

# WORLD DOMINATION



**The Glidden Gang was out to take over the fifth annual World Ford Challenge. But the competition wasn't going down that easy.**

**BY PAUL ROSNER**  
PHOTOGRAPHY BY THE AUTHOR

The perception that the Mustang racing world was strong enough to support a sponsor-rich, mega-dollar race that would pit the sport's fastest competitors to a no-holds-barred shootout has become more than just a dream of promoter George Gonzales. Five years ago the dream became a reality as the WFC debuted with purses large enough to entice even the most loyal of the Bowtie bunch.

Friday night's first round qualifying session ending up a complete wash, so Saturday's program turned out to be an 18-hour marathon after you count the test hit all the classes got in the morning and then the three qualifying shots that followed. The conditions could have easily been considered frigid with record-breaking low overnight temperatures in the 30s, which played havoc on the top classes and would eventually push the final qualifying shot for Pro 5.0 and Outlaw to Sunday morning in light of Saturday night's 1:30 a.m. bracket finale.

That meant people would get their chance to see former Pro Stock legend Bob Glidden compete in his first all-Ford race. For some, this was the only thing they cared about. You couldn't get within 10 feet of the Glidden pit all weekend as spectators crowded around to get a glimpse of Bob or son Billy, who just happened to be the odds-on favorite in Pro-Mod 5.0.

## **5.0 MUSTANG & SUPER FORDS MAGAZINE PRO-MOD 5.0**

Don Walsh Jr. earned a first round bye and Chuck Samuel took out Joe DaSilva's new '98 Innovative turbocharged Pro 5.0 Mustang. David Wolfe, Paul Demelo and Paul Gaspar worked with DaSilva feverishly for most of the week in an attempt to find the electronic glitch that had them change out the number 1 piston no less than four times after it scoured the cylinder wall repeatedly.

Job Spetter Jr. had kept busy tuning both DaSilva and Pande Talevski's Pro 5.0 entries, along with Moe Atat's Outlaw car. They finally backed Pande's car down enough to oust a mis-

The now legendary Billy Glidden has won the WFC Pro Mod 5.0 class twice with his 414-cube small-block, which hosts a wicked set of his signature Edelbrock heads, fully prepped by Chapman cylinder heads. This stunning nitrous oxide backfire is a first in as many years as we can remember for Billy. The car must have been pretty close to the edge as this happened on several occasions; however, miraculously all the pieces stayed attached to the race car, a feat that only Billy Glidden could accomplish. They qualified number 4 with a 6.98.



Derrick Smith's Holcomb Motorsports, Pennzoil-racing 2002 Mustang Cobra grabbed the #7 spot on the ladder and ran as good as a 7.03 before being ousted in the quarters.



Randy Ekins may seem to have popped out of nowhere but anyone associated with the Fastest Street Car or 10.5 Outlaw Racing definitely remember that Randy was one of the first to successfully use turbocharging with his old hard-charging '84 Vette. After qualifying number 3, he proved that hard work and perseverance would earn him a viable shot at the 35-grand prize, which he gracefully chose to accept.



Don Walsh Jr. ripped off a wicked 4.32 eighth-mile that equaled a 6.77 quarter which the computer showed shutting down at around 6-seconds on Wednesday. The run cost them an engine but prepped Donny, Joe Dunn and Keith Engling enough to qualify #1 with a 6.83 at barely 179 mph.

ing-in-action Brandon Switzer, who burned a couple of pistons in the qualifying session on Sunday morning.

FFW Pro 5.0 champ Brit Floyd was experiencing problems making enough boost with the smaller WFC-mandated 101 mm turbo and said he tipped the scales at a whopping 2930 lbs., whereas he's accustomed to running at 2600. Randy Ekins took the advantage in the round with a safe 7.09 at 199 mph. Derrick Smith's Glidden-powered nitrous entry laid down an equally safe 7.03 to trailer John Gullett who was testing his rod's bead lock rims with a serious case of the tire shakes. Billy Glidden set the bar early with a stellar 6.90 at almost 202 mph as Doug Mangrum couldn't make the call.

