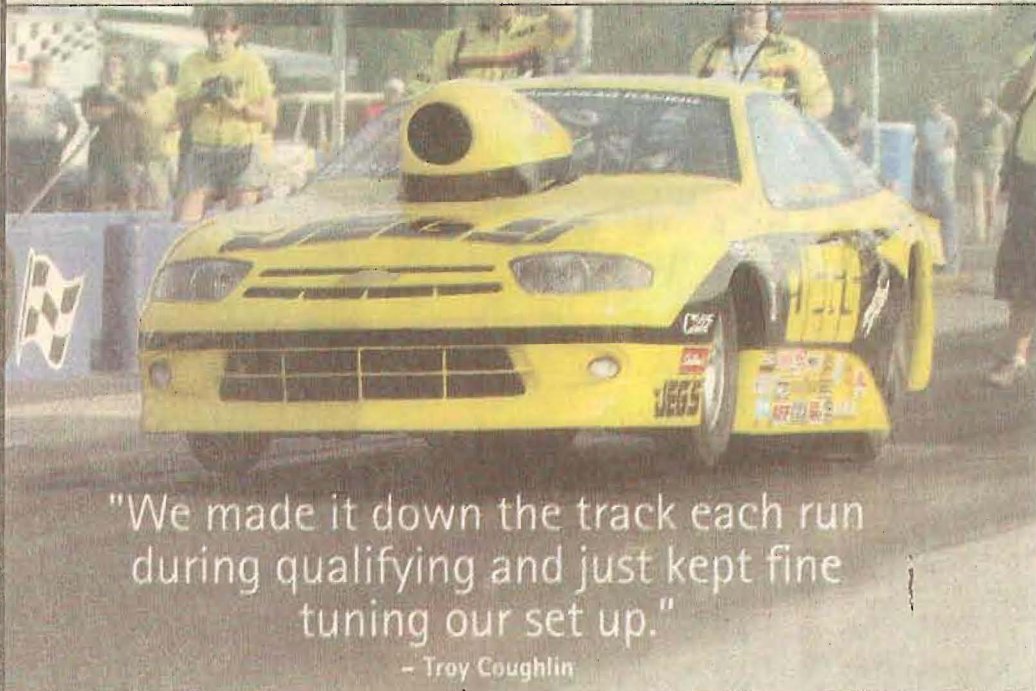


DENSO**IRIDIUM POWER™****PRO
STREET**

SEPTEMBER 16-18, 2005 • SOUTH GEORGIA MOTORSPORTS PARK • VALDOSTA, GEORGIA

Written by Scott Sparrow
Behind the Lens: The FSC Staff

CONTINGENCY ▶ With his win, Troy Coughlin is eligible to claim \$300.00 in contingency cash from: ▶ Auto Meter ▶ Total: \$300.00



"We made it down the track each run during qualifying and just kept fine tuning our set up."

- Troy Coughlin

Key Ingredients

In drag racing, winning is everything and it didn't take long for Troy Coughlin to get into the winners circle. At Valdosta, after qualifying second, The Delaware, Ohio driver and his crew focused on race day consistency, which was not an easy task considering the track was inconsistent due to the heat and humidity.



After running a 6.74 in qualifying, Coughlin and Co. stayed true to their pledge of consistency and fired off a 6.74 in round one, a 6.75 in the second round and a final round winning et of 6.77. "I was really glad to win," said Coughlin. "We made it down the track each run during qualifying and just kept fine tuning our set up. Bryan Metzheniem really had a good handle on the fuel system and chassis. Clint Allerton and my son Troy Jr. helped out all weekend and everyone really worked well together. This was a great win for Team JEG'S," Coughlin said.

THAT'S ONE FOR TROY

Coughlin Tops Pro Street Field in Georgia

Well, it didn't take Troy Coughlin long to make some noise in Denso Pro Street. In only his third race (second that actually included eliminations), Coughlin marched through eliminations with relative ease, highlighted by an unexpected second round loss by class champion Vinny Budano, and ended up with his first Denso Pro Street win. The win came as no surprise to anyone in the attendance, as Coughlin and his Jeg's Mail Order-sponsored '04 Chevy Cavalier was among the favorites to win any race this season.

Coughlin began the weekend qualified in the second position with his Sonny Leonard-built 815-inch monster with a 6.744 at 207 mph run.

Ahead of him was Budano and his Shafiroff-powered Grand Am running a tenth of a second quicker at 6.64 at 215 mph. Qualifying third was Ryan Hargett and his colorful '53 Corvette which posted a 6.747. Rounding out the top five was David Hance (6.75 at 211) and Kevin McCurdy (6.77 at 210 mph). The remainder of the field was comprised of Chad Morgan, who was way off his usual pace with a 7.27. Terry Duffy was seventh in his '97 Monte Carlo, and Steve Miller, whose S-10 continued to give him fits, rounded out the smaller than usual 8-car field.

In first round action, Miller and Budano squared off with Miller getting a sizeable advantage off the line, but his truck got out of the groove at the big end

of the track allowing Budano to take the win 6.82 at 208 mph to Miller's 6.97 at 175 mph. Hargett took the measure of Morgan in a 6.79 to 6.84 battle, while McCurdy took the easy way down the track with a 14.76 after Hance failed to make the call. Coughlin had an easy time with Duffy in his first round race, blazing a round-topping 6.74 at 207 mph to Duffy's 7.35 at 187 mph.

In the first pairing of the semifinals, McCurdy and his Alan Johnson-built, blown 2001 Trans Am faced off against Budano's speedy Grand Am with McCurdy getting the jump on the start with a .066 reaction time to Budano's slower .095 departure. Things went downhill from there for Budano, from Hicksville, N.Y.