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Our goal is to find winning partners with a winning attitude!

1. Establish a relationship with our sponsor.
2. Demonstrate our market value through winning and pure performance.
3. Enrich social media buzz to promote the sport of drag racing, our sponsors and our team.



Biography

TOM KASPER Crew Chief, Owner

633 Tacoma Blvd
Westville NJ 08093

Born: Dec 7, 1968



In 1986 I began drag racing on the streets of Philadelphia. This lasted for over 10 years. During that time span I began visiting the local racetracks at Raceway park, Englishtown NJ, Atco raceway, Atco NJ and Maple Grove raceway, Reading Pa. As I kept visiting the tracks I found I got more out of drag racing going to the tracks. It was then I began building faster more sophisticated combinations with nitrous oxide, superchargers, blowers and finally settling on turbochargers as my ultimate choice for making power and dependability. This was a choice that I never thought would lead to the multiple opportunities, awards and championships for myself and eventually my 3 children Katie, Ty and TJ. This began another chapter of racing that I was blessed to be involved in.

As my drag racing endeavors became more demanding because of the added racecar that my oldest son TJ (10 yrs old) drove, I found myself and my family spending every weekend at a racetrack. Now drag racing became my lifestyle. This lifestyle was also done while my career as an automotive technician began to accelerate at a very rapid pace because I was learning on the track, off the track and during the week as a technician. Little did I know that one would feed the other in growth and knowledge. As time passed on my daughter Katie (13yrs old) decided she wanted to race. Now I was racing and tuning as a crew chief for 2 Jr. dragsters and a twin turbo mustang. Our schedule always seemed to work out with my racing and the kid's races. This was a full time hobby now with late nights in the garage, sacrifices and loss of some vacations and family picnics and so forth. We were doing this after working all week at our full time jobs. During this time my third child was born.

As the years passed I began going faster and stepped up my program with a new car. A more powerful twin turbo Lincoln Mark VIII. This was a very exciting time for me because I had achieved two goals in my life; owning my dream car and opening my own auto repair and high performance business with my father and brother. More and more racing occurred and TJ, Katie and myself went on to win many races and championships. It was an exciting time with the growing success of our racing endeavors and the business getting even busier. My brother Todd's added racing experience and knowledge helped us progress even further. My youngest son Ty (now 8 years old), joining a 2 car Jr. dragster program and my program as well. We now had 4 racecars in the family and I couldn't have done it without the help and support from my family and my business partners.

TOM KASPER

633 Tacoma Blvd
Westville NJ 08093

Biography Continued...



We found a way to make it work. For 1 1/2 years we raced 4 cars, Katie, Ty, TJ and myself. Eventually my son TJ would graduate from high school, go to college for automotive training & business management and join the family business, Kasper's Certified Auto and High Performance. Tj was now steppin up to a more faster and difficult venue with Ty and Katie still racing Jr. dragsters. During that year I tuned my kids Jr. dragsters to multiple round wins and races, was now my son TJ's crew chief for an 8.50 index car (1/4 mile times of 8.5 seconds @ 170mph) that garnished 3 track championships. Atco, Cecil county and Englishtown raceway park and was still racing my car. Katie would move on to graduating high school and go to college at Rowan University to become a teacher, but not without winning 2 of the most coveted awards in drag racing, The NHRA "Wally" named after Wally Parks the founder of the NHRA. This is the academy award of drag racing and she was the only Kasper to win 2! Katie retired with honors and leaving Ty as the last of the 3 car team to carry on. And he did in a big way, which you can see in his attached biography as well.

TJ, myself, the family and business's hard work would not go unnoticed. We got approached by a disabled man who had an unfortunate accident causing him to become a quadriplegic and he wanted to build a two car team with me and TJ as the drivers and tuners of the outlaw 10.5 series which I had been racing for years. We raced with him for 6 years winning 13 track championships in both 8.50 index and outlaw 10.5. He would eventually want to go and race in a different class and we decided to stick to our roots of Outlaw 10.5 racing and now became a father and son team in 2015. This was also the same time I was a father and son team with my son Ty in the incredibly competitive Outlaw 330 Jr. Drag race series which we won the 2014 and 2015 championships.