The only good runs from the second round came from the Don Walsh Jr. vs. Derrick Smith battle. Derrick ran a losing 7.18 at almost 198 mph and the round proved to be Donny's demise as a broken valve munched its way through the engine after he shut down early on his 7.09 win at a lowly 187 mph. Ekins got the bye and Glidden had an easy go at Pande as they had a little too much clutch in her and overpowered the track.

Glidden got the solo in the third round and Ekins looked to be in trouble as he crossed the centerline on his run. Turns out the steering wheel wasn't fully latched and came off in his hand so he immediately attempted to grasp the steering shaft. Now that sounds like a handful!

The final pitted the new 2001 Mustang Precision Turbo machine of Ekins that seemed to be gaining ground at each of its first three events and the all-conquering Billy Glidden machine. The nitrous entry of Glidden leaped to an early lead then with a fiery flash that engulfed the entire car, the engine gasped and Glidden slowed as Ekins sawed his way down the track seemingly testing every inch of paving. In the new car's three outings, Ekins had scored a runner-up and a victory. Sometimes you don't have to be the fastest, just the last one standing.

#### EDELBROCK PRO-STREET OUTLAW

You can almost bank on the car count in any Pro-Street Outlaw field. One could almost solidify the spectator attendance



by offering huge purses and satisfying payouts throughout 32 car fields, promoting the fan favorite Outlaw 10.5 phenomenon. WFC5 had a special feature, though—the class debut of Bob Glidden. Rumors that he'd be competing in his son's former Pro 5.0 car had the Ford world buzzing.

The best runs of round one had Dave Hopper downing what appeared to be a struggling Jim Blair. Hopper cut a .471 then a .468 bulb for the best lights of round one and two. Blair, hot off a couple great finishes at the last couple NMRA events, couldn't seem to get a handle on the Gateway track. Jason Cohen red-lighted in his much-anticipated match-up against Dan Millen.

Vic Williams' big-block entry burned a few pistons in his 7.93 run against Travis Franklin's new ProCharged 2001 Mustang. The old master Bob Glidden wowed the crowd with a 7.78 in the kid's NMCA and WFC former championship car fitted with the little 10.5s. The ProCharged machines of Jim Dahl and Mike Smith also made solid runs of 8.14 and 7.94 respectively in the opening round.

Millen ran a pair of 7.95s in the first two rounds and a 7.87 against an ever-improving Chip Havemann's 8.12. Chip made the big jump from Renegade to Outlaw this year after a very successful reign as the FFW Renegade champ. Dahl took a close 8.11 to 8.22 battle with Mike Calvert then improved to a career best 8.07 against Chris Derrick, who overpowered his skinny wheels.

Mark Envia made the right changes to Jim Summers' old "Big Red" as he retired an always-tough Kenjo Kelley with a solid 7.85. Smith stayed on his torrid pace by laying down a 7.84 to Hopper's 8.18, and Glidden solo-blasted to a 7.80 at almost 180 mph. Smith lined up next to John Urist, who had qualified #1 the last two years in a row, for what turned out to be the quickest Outlaw (real) 10.5 race in history. Urist got the better .471 to .521 bulb, but Smith set the national ladder bar record at an astounding 7.717 as a normally excellent 7.94 sentenced a disbelieving Urist to a long somber trip back to Albuquerque.

Not to be outdone, Glidden hammered out a 7.711 to send Envia packing. The semis had Dahl against Millen. Jimmy waited for Millen to fix a minor programming glitch proclaiming that Dan had helped him before and he was returning the favor. The quicker Millen ran a 7.869 to Dahl's second 8.07 in a row. The most anticipated race of the event pitted Glidden and Smith, who had both run 7.71 in the last round. The two left almost identically, Bob rowed through the gears smoothly as Mike double-jammed on the gearshift making the car hesitate ever-so-slightly, giving the 7.86 to 7.95 win to Glidden.

Everyone knew although Dan Millen's new '02 Skinny Kid race car hadn't run to its potential yet, it was definitely capable. Bob Glidden got the slight holeshot, but the car pulled towards the wall as he snapped the gearshifts forcing him to abort and Millen cruised to a 7.89 win.

