAREER

Wins: 4
Final Rounds: 8
Best E.T. 4.028
Best Speed: 319.60

**JACK BECKMAN**

Born: 6/28/1966, Norco, Calif.
Team: Valvoline Dodge Charger
Crew Chief: Todd Smith

CAREER

Wins: 17
Final Rounds: 36
Best E.T. 3.986
Best Speed: 320.58

**TIM WILKERSON**

Born: 12/29/1960, Springfield, Ill.
Height: 5' 10" **Weight:** 200
Team: Levi, Ray & Shoup Shelby Mustang
Crew Chief: Tim Wilkerson

CAREER

Wins: 18
Final Rounds: 36
Best E.T. 4.026
Best Speed: 315.56

**BOB TASCA III**

Born: 10/14/1975, Hope, R.I.
Height: 6' 0" **Weight:** 150
Team: Motorcraft/Quick Lane Ford Shelby Mustang
Crew Chief: Chris Cunningham
 Marc Denner

CAREER

Wins: 6
Final Rounds: 19
Best E.T. 3.988
Best Speed: 314.46

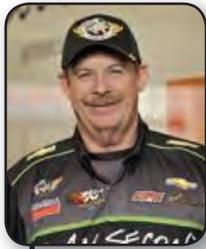
**ROBERT HIGHT**

Born: 8/20/1969, Anaheim Hills, CA
Height: 5' 9" **Weight:** 170
Team: Auto Club Ford Mustang
Crew Chief: Jimmy Prock

CAREER

Wins: 27
Final Rounds: 42
Best E.T. 4.005
Best Speed: 321.81

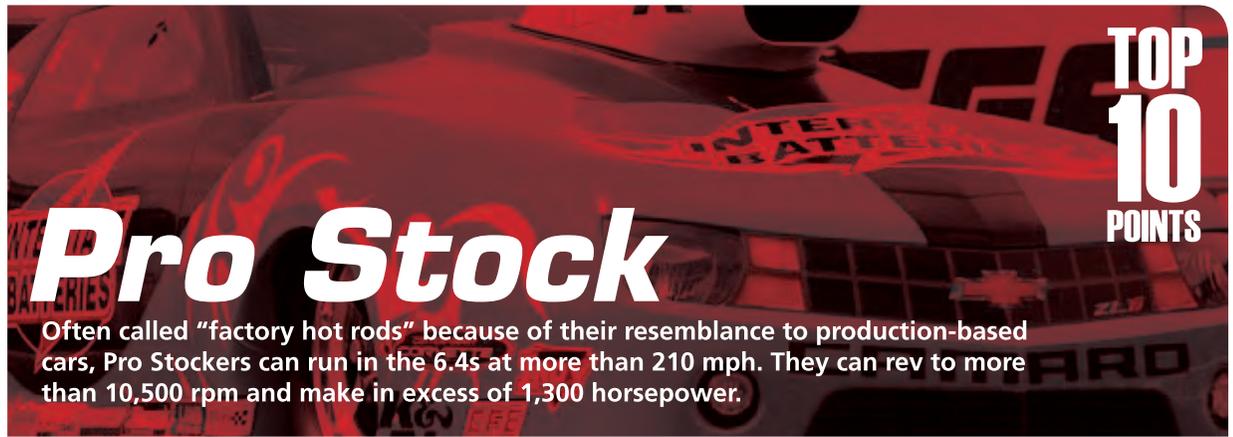


**MIKE EDWARDS**

Born: 11/3/1957, Broken Arrow, Okla.
Height: 6' 0" **Weight:** 210
Team: Penhall/K&N/Interstate
 Pontiac GXP
Crew Chief: Terry Adams

CAREER

Wins: 41
Final Rounds: 65
Best E.T. 6.471
Best Speed: 213.47

**TOP
10
POINTS**

Pro Stock

Often called "factory hot rods" because of their resemblance to production-based cars, Pro Stockers can run in the 6.4s at more than 210 mph. They can rev to more than 10,500 rpm and make in excess of 1,300 horsepower.

**ALLEN JOHNSON**

Born: 12/7/1959, Greenville, Tenn.
Height: 5' 9" **Weight:** 190
Team: Mopar/J&J Racing Dodge
 Avenger
Crew Chief: Mark Ingersoll
 Roy Johnson

CAREER

Wins: 20
Final Rounds: 43
Best E.T. 6.486
Best Speed: 212.76

**JEG COUGHLIN JR**

Born: 6/23/1970, Delaware, Ohio
Height: 6' 0" **Weight:** 190
Team: JEGS.com/Mopar Dodge
 Avenger
Crew Chief: Roy Johnson

CAREER

Wins: 70
Final Rounds: 112
Best E.T. 6.520
Best Speed: 212.29

**VINCENT NOBILE**

Born: 11/6/1991, Melville, N.Y.
Height: 5' 8" **Weight:** 160
Team: Mountain View Tire Dodge
 Avenger
Crew Chief: Mark Ingersoll
 John Nobile/Nick Mitsos

CAREER

Wins: 8
Final Rounds: 13
Best E.T. 6.512
Best Speed: 212.83

**SHANE GRAY**

Born: 5/9/1972, Carlsbad, N.M.
Height: 6' 1" **Weight:** 200
Team: Gray Motorsports Chevy
 Camaro
Crew Chief: Justin Elkes

CAREER

Wins: 2
Final Rounds: 7
Best E.T. 6.510
Best Speed: 212.46

**JASON LINE**

Born: 7/24/1969, Wright, Minn.
Height: 6' 3" **Weight:** 215
Team: Summit Racing Equipment
 Pontiac GXP
Crew Chief: Rob Downing
 Jeff Perley