TJ went to race and tune for 1 year with another team while updates were being done to our 2007 twin turbo Mustang GT, Winning the 2014 Outlaw 10.5 Championship at Atco raceway and placing #2 in points in the Mickey Thompson National 10.5 series. I would help when I wasn't racing with Ty and taking him almost every weekend to showcase baseball tournaments and weekly Tri State Elite baseball games. 2015 would be the year we would begin our season as a father and 2 son's Outlaw 10.5 team. The season started off ok working out the bugs of a new updated car and we started gaining momentum as the year went on. We qualified good in all the races we entered and went some rounds while basically testing while racing. We were happy with our progression and decided to travel to Budds Creek Maryland for the "World Cup" race of imports vs. domestic race cars coming from as far as Puerto Rico, Canada, Texas, California and other states as well. This race was a 1/4 mile race with elapsed times of 6.30 seconds @ 230 mph and faster. We normally race 1/8th mile where the risk is lesser and the abuse of parts are not as bad as 1/4 mile racing. I had won this race in 2010 and afterwards they asked us nicely to not come back because we were just too fast in their eyes.

In 2015 the rules opened back up and they invited us back so we figured why not, we won it in 2010 so let's go try to do it again! We qualified #7 out of more than 30 cars entered. We won 1st. round and 2nd. round when disaster struck us. We had won that round and right at the finish the engine blew up catching fire which resulted in TJ hitting the wall from the engine oil that blew out when the connecting rod broke and put a hole in the engine block. TJ was not hurt but badly shaken up after the crash and equally mad to find we had 2 bye runs straight to the final round for \$10,000.00. This crash set us back tremendously but we immediately began to rebuild and repair our championship winning car for the 2016 season. The repairs are still ongoing. We will bounce back and pick up where we left off, not giving in to what has been an unfortunate hand dealt to us. "Facta non verba"

A WINNING HISTORY

- 2004 Northeast Prostreet Series Outlaw 10.5 Champion
- 2005 Super Pro Jr. dragster crew chief of the year
- 2007 Super Pro Jr. dragster crew chief of the year
- 2007 Super Pro Jr. Dragster Crew chief Champion
TJ Kasper
- 2008 Super Pro Jr. dragster crew chief of the year
- 2007 Crew chief TJ Kasper super pro jr.dragster Champion
- 2004 Crew chief Katie Kasper Atco Raceway NHRA Wally
Race Jr. dragster champion
- 2005 Crew chief Katie Kasper Old Bridge Twp. Recaway Park NHRA
Wally race Jr. Dragster champion and King Of The Hill winner
- 2008 Crew chief TJ Kasper 3 tracks, Atco raceway,Cecil county
dragway and englishtown raceway park 8.50 index Track
Championships
- 2009 Crew chief TJ Kasper 2 tracks ,Atco Raceway,Cecil County
dragway 8.50 index Track Championships
- 2010 World Cup Champion Outlaw 10.5 Champion Maryland
International Raceway
- 2010 Crew Chief TJ Kasper 2 Tracks,Atco Raceway & Cecil county
Outlaw 10.5 Track Championships
- 2010 #2 in points as a driver,Atco Raceway & Cecil county dragway
behind my sons car I was crew chief for

- 2011 Outlaw 10.5 Track Champion, Atco Raceway
- 2011 Outlaw 10.5 Track Champion, Cecil county Dragway
- 2011 Crew chief TJ Kasper Outlaw 10.5 #2 points finisher Atco
raceway & Cecil County Dragway
- 2012 Crew Chief TJ Kasper 2 tracks, Atco Raceway & Cecil County
Dragway Outlaw 10.5 Track Championships
- 2012 #2 in points as a driver, Atco Raceway & Cecil County
Dragway behind my son car I was crew chief for.
- 2013 Outlaw 10.5 Track Champion, Atco Raceway
- 2014 Crew member for TJ Kasper Atco Raceway, Track Champion
- 2014 Outlaw 330 Crew chief for Ty Kasper, Northeast Jr. Outlaw
330 Series Champion
- 2015 Outlaw 330 Crew chief for Ty Kasper, Northeast Jr. Outlaw
330 Series Champion