### BFGOODRICH WILD STREET

Every year, "Wild" Willie Figueroa comes and dissects the Wild Street field with Joe Mainero's low 8-second beast, but nevertheless the sheer excitement of participating keeps the competitors coming back year after year. This year Willie toyed in the Diesel challenge with his tow rig as a fresh new titan entered the ring for battle. His name was Lee Howie and he was no stranger to our own True Street class.

Lee blasted to an 8.35 in the first then bettered to an 8.27 in the second. You'd be surprised how many people were contemplating the thought that one could possibly run in 7s on street tires. Oklahoman Bill Lovelace had a pretty close battle on his hand in the second against John Burton's 408 Mustang entry.

Lovelace left first enroute to a 9.49 to 9.69 down to the wire street race.

Erica Ortiz-Lugo may be hitched to Outlaw racing standout Dennis Lugo, but don't think she's just along for the ride. She not only drives the car, but she isn't scared to get her hands dirty and she also knows a bit about tuning the car to the conditions. She ran 9.40s and 50s until she got holeshot by Lovelace with a quicker 9.21 to his 9.33.

Bill York ran 9.90s throughout eliminations then turned up the juice for the quarters and semis, which quickened to equalled 9.50 timeslips. NMRA standout Jimmy Byrne ran a fast but futile 9.07 in his new ride against the low 8-second bad dog Howie in the semis.

Lovelace won the 9.45 to 9.59 encounter with Michael York for a bid to the finals. Although Lovelace cut better bulbs than any of his competitors throughout eliminations, he just didn't have enough for the low 8-second thrashings of Howie.

### FORD PERFORMANCE SOLUTIONS RENEGADE

The Renegade class has made huge performance strides in the past couple years with times plunging nearly two full seconds with what is considered by some to be street-type equipment and Jimmy LaRocca has been at the forefront of the class' gains. Super tuner LaRocca has served up many of the awesome and informative tech and tuning articles that have graced our pages in the past couple of centuries.

Manny Geno and Tim Lyons both took a step in the right direction by ousting their first round opponents with identical 9.31 elapsed times at the same 146-mph mark. LaRocca was in the hot seat of Mike Freedman's ProCharger boosted '94 Mustang against Clair Steward II, who ran a very respectable 8.34. However, Freedman's car and driver were definitely on kill, as they punched off a 9.08 against Clair and boasted a 9.04 bye run after that.

LaRocca was taking the driving duties until Mike renews his NHRA license. Former NMRA champ Bob Kurgan knew he needed to step it up to keep in stride—he answered with a 9.15 in the first round. Geno and his '90 nitrous oxide-injected Mustang was up to the task when Kurgan pulled up next to him in the lights. Manny ran a 9.16 against Kurgan's 9.13; the race was so close that it sent them for the ticket booth to see who would advance. It was Kurgan who continued racing.

Ed Thomas's good friend Brian Mitchell got his Miller Lite, Paxton-supercharged '90 Mustang to run a 9.13 for the win against Tim Lyons' 9.29 after getting an unscheduled bye in the first.

Mitchell was wired to the tree with a .460 bulb in that round and a .451 against LaRocca in the semis. A 9.14 would take the win on just about any given Renegade race of the year, however with a furious LaRocca unleashing an 8.90 at almost 155 mph it would have taken a miracle to dethrone him.

The battleground was set, both competitors familiar with winning, the lights came down and *bam!*—Kurgan chopped the tree with an almost perfect .421 bulb. His Vortech YS trim, supercharged '86 stormed to a 9.16 to LaRocca's 9.14 for the win.

