

Fine tuning, driving important in racing

(Continued from Page 1C)

building his cars.

Detrick does all of his own work — often from scratch. In fact, he bought the beat-up, rusted body and chassis of the Dodge Challenger for \$40. He pumped about \$1,000 and hundreds of man hours into making the car a thing of mechanical and aesthetic beauty.

And he set a record, too.

"What I do is take engines apart and put them together right," said Detrick. "Balancing and blueprinting (individual precision work) makes cars so much faster than what they are on the showroom floor."

Tolerances are never really perfect on a car put together on an assembly line, Detrick said.

He should know. He is the owner of 11 cars — some of them racers, some collector's show-cars. Among Detrick's stable are two Mustang convertibles and a 1955 Lincoln. He rents garage space for storage.

There are only a few major differences between bracket cars used in drag racing and cars in everyday use.

There is no air filter on a drag car, because it would restrict air flow in a finely-tuned carburetor. Wider tires on a drag car provide better traction.

Loose shock absorbers are used in front of a drag car to allow for a better transfer of weight to the rear tires.

That also provides for better traction.

Detrick said he uses premium gasoline with additives in his drag car, not really knowing exactly what the additives are.

Detrick does not really feel guilty that gas mileage is so poor in drag racing. (He said he uses approximately one-quarter of a gallon of gasoline per quarter-mile race.)

"Five gallons might last me two weekends," he said. "Five gallons might last you going to the store and back."

In Detrick's opinion, the sport has come a long way since those loud radio advertisements for Sunday racing at Detroit Dragway a decade ago.

The difference is the development of bracket car racing.

To oversimplify, this racing handicap method is based on how fast a driver says his car can go. If actual race speed with handicap is faster than a driver said prior to the competition, he loses. That prevents excessive sand-bagging.

Detrick speculated that the development of bracket car racing gave the sport a shot in the arm. He speculated that 90 percent of drag racers today compete with bracket cars.

The rest compete in stock classes, which are based on the ratio that is ob-

tained when a car's weight is divided by its horsepower.

"Drag racing was going down in the mid-'70s," said Detrick. "I think that (bracket racing) was what brought the younger generation back into it. It's more affordable and anyone can win."

"Also, they can look in their driveway and see where their money is. It's

care, proper equipment fit, treatment of heat illness and conditioning and taping.

Coaches, trainers and managers as well as teachers and parents of the students are welcome to attend.

Advance registration is recommended, but registrations will be accepted at the door. St. Mary's of Redford is located at 1471 Mansfield, near Grand River and Greenfield. Additional information may be obtained by calling the Catholic League at 237-5960.

A staff of medical personnel and athletic trainers will present a variety of sessions, including emergency field

not like dope, where you smoke it and it's gone."

Detrick also differentiates between his variety of drag racing and that involving "pro dragsters or pro-funny cars" — those long, narrow wire-and-pipe-like contraptions with small wheels in front and large wheels in back.

Injury seminar planned

A seminar to discuss prevention, management and rehabilitation of injuries to young athletes will be held from 4-6 p.m. Aug. 6 at St. Mary's of Redford High School in Detroit.

The program, sponsored by the Catholic League, the Detroit Public Schools, the Michigan High School Athletic Association and Henry Ford Hospital, is free.

A staff of medical personnel and athletic trainers will present a variety of sessions, including emergency field

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