SUPPORT TO THE RACE COMMUNITY

- **Supporting series sponsor:** Kaspers Certified Auto 2008 and 2009
Atco Raceway's 8.50 index series
- **Multiple race sponsor for Atco Raceways Outlaw 10.5 races**
- 2014 Northeast Jr. Outlaw 330 series sponsor
- 2015 Northeast Jr. Outlaw 330 series Owner and primary sponsor

TJ KASPER

AKA: T.J. / KID QUIK

633 Tacoma Blvd
Westville NJ 08093

Born: April 26, 1989

Biography



1999 – Began my racing career at age 10 competing in the Jr Dragster Category at Atco Raceway, Englishtown Raceway Park, Maple Grove Raceway.

2000 – 2006 – Continued racing in the Jr Dragster Class winning a total of 17 Races & finishing in the Top 10 of points at 4 various Racetracks.

Atco, E-Town, Maple Grove, Cecil County Dragway. Raced as a 3 car team with my younger brother & sister

2007 – At age 17 this was my last year in Jr Drag Racing Category, this was also my best year as I won 12 races in a single season, Won Atco Raceway's Points championship. Traveled to Bristol Dragway in Bristol Tennessee for the Eastern Conference Finals where I finished 3rd out of 380 cars in my age class. This also was my first Year racing a full size door car running a 1993 Mustang in the 8.50 Index category. I didn't enter any races, I spent a year testing preparing myself for the big switch.

2008 – My first year competing in the 8.50 Index Category at Atco Raceway, Cecil County Dragway, Englishtown Raceway, & Maple Grove Raceway. I won 3 Championships and won Maple Grove Raceways Index Shootout. Winning a total of 26 races.

- Atco – 5 wins / Championship
- Cecil County – 14 wins undefeated / Championship
- E-town – 6 wins / Championship
- Maple Grove – 1 win
- Named the first Triple Crown Winner

2009 – Continued competing in the 8.50 Index category at same Racetracks. I again won all 3 championships also winning 2 of the biggest races of the year, Shakedown @ Etown & a special Race for a fellow racers daughter whose father passed away suddenly, Called the Race For Jenna by Neverlift Motorsports. The purse for the race was \$6000, which I donated all of it to Jenna (age 3) for college funds. Winning a total of 28 Races

- Atco – 4 wins / Championship
- Cecil County – 14 wins undefeated / Championship
- E-town – 8 wins / Championship
- Was named the triple crown winner the second time

TJ KASPER AKA: T.J. / KID QUIK

633 Tacoma Blvd
Westville NJ 08093

Biography

Continued...



2010 – My last year competing in 8.50 Index class, winning Englishtown Raceway and Cecil County Dragway points Championship 3 years in a row, finished 2nd in points at Atco Raceway. Winning total 21 Races. This year was also my First competing in the Outlaw 10.5 category with my newly purchased record setting 2003 Twin Turbo Mustang. This was also the year me and my father raced the same class against each other as teammates. Won Atco Raceway & Cecil County Dragway Outlaw 10.5 Championships. Winning 10 Races

- Atco – 3 wins 8.50 Index /
- Cecil County – 14 wins undefeated 3 yrs / Championship
- E-town – 4 wins / Championship
- Outlaw 10.5
- Atco – 5 wins / Championship
- Cecil County – 5 wins / Championship
- Father Tom Kasper finishing in 2nd at both tracks

2011 – Father Tom won Atco Raceway & Cecil County Dragway Outlaw 10.5 Championships winning 9 races. I finished 2nd at both tracks winning 3 races

2012 – I won Atco Raceway & Cecil County Dragway Outlaw 10.5 Championships winning 13 races and again my father Tom finishing 2nd at both tracks. I won Outlaw 10.5's biggest purse at Atco Raceway for \$15,500 doubling up with 2 wins in one day. I set the national record in outlaw 10.5 with an elapsed time of [4.08@201mph](#) in the 1/8th mile. Was the first car to go 4.0s in my class. My first year as a tuner

2013 – I won Cecil County Dragways Championship; my father won Atco Raceways Championship. I won 4 races father winning 5 races. I also sold my car half way thru the season.

