The goal of qualifying is not just to win, but to set a new record. IHRA drag racing is really exciting for spectators as well as the crews and the driver, because every round has a winner. Other racing such as the high-speed oval has a few runs, and behind the starting line, all you see is the rollout, burnout, return, staging, and only a brief glimpse of the track. Behind the starting line, you can smell the engine heat waves. Drag racing is really exciting for spectators as well as the drivers. The photographers really earn their way. It is a sensation at first, then a physical burden. Hearing even with ear-plugs and muffs is saturated. If you are downwind, the burnout exhaust is not pleasant.

As a photographer and writer, I am not as emotionally involved in the various race teams as the crew who live and work with the race operation. I know of the huge amount of effort, fogging between rounds. To those however, the excitement of seeing your racecar stage at the line and disappear in a flash can only be imagined. The euphoria must be a trip.

The unique aspect of IHRA Top Fuel, like any other IHRA drag racing class, is first the goal of qualifying, then the goal of rounds win. Drag racing is really exciting for spectators as well as the crews and the driver, because every round has a winner. Other racing such as the high-speed oval has a few runs, and behind the starting line, all you see is the rollout, burnout, return, staging, and only a brief glimpse of the track. Behind the starting line, you can smell the engine heat waves. Drag racing is really exciting for spectators as well as the drivers. The photographs really earn their way. It is a sensation at first, then a physical burden. Hearing even with ear-plugs and muffs is saturated. If you are downwind, the burnout exhaust is not pleasant.

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