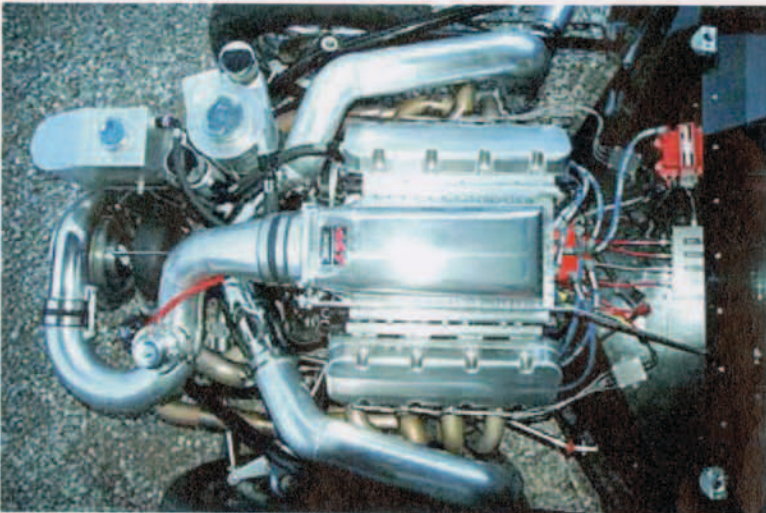


PRO NITROUS

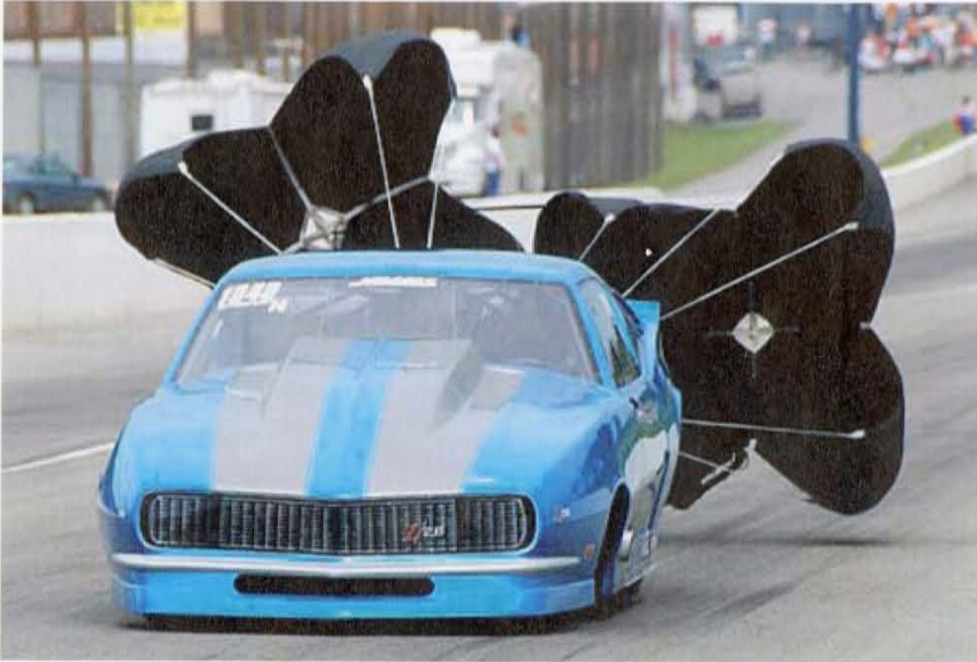


Pro Nitrous was not only the largest pro field at Dragstock V but in this reporter's opinion was the most unpredictable and entertaining. There were 35 entries with 33 powered by mountain-motored, nitrous oxide-injected engines and two turbocharged.

Pennsylvania racer Andy Jensen and his turbocharged, small block Chevy-powered Camaro didn't win the race his was the dominant story of the race. He qualified with a 3.970/189.55 lap, which was good for the third slot behind the nitrous cars of Jim Halsey and Rickie Smith, who ran ET's of 3.94 and 3.96 respectively,

In eliminations Jensen's turbo small block delivered dominant power as he reeled off a series of sub-four-second passes with a 3.901 in the first round, improved to a 3.873 in the second followed by a 3.875 in the semi-finals which re-set the Pro Nitrous record at 3.873.

FIRST TURBO IN THE THREE-SECOND RANGE



Andy Jensen drove his Tim McAmis-built Camaro to a 3.9972 ET during Pro Nitrous qualifying at the just completed ADRL event in Virginia, which makes it the quickest turbocharged car on the eighth-mile in history. His speed was 184.65.

Jensen told the Agent that the car was set up for the quarter mile so he didn't even get the five-speed-equipped car into high gear on that pass. Although the class is called Pro Nitrous, ADRL rules allow turbocharged cars to compete. Jensen's single 427-inch small-block Chevy was built in his own engine shop in northeastern Pennsylvania. He was coy about the actual weight of the car but the Agent will make a stab and guess that a bare-bones car like his with an all-aluminum small block could weigh in at just over 2,000 lbs wet.

Look for a feature on this car in a future issue of DRO. Congrats to the Jensen crew from the Agent for their barrier-busting performance. (car photo by Rod Short / engine photo by Jeff Burk) [7/7/2008]