2014 – I won Atco Raceways outlaw 10.5 championship Driving/tuning a 2012 camaro winning 12 races and finishing 2nd in the Mickey Thompson national points series. My dad sat this season out due to traveling with my brother for baseball

2015 – This past year was a rollercoaster full of ups and downs. The final race of the year at Maryland International Dragway World Cup Finals, I qualified #7 out of 32 cars with a [6.38@201](#) 1/4mile. In the semi-finals going through the finishline my car blew the engine catching on fire and crashing into the wall @ 180mph. The car has extensive damage in the engine combo and cosmetically needs a lot of work. Its at the shop tore down and the repair process has begun.

TY KASPER Driver

633 Tacoma Blvd
Westville NJ 08093

Born: May 15, 1999

Biography



Ty Started drag racing at the age of 8 in 2007. In his first year of racing he collected multiple round wins at racetracks in Atco Raceway-Atco NJ, Raceway park-Englishtown NJ, Cecil county dragway-Cecil county Md, Maple Grove raceway-Reading Pa, Mason Dixon raceway-Mason Dixon Md, Beaver Springs Dragway-Harrisburg Pa and Maryland International Raceway-Budds Creek Md.

From 2007 to 2014 Ty has placed in the top 5 and 10 in the Atco Raceway Pro and Superpro Jr dragster categories. He recorded several semi-final wins and runner-up wins. In 2008 Ty came into his own and began his winning path and future by travelling to South Georgia Motorsports Park in Valdosta Ga. It was there Ty got his first taste of the more difficult class of jr drag racing called the outlaw 330 class. This is a heads up style of racing where there is no room for error and the cars are much faster. It was there he scored a semi-final finish because of a false start.

It was with that experience that set his sights on being a more aggressive racer. This led to his first of many winner and runner up finishes. He even would buy back into the race as a first round loser and go on to win many races.

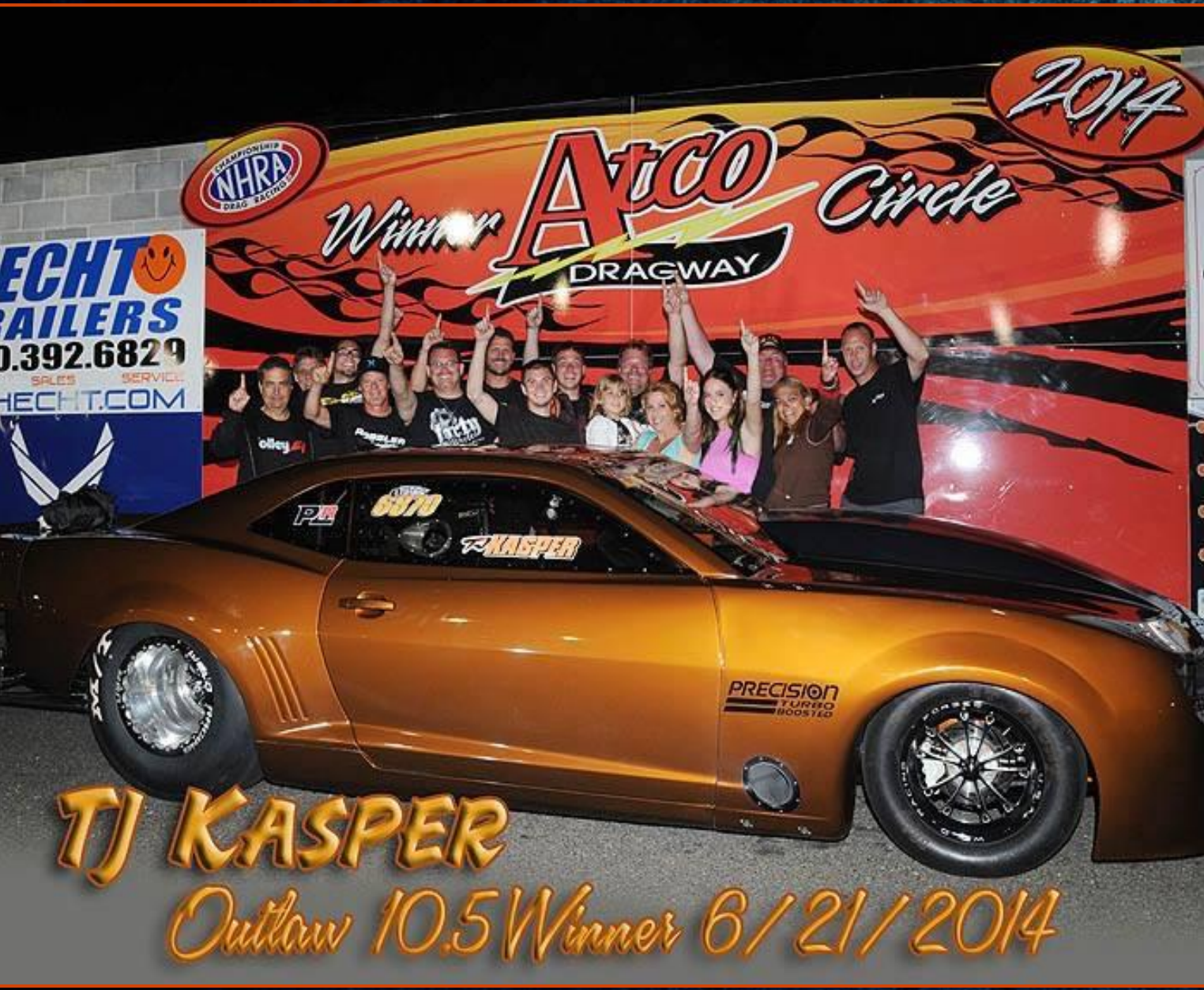
The year 2013 was when his passion turned to reality when Mom & Dad purchased his own 330 car that would enter his stable of 2 cars now. He had to wait one year to compete in this type of racing do to the NJ age restrictions. This didn't stop him from racing and winning his first race at Cecil county Md in the 330 ranks.