### EXCESSIVE MOTORSPORTS HOT STREET

Nick Bacalis and his dad Matt have been gnawing away at the top runners in the Hot Street fields in a rather unlikely fashion—in a '66 Mustang body. After beefing up the suspension and cage they ran some of their personal best ETs ever at the WFC. However they had to meet top veteran Kurt Neighbors in the first round. The battle that ended in a close 9.40 to 9.47 con-





*Moe Alat drops the hammer on his newly-acquired Outlaw entry. That's right, it's none other than Job Spetter, Jr.'s old NMRA championship winning steed, with a little touch of Moe's whirlwind driving techniques to thrill the crowd.*



*Chip Havemann's car has made the transition from the mid-80s of Renegade to the low 80s of Outlaw quite well with a little help from Pete Koltur, Mike 'Mahoolio' Murillo, the Hot Rod Store and of course Stang Gear.*



*Qualifying #1 at the Super Bowl of Ford drag racing then backing it up with the fastest Outlaw real 10.5-in. tire pass in history with a 7.71 has earned Mike Smith and teammate Jason Cohen national media recognition.*



*Why does Chris Derrick keep Julie hidden away? Nuff said!*



*Kurt Neighbors took the top spot on the Hot Street ladder with a 9.33 and followed up with the low E.T. and top speed honors on his final round run with a 9.20 at over 147 mph.*



*Ernie Parison's Mike Moran-built, Vortech-motivated Outlaw car was expected to qualify in the top half of the field; however, a first round mishap left him on the outside looking in. The e-vac pump locked-up one of the V-belts, broke and wrapped around the fuel rail and pulled the braided line out of the fitting. As a result of 100 lbs. of fuel pressure, what happened after that is self-explanatory. We were happy to see that Ernie exited the vehicle unscathed and with the quick efforts of the Gateway staff the car only suffered minor cosmetic damage.*

*Bill Lovelace's '91 347-cube Mustang got a little help from the guys at ASSC Racing to get his steed through the 30-mile cruise and qualify 3rd with a 9.53 three run average. This sleeper almost went all the way.*



frontation, Bacalis made it tight by cutting a better .457 light, but it wasn't quite enough.

Ken Compton got the bye in the first as did Scott Budisalich via a no-show Shannon Pugh. The two met in the second and Budisalich made a statement by running over Compton's 9.46 with an astonishing 9.25. Scott Budisalich used to run in Outlaw but now he's got a wicked all-motor tune on his Bennett powerplant. He was about to have his hands full with the veteran Super Stock, Funny Car and Nostalgia Super Stock racer Neighbors, whose power is supplied by none other than the master engine builder, Billy Glidden. Budisalich must have got wind of his impressive past because he smacked down an almost perfect .413 light to take the win with a slower 9.22 to Neighbors' 9.20.

## VORTECH REAL STREET

The need for a new entry level, affordable class seems to resurface every couple years as the racers always seem to find a way to get every class into the 8-second zone, regardless of the efforts of the rulemakers. However, imposing the use of the factory camshaft minimizes one's chance to reach the 8s, especially with the list of acceptable head, intake and induction types. Basically you get factory 302-ported or Brodix ST5.0, Edelbrock Performer, Twisted Wedge, GT-40 or 351W in stock unported configuration. If you can believe it, the guys are finding a way, even with those restrictions and through 2 1/2-inch

exhausts, to time slips reaching the 9-second region.

Mike Wesley decided to get serious about his assault on the new Real Street class, Modular style. His 2000 Mustang Cobra has a 2002 281-cube Explorer block with a set of 2V heads that were blueprinted at Livemore Motorsports and topped off with a Paxton Novi 2000 at Walsh Motorsports. After some serious tuning time they were rewarded with ETs in the 10.50s. However, he went down to none other than Renegade standout, Bart Tobener in his street car, in a close 10.46 to 10.52 battle. Bart's Renegade car was undergoing some repairs so he decided to run his '02 GT that just so happens to have a Real Street legal 310-cube Paxton Novi 2000 blown powerplant.

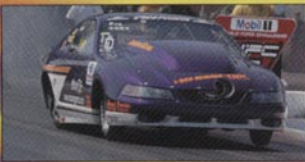
Bill Ryan was one of the first pioneers of the Real Street class. A hot Paul Wiley earned his spot in the semis by rolling over Ryan's 10.90 with a 10.55. After a devastating nitrous mishap in qualifying and some serious thrashing, Bruce Hemminger laid down a 10.78 valiant effort against Steve Torkelson's advancing 10.55. After earning class credibility to the tune of 10.40 during his bye-run blast for a trip to the semis, the Chris Benningo-owned Gabe Large-piloted '85 Mustang missed a gear, giving Paul Wiley the win. Wiley's Vortech S-Trim equipped '93 LX ran a 10.43 personal best, thanks to some new found horses via Lidio Iacobelli of Alternative Automotive.

