

Three's a Charm for Rudd In The Pingel ET Series



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HUNTSVILLE, AL: Although Dan Rudd quit racing in 1987, he remained one of the most visible and influential men in the sport. Rudd hung up his leathers to form Motorcycle Performance Specialties - MPS the company that makes the myriad of electronic goodies that are considered standard equipment to be competitive in motorcycle drag racing. With his business secure Rudd decided to get himself back on the track this year and after two runner up finishes, he finally broke through to the winner's circle in the Pingel ET Series at he Dixie Nationals. The win also moved him up to first place in the points going into the World Finals. "I came to Huntsville knowing it was a do or die race if I were to have a shot at the plate," he continued.

Getting back into racing Rudd decided to campaign in ET rather than a more high profile class. "Most of my customers are bracket racers," he said. "I thought I could make better products if I experienced first hand what the racers went through and what was expected of the equipment." There was, however, a more tangible lure to racing in ET. "That's where the money is!" he laughed.

The race was a little slow starting for Rudd, but once eliminations began the bike took over. "Claude DeBonis, (Rudd's traveling buddy) and I were ready to race on Friday but when the Gambler's race was called due to rain the only thing we raced was the practice tree," he said. "I broke a throttle cable and bent a shift fork during Saturday's Gambler's race. I fixed it while Claude chopped up the rest of the field. Then I lined up out of the groove on Sunday's time run and spun the tire wasting the run. I was late on the bulb in the first round but the bike ran flawless. The bike makes me look good.

Rudd faced some very stiff competition during eliminations the first of which was Mike Konopacki. "I've raced Mike several times and have been lucky enough to come out on top every time, he said. "My theory is that you can't win that many from a good racer without giving up one. I knew his turn would be coming up." Rudd got past Konopacki only to face Mike Thyen two round later. "Mike beat me several times in's row end I was hoping my theory would work out," he continued. Getting by Thyen with a 6.04 on a 6.03

and watching Andy Baumbach going out gave Rudd the confidence that the race would be his.



Dan Rudd & Lonny Rueckert

A tight race against Lonny Rueckert put Rudd in the final for the third time this year. Rudd saved the best for last, putting a .528-initiated, .002 over 6.052 to Randy Parker's breakout. "I wanted this one bad," he later said. "And the best part is that is that both Claude-e-o and Bruce Sauer won. The last time both Bruce and I won an event we both got #1 plates. Here's to a repeat!"

Of technical note is that Rudd was running his new MPS Air Throttle/Stop on his '73 Kawasaki Z-1. The revolutionary device replaces the two-step for keeping RPM's at bay before the launch with the throttle fully engaged. "It keeps the R PM's down by adjusting the position of the carburetor slide as opposed to interrupting the ignition," he explained, "This keeps raw fuel from going into the motor and cooling it. Of the seven races I've been at using the Air Throttle, I've made 3 final rounds. I've also had the best 60 footers ever." He added that the device can also be used as a throttle stop.

Following Rudd in the points are Mike Thyen, Terry Troyer, Andy Baumbach, Candy and Roy Hagadorn, Ron Blake and Mike Konopacki. All have a shot at the championship. Racers like dealing with Dan in the pits but its doubtful they like dealing with him on the track.