In the beginning of 2014, Ty was now an official Outlaw 330 racer. He joined the Northeast Jr Outlaw 330 series and would enter the 7 race series eager to win the championship. The season started off a little rocky because of an underpowered car. This didn't stop him from round wins because of killer reaction times leading to semi and runner up finishes. It was 4 races into the season when Ty's father & Crewchief found the perfect combination for the driver and car. Sitting 3rd in points Ty had his work cut out for him and he didn't disappoint by winning the final 3 races earning him his first Championship. He was now the 2014 Northeast Jr Outlaw 330 Champion!

In 2015 it was time for Ty to defend his championship. He again set his sights in 2015 to be a back to back Champion. His hard work in the off season focused on his car and his reaction time. In 2015 the 7 venue races would range from Atco Raceway, and Cecil county dragway. It was at that point Ty wouldn't look back by winning 6 of the 7 races (#7 was canceled due to weather), with 5 number 1 qualifier positions and multiple hole shot wins when the car was not running up to par late in the race rounds. This now garnished him the 2015 Northwest Jr Outlaw 330 Champion yet again. Couple 2014 and 2015 seasons he would have 8 straight wins. Proving to himself and his sponsors that he is the real deal. All of this was done in the middle of him playing Jv and Varsity baseball for his high school team (with a 3.5 gpa), the Tse series of baseball and fall traveling showcase baseball.

2016 should be interesting for Ty. It's his passion, decision and goals that will dictate his future of success. He says, "bring it on"!

A FAMILY OF WINNING RACE HISTORY...



A FAMILY OF WINNING RACE HISTORY...



A FAMILY OF WINNING RACE HISTORY...

TJ KASPER
2014 OUTLAW 10.5
CHAMPION

Atco DRAGWAY

SPEED

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2012
OUTLAW 10.5
CHAMPION
TJ KASPER

KASPERS
Certified Automotive

GLENWOOD PERFORMANCE

Gil Christy
Motorsports LLC

PRECISION POWDER COATING

J&E AUTOMOTIVE PERFORMANCE
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Franklin Trailers

K ADVANCED DOOR CAR TECHNOLOGY ENTERPRISES

Atco

Atco RACEWAY

2012
OUTLAW 10.5
CHAMPION

TJ KASPER