Although Tobener ran a class record 134 mph blast twice consecutively, he couldn't equal the torrid 10.36 path a red hot Torkelson left behind. His '89 TFS-topped, nitrous oxide-inject-





We think it will only be a matter of time before Pande's Performance sets the world on fire with his Pande's Performance, Turbo People-tuned 2001 Bennett motivated pony. Although they only snagged the number 10 spot, David Wolfe promised them record-breaking performances later in the year when they get a handle on the new multi-disc clutch they've installed.



John Gullett and Bret Frazier were the first to break into the 200-mph range with John's old car that he got in high school. Since then he has purchased a used IHRA Pro Stock chassis and even though they feel they haven't reached their potential, they can run consistent 7-ohs. They struggled most of the weekend with a severe case of the tire shakes.



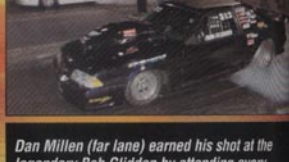
Brandon Switzer and Justin Elkes have tasted the very limits of the 415-cube Chapman- headed Salina engine as they consistently wind her over 10 thousand rpm in an attempt to find the sweet spot in their Wilson Pro-Flow systems combo.



The long awaited return of the NMRA Pro 5.0 champ Joe DiSilva became reality at the WFC. Unfortunately they fought the new car blues in an attempt to make the race for the fans before they completed enough testing to work the bugs out of the new Reider Racing entry.



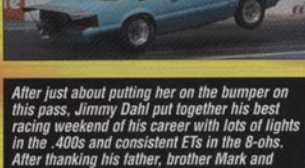
Steve Grebeck will never be forgotten in the hearts of the Pro 5.0 community as proper homage was paid at the WFC '02.



Dan Millen (far lane) earned his shot at the legendary Bob Glidden by attending every NMRA final, qualifying #1 at every event and winning all but a couple NMRA races in 2001. Nevertheless, over 85 national event Oscars for Glidden dwarfs nearly any accomplishment even the most seasoned drag racer could accomplish in their lifetime. Dan qualified 19th with a modest 8.20—for the WFC, that is.



Bob Glidden borrowed Billy's old NMRA/ NMCA championship '90 Pro 5.0 car to race in Outlaw. Bob wow'd the crowd by taking low ET of the class with a 7.71 in the quarters.



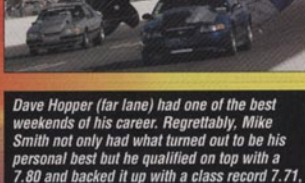
After just about putting her on the bumper on this pass, Jimmy Dahl put together his best racing weekend of his career with lots of lights in the .400s and consistent ETs in the 8-ohs. After thanking his father, brother Mark and Visa/MasterCard, he told us that Tony's Fast Lane performance and Mark Envia were mostly responsible for his performance gains.



John Urist grabbed the number one spot the last two years, but qualified fifth this year. His Probe Industries 2000 Saleen still made it to the quarters.



It doesn't take long to pick out the Glidden pits at one of these races, as the spectator/ autograph lines are usually long. Both Bob and son Billy share a strong fan base following.



Dave Hopper (far lane) had one of the best weekends of his career. Regrettably, Mike Smith not only had what turned out to be his personal best but he qualified on top with a 7.80 and backed it up with a class record 7.71, regardless of the 200 mph tape job on his hood after a blower belt windowed it.



It's no secret that the supercharged and especially the turbocharged combos have historically been a leg up on the nitrous oxide guys in the Outlaw Class, therefore the rules have allowed them to utilize a 530 cubic inch big-block powerplant. Vic Williams and Tom Sanders loaded up with an RDI aluminum 510 cube engine with an NOS dual logger system which propelled them into the top qualifying spot until the final session where their 7.805 was bettered by a mere .005 by Mike Smith.