CAREER

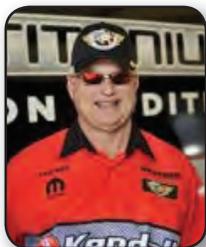
Wins: 32
Final Rounds: 65
Best E.T. 6.477
Best Speed: 214.35

**GREG ANDERSON**

Born: 3/14/1961, Duluth, Minn.
Height: 5' 11" **Weight:** 190
Team: Summit Racing Equipment
 Pontiac GXP
Crew Chief: Rob Downing
 Jeff Perley

CAREER

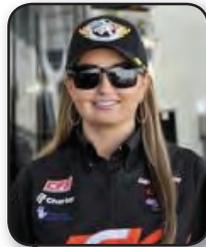
Wins: 73
Final Rounds: 113
Best E.T. 6.487
Best Speed: 213.74

**VIERI GAINES**

Born: 6/12/1947, Lakewood, Colo.
Height: 5' 11" **Weight:** 200
Team: Kendall Oil Dodge Avenger
Crew Chief: Clyde West

CAREER

Wins: 4
Final Rounds: 12
Best E.T. 6.544
Best Speed: 211.20

**ERICA ENDERS-STEVENS**

Born: 10/8/1983, Houston, Texas
Height: 5' 8" **Weight:** 125
Team: GK Motorsports Chevy Cobalt
Crew Chief: Dave Connolly
 Tommy Utt

CAREER

Wins: 6
Final Rounds: 18
Best E.T. 6.502
Best Speed: 213.57

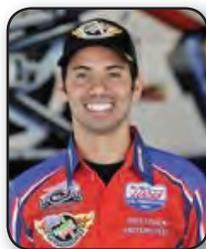
**RODGER BROGDON**

Born: 11/10/1960, Tomball, Texas
Height: 6' 3" **Weight:** 225
Team: MAV TV Pontiac GXP
Crew Chief: Tim Freeman

CAREER

Wins: 3
Final Rounds: 5
Best E.T. 6.495
Best Speed: 213.57



**HECTOR ARANA JR**

Born: 3/4/1989, Miami, FL
Height: 5' 8" **Weight:** 150
Team: Lucas Oil Buell
Crew Chief: Hector Arana Sr.

CAREER

Wins: 7
Final Rounds: 13
Best E.T. 6.781
Best Speed: 197.39



Pro Stock Motorcycle

**TOP
10
POINTS**

These highly modified vehicles, which can run under 6.8 seconds at more than 195 mph, feature a purpose-built tube chassis and a lightweight, aerodynamically enhanced replica of original bodywork.

**MATT SMITH**

Born: 11/11/1972, King, N.C.
Height: 5' 11" **Weight:** 135
Team: Smith Racing Buell
Crew Chief: Steve Tartaglia

CAREER

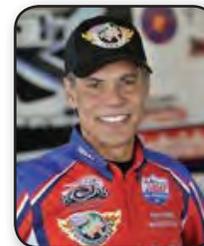
Wins: 14
Final Rounds: 31
Best E.T. 6.795
Best Speed: 196.04

**MICHAEL RAY**

Born: 8/14/1984, New Braunfels, Texas
Height: 5' 11" **Weight:** 160
Team: Sovereign/Star Racing Buell
Crew Chief: George Bryce

CAREER

Wins: 3
Final Rounds: 4
Best E.T. 6.865
Best Speed: 194.02

**HECTOR ARANA SR**

Born: 9/17/1958, Miami, FL
Height: 5' 8" **Weight:** 155
Team: Lucas Oil Products Buell
Crew Chief: Hector Arana SR

CAREER

Wins: 6
Final Rounds: 17
Best E.T. 6.777
Best Speed: 196.56

**JOHN HALL**

Born: Hamden, CT
Team: Viper Motorcycle Company Buell

CAREER

Wins: 1
Final Rounds: 1
Best E.T. 6.864
Best Speed: 194.00

**SCOTTY POLLACHECK**

Born: 2/8/1969, Medford, Ore.
Height: 5' 6" **Weight:** 130
Team: Sovereign-Star Racing Buell
Crew Chief: George Bryce

CAREER

Wins: 0
Final Rounds: 2
Best E.T. 6.859
Best Speed: 194.27

**EDDIE KRAWIEC**

Born: 12/6/1976, Englishtown, N.J.
Height: 5' 8" **Weight:** 150
Team: Screamin' Eagle/Vance & Hines Harley-Davidson

CAREER

Wins: 20
Final Rounds: 36
Best E.T. 6.730
Best Speed: 199.26

**ADAM ARANA**

Born: 7/18/1991, Milltown, Ind.
Height: 6' 0" **Weight:** 160
Team: MavTV Buell
Crew Chief: Hector Arana Sr.

CAREER

Wins: 0
Final Rounds: 1

**SHAWN GANN**

Born: 1/17/1978, Stoneville, N.C.
Height: 5' 7" **Weight:** 155
Team: Gann Speed Suzuki
Crew Chief: Blake Gann

CAREER

Wins: 5
Final Rounds: 14
Best E.T. 6.878
Best Speed: 194.88

**STEVE JOHNSON**

Born: 1/15/1961, Irondale, Ala.
Height: 6' 0" **Weight:** 160
Team: Steve Johnson Racing Suzuki
Crew Chief: Steve Johnson

CAREER

Wins: 5
Final Rounds: 17
Best E.T. 6.858
Best Speed: 196.27



**“If we had extra money,
we sure wouldn’t spend
it on electric bills.”**

-Josh, Jacquie, and Jossie



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