

HURST HOTSHOE HOSPITAL



ALMOST ONE-THIRD of the contestants at the 12th annual NHRA National Championship Drag Races turned to the Hurst "Saf-T-Center" for assistance, a check of "Hurst-Aid" recipients reveals.

"There were approximately 1250 cars entered in this year's Nationals, and we worked on 408 of them during the technical inspection period," George H. Hurst explained.

Hurst Performance Products, Inc. offers the facilities of the "Saf-T-Center" to the racers on a complimentary basis each year at the Nationals.

In addition to the 408 cars that received "Hurst-Aid" at the Speedway Shopping Center technical inspection area, another 40 cars visited the "Saf-T-Center" at Indianapolis Raceway Park for emergency repairs during competition.

Requests for assistance ranged from major engine re-locations to a quick welding job on a set of zoomie headers in order to make the next round of Top Fuel. Even a "dead" battery was brought back to life just in time to "spark" a Top Stock contender in competition.

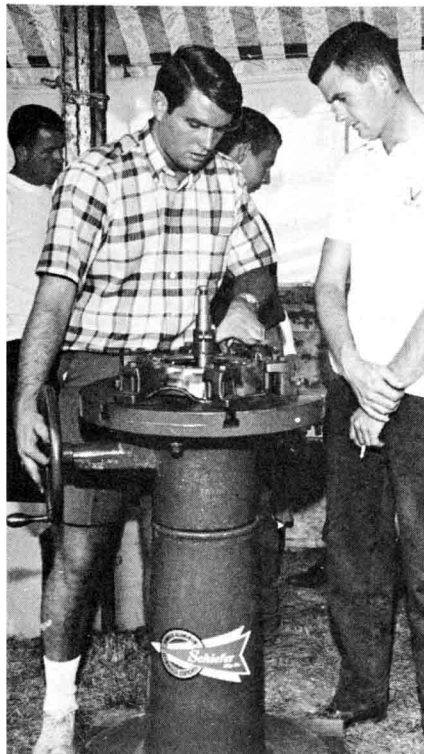
More than 10,000 cans of HOJO soft drink, hundreds of gallons of coffee and thousands of doughnuts and sweet rolls were supplied to tired and hungry contestants at the Hurst Hospitality Center.

For the past few years, the Hospitality Center has been the first stopping place for most Nationals contestants upon their arrival at the inspection area.

Bob Morrison and his crew from Johnstown, Ohio, performed the biggest repair job of the event on their Anglia Gasser. In order to meet the strict NHRA technical and safety rules for the class, Morrison had to move the engine 11 inches forward, fabricate a new driveshaft, make new motor mounts and re-locate the driver's seat. It took him all day to make the required changes, but with a big assist from the Hurst Performance Clinic crew he finally passed technical inspection with flying colors.

Another example of "Hurst-Aid" above and beyond the call of duty at the Nationals came when Bill Peters of East Palestine, Ohio, encountered wheel problems with his G/Gas Anglia panel truck. The only thing around that came even close to fitting the rear bolt pattern used by Peters was the spare tire in the back of George Hurst's personal Olds Toronado—so, out it came. Even that would require some special machine work, plus another Toronado wheel to balance it out.

These requirements taxed even the well-equipped Hurst "Saf-T-Center," but in less than an hour a second wheel had been located, purchased, and the slicks



ABOVE LEFT—One of the Hurst "interns" helps H. L. Shahan (other half of the Shirley Shahan team) carry a battery to the hospital. LEFT—Schiefer Mfg. Co. had clutch re-building facilities on hand to assist the racers. BELOW—Emergency traction bar repairing was performed on many cars. Welding facilities were most in demand at the "hospital."



George Hurst has probably treated more patients than Kildare and Casey totaled—How? HURST AID, of course!



mounted. An adapter was machined and the "Torro Rana" headed for Indianapolis Raceway Park as entry #1292 after successfully passing tech inspection—thanks to the dedication of George Hurst to all drag racers.

Every car that rolled into the "Saf-T-Center" was an individual story of frantic activity tempered by enthusiasm. To each of the crews, their problem was the most important, and Hurst agreed.

Hundreds of pounds of strap steel were fabricated into driveshaft loops, head rests, seat brackets and push bars as the racers tried their best to stump the Hurst crew's ability at "field repairs." No one succeeded.

A testimony to their talents came when only two cars out of more than 400 repaired were rejected a second time by the NHRA tech inspection. Both of these cars, by the way, eventually made the racing scene, giving the "Saf-T-Center" crew a 1.000% batting average for "Hurstmanship."

With the rousing success of the 1966 Nationals still fresh in his mind, George H. Hurst announced plans for a 1967 "Saf-T-Center" that will be bigger and better.

The 400 plus racers who used his facilities this year are probably wondering how. ■



ABOVE—Jim Kerr of Hurst repairs a cracked header for Tom Ivo. That's Ivo in the Isky T-shirt talking to Marvin Schwartz. ABOVE RIGHT—George Hurst examines one of the many cars in the "hospital." RIGHT—Overall view of the Hurst facility.

