

Champions Crowned in Final Week of Friday Night Drags 2015 Season

The 2015 season of O'Reilly Auto Parts Friday Night Drags at Atlanta Motor Speedway concluded on Friday with the Championship Night finale. Eighteen drivers emerged division champions at the end of the night but not before fierce battles raged on the pit lane drag strip in the 18th and final week of the year.

Entering the night, half of the 18 racing division championships still had not been decided, and none of the competitors planned to give any ground. Nor was there room for error. Each round drivers survived advanced them closer to the highly sought-after championship trophy and season title.

The closest and fiercest season-long battle was in the Sport Compact Division. Bobby Bramblett of Loganville and

Amanda Prince of Griffin traded barbs each week during the season and entered Championship Night just one point apart for the division lead.

As drivers were eliminated throughout the night, it became clearer and clearer that the battle for the season championship would come down the division's final race of the season between its best drivers.

As fate would have it, at the end of the semi-final round, the two remaining cars were the 1970 Volkswagen Beetle of Bramblett and the 2012 Ford Mustang of Prince.

Approaching the staging area, the pair were well aware that the season championship and the hardware came down to one last race.

After an even jump off the line, Bramblett pulled ahead midway down the 1/8-mile drag strip and edged Prince by a car length for the win and the season title.

"It was a tough one," said Bramblett. "It feels pretty good. It'll probably sink in later."

Entering the night, Bramblett had three division wins to his name, Prince two. The competition between the two was palpable from the season's onset.

She's been running all year right there," said Bramblett. "and I just got an edge in the last race. It could have gone either way, probably."

In Harbin's Mechanical Services Super Pro action, Jonesboro's Billy Clevenger saw his four-week winning streak come to a close with a semi-final round exit, but his first season title had been wrapped up long before Friday night.

"It's been a long time coming," he said. "We've been doing this for eight years out here."

Clevenger finished 10 points ahead of the next closest competitor, thanks to seven wins and 10 appearances in the weekly finals this season. His 1963 Chevrolet Nova was unmatched, outpacing the entire field week in and week out.

"It's our first championship," he said. "We've got some seconds and some thirds, and actually, this is the one we've been shooting for. It just took us a minute."

"I was really fortunate (this season). I had some good people to help me, and the motor prevailed, so we didn't really have to do too much."

As far as his plans for next season? "We'll be here."

Other notable season champions crowned Friday night include Clevenger's son, David, in the Atlanta Journal-Constitution Pro Division, Lamar Chambers in the Zaxby's Street Outlaw Division, Lee King in the Summit Racing Equipment Sportsman Division, Chris Morgan in the Harding Plumbing Heating and Cooling



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Domestic Division and Douglas Anglin in the Street Modified Division.

*Story courtesy of Atlanta Motor Speedway
Photo courtesy of Tom Francisco*

2015 Friday Night Drag Division Champions:

- **Harbin's Mechanical Scvs Super Pro Division**
Billy Clevenger (Jonesboro); 1963 Chevrolet Corvette
- **Atlanta Journal-Constitution Pro Division**
David Clevenger (Hampton); 1986 Chevrolet Corvette
- **Zaxby's Street Outlaw Division**
Lamar Chambers (Griffin); 1985 Chevrolet S-10
- **Summit Racing Equipment Sportsman Division**
Lee King (Sharpsburg); 1987 Ford Mustang
- **Harbin's Mechanical Scvs Domestic Advanced Div**
Stephen DeFayette (Sharpsburg); 1988 Mazda RX7
- **Harding Plumbing, Heating and Cooling Domestic Div**
Chris Morgan (Jackson); 1966 Ford Mustang
- **Truck Advanced Division**
Will Coots (Stockbridge); 1985 Chevrolet C-10
- **Street Modified Division**
Douglas Anglin (Griffin); 1988 Ford Mustang
- **Factory Street Division**
Zachary Stripling (Stockbridge); 2014 Ford Mustang
- **Diesel Truck Division**
Taylor Wilder (Locust Grove); 1994 Dodge Ram 1500
- **Truck Division**
Brian Leath (Hampton); 1976 Chevrolet C-10
- **Sport Compact Division**
Bobby Bramblett (Loganville); 1970 VW Beetle
- **Tuner Division**
Leo Martinez (Griffin); 1993 Honda Civic
- **Super Bike Division**
Tony Freeman (Stockbridge); 2006 Suzuki
- **Sport Bike Division**
Bryan Berube (Forest Park); 2006 Suzuki 1300
- **Motorcycle Division**
Ricky Harrelson (McDonough); 2006 Yamaha R6
- **Thunder Tower West Harley-Davidson Cruiser/Dirt Motorcycle Division**
Andrew Bunn (Hampton); 1999 Harley-Davidson
- **ATV Division**
Omar Ruiz (Cumming)

NHRA announces changes in Pro Stock in 2016

By Phillip Prichard, MSA

NHRA announced in August the rules and new requirements for the 2016 Pro Stock category. The Pro Stock class will be required to use fuel injection. NHRA has named Holley as the sole provider for the EFI system.

The changes will make the engines more pertinent from a technology standpoint. In order to reduce and control cost for the race teams, an NHRA-controlled 10,500 Rev Limiter will be added to the fuel injection system.

NHRA announced the 2016 Pro Stock Electronic Fuel Injection (EFI) requirements. A detailed technical document containing the mandated part numbers, prices, and part specifications can be found on www.NHRARacer.com or by clicking on the following link:http://www.nhra.com/UserFiles/File/Tech/NHRA_EFI_Specifications_Rev1.pdf.

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The look of the Pro Stock cars will, also change. NHRA is requiring teams to remove hood scoops and reduce the length of the wheelie bars.

Other changes will be: (1) Teams will be required to back their cars into the pits and leave the engines uncovered at the NHRA Sonoma Nationals; (2) Teams are mandated to create a manufacturer identification header, visible on the cars' windshield, with a minimum and maximum lettering size; and (3) The practice of crew members standing by the car and hold them in place at the beginning of the burnout will not be allowed.

Photo by Fred Hanyon, MSA

