

National

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# DRAGSTER



FULL THROTTLE RESULTS

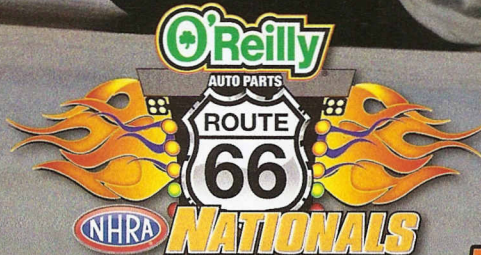
## FLY LIKE AN EAGLE

Krawiec's Harley screams into point lead; Worsham, Neff, Nobile win again



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PERIODICALS



PREVIEW ISSUE

JEGS Allstars preview

WEEKLY NEWS, DELIVER BY JULY 8, 2011



# DOUBLE DUTY

**SPLINGAIRE CONTINUES TO LEARN THE INS AND OUTS OF SUPER GAS AND SUPER STOCK RACING**

**I**n 1995, I started drag racing at the age of 8 in the NHRA Jr. Drag Racing League. My father, Jeff, would take me every weekend to Byron Dragway in Byron, Ill. I will always remember climbing into his black Ford pickup on an early Saturday morning, turning on some oldies music, and heading to the track. Over the next eight years, I competed in everything from bracket events to index 660 and 330 Outlaw races. My knowledge and love for racing grew each and every day. When I was a little kid, I counted down the days until I could go race. Here I am, 17 years later at the age of 24, and I'm still doing the same thing.

I am very fortunate to still be racing and competing in two different classes. I currently run in Super Gas and Super Stock with my '63 Corvette roadster and '00 Pontiac Firebird. Up until 2009, I raced in Super Comp. I didn't make a complete transition from Super-class racing to Super Stock, but I had to learn how to race in two very different eliminators. There are some similarities to the driving style that I use to race, but there are also a lot of differences. Switching from a Pro Tree to a full Tree was the biggest challenge that I had to overcome. It probably took me half of my first season to finally be consistent in both cars. Last winter, I practiced my reaction times every night, doing sets of 10 on a Pro Tree and then switching to a full Tree to simulate the effect of changing from one car to the other. So far this season, the extra practice has proven to be very helpful.

Another big difference would be the amount of work that goes into racing a Super Stocker. I distinctly remember my father asking me at one point last year, "What did you get me into?" A Super Gas car requires basic vehicle maintenance:

**“ Although our economy is still struggling, I am blessed to be able to race as much as I do. ”**

Calculate some numbers, adjust the throttle stop, and you're pretty much ready to go.

Super Stock is completely different. On any given run, we have to think about making sure we line up in the groove, how loose or tight the front shocks are, where the [front-end] limiters are, and a variety of other things. All that is in addition to trying to outperform any other competitors who race in the same class. At each race, I am constantly looking at the potential ladder and trying to avoid having to race anyone who is quicker than I am, which at this point includes most of the racers in my class. While we have had some setbacks mechanically this spring, my father and I are both determined that we will eventually have one of the fastest cars in the class.

With the amount of work required to race in Super Stock, I sometimes feel like my Corvette gets neglected. I have a beautiful Corvette built by Ken and Judy Bowers from Advanced Chassis. The work done on the car is impeccable. It also has some luxuries, such as a remote control that activates the foot peg, so I can easily climb in and out of the car, and a fan to blow air on me when it is hot. It might sound weird to say that I have a "connection" with my Super Gas car, but I have never really felt more comfortable in any car I've had or driven. Last year, I actually pondered selling my Corvette in order to buy a Stocker but realized that I couldn't part with something that has given me so much success in the past.

When I'm not racing, I work as a project engineer at A. Finkl & Sons Co. located in Chicago. I am employed at Finkl's newest plant site, where I work with a team of engineers designing every piece

of the plant and the equipment that is used. It is rare that someone gets to see a brand-new steel plant being built, and I have to say that I am just in awe of it every day. I graduated from Purdue University in 2009 with a bachelor's degree in mechanical engineering technology (Boiler Up!), but working at Finkl, I have learned more than just the mechanical side of things.

With the knowledge that I absorbed in college and at my current job, I feel that it has helped me become a better racer. By nature, engineers are problem solvers, and I am constantly thinking of ways to be a better racer and to improve the performance of our race cars.

Although our economy is still struggling, I am blessed to be able to race as much as I do. Without the help of my parents, this would not even be possible for me. Both of my parents work extremely hard to make sure that racing stays a part of our lives. My father owns an auto-repair business, and no matter how busy he is, he always makes time to go racing with me. He's the best dad anyone could ever want. My mother stays at home to run the shop when we are gone, even though she wants to be there watching me; now that's selflessness if I have ever seen it.

We also have a few dedicated sponsors that help us, including Rockett Brand Racing Fuel and the Chicago Steel hockey team. Rockett Brand has supported us over the past several years with their high-quality and consistent fuel, and the Chicago Steel hockey team is a Tier 1 Junior A hockey team that we partnered with last year. We are proud to help promote the sport of hockey, especially a local team from our area. Please check out my sponsors at RockettBrand.com and ChicagoSteelHockeyTeam.com. **ND**

*Brina Spingaire is the driver of the Rockett Racing Fuels Firebird Super Stocker and Corvette Super Gasser.*