The team of Mike Smith and Jason Cohen now service two cars and on their second qualifying effort Jason ran a career best 7.88 followed by a 7.83 by Mike in the very next run. The two have put together quite a duo for the ProCharger, Mike Duffy Racecars camp running 383-cube aluminum powerplants with Brodix BF202 heads.





Brian Denton has competed in the last three WFC Wild Street competitions and his big 532-cube nitrous-injected big-block has propelled his '79 ride to its best 9.44 average, good enough for the second slot.



Lee Howie's PTE turbocharged '93 Mustang utilizes only 306 cubic inches to average an astounding 8.39 at over 171 mph. It may look fast on this end of the track but on the starting line this one looks like a pussycat.



The Wild Street contestants patiently wait their turn at the clocks.



Erica Lugo usually runs in the Drag Radical class—this made the Wild Street class a shoe-in for them. The squeezed a 9.89 average out but the car is capable of low 9s in this trim.



Even though it doesn't look like they're not having any difficulty here, James Blair and crew chief Jason Gatlin had problems getting their '95 Able Car Rental Cobra R down the track. They could only muster an 8.61, good enough for the #24 grid spot.



Bob Kurgan's old '86 Dynamic Transmissions Mustang is wearing new colors this year; however, you can bet the competitors have been keeping notes. They qualified #2 with a 9.17 with his Vortech YS-trim boosted 306-cube powerplant from DSS Racing Engines.



(Left) Brian Mitchell's Paxton-powered, Miller Lite-sponsored '90 LX qualified fifth with a decent 9.39 but when eliminations came he turned up the wick for back-to-back passes in the low 9-teens which propelled him into the semis.

ed entry ran personal bests, run after run, en route to a close 10.41 to 10.44 confrontation with Wiley.

#### THEFORDMALL.COM PURE STREET

Although it does take a small investment to get serious in this class, it doesn't call for the big investment it sometimes takes to boost your steed's horsepower ratings.

Ron Anderson has been on a record-breaking pace in the seat of Eric Rogers' '89 carbureted Stang at just about every event he competes in. He destroyed an always tough Jeremy Embry in the first with an astounding 10.72 at just a hair under 125 mph then proceeded to round two where he trailed Steve Ross' healthy 11.15 ET as he slowed to a 10.80 at barely 114 mph.

Jon Carls ran a consistent 11.07 and 11.06 in eliminations respectively, one of which took out Jarrod Richards in his 289 headed, fuel-injected pony. Gene Hindman turned a 10.98 in his first round bye then lowered his mark to a 10.87 to take out Jay Canella, who had just run his second 11.19 in a row.

Dwayne Barbaree ran a 10.91 in the first round and then took a 10.93 bye run to solidify lane choice in the semis. Barbaree's Pro-Motion-prepped Tremec must have been sweet because he ran another consistent 10.91 to outgun Ron Carls in their semifinal meeting.

The other side of the ladder had the high-flying Anderson paired up against Hindman. The younger Hindman rocketed to a career best 10.78 at almost 125 mph to oust the crafty veteran

Anderson, who got out of shape on his run.

As the sun set it came time to hand out the checks. Barbaree proved worthy by posting a .450 bulb coupled with a 10.89 against Hindman. However, Gene must have learned a few tricks from his brother Robert (NMRA and FFW Mod Motor champ) about consistency as he matched his 10.78 timeslip from the previous round, giving him the '02 WFC Pure Street title.

#### AEROMOTIVE FACTORY STOCK

The most basic heads-up class in Mustang racing hoards some of the most guarded secrets one can apply to their stock Mustang. You're allowed a 70mm throttle body, 75mm mass air, gears and a 2 1/2-inch exhaust—that's about it.

The three musketeers of this class stomped through the competition one at a time. Tim Duncan had the most difficult path, as he surpassed Cal Hayward in round two with a 12.18 to 12.37.

Next up was Craig Baldwin, who pulled two-tenths worth of performance gains out of his combo in an attempt to run with the quicker car of Troy Carter. He knew it would also take a great light but unfortunately all his efforts went away when he redlit during his 12.25 to 12-flat loss to Carter.

While Tim Duncan took the bye of the round to earn his spot in the final, Carter ripped an 11.91 to better Duncan's 12.21 for this year's WFC Factory Stock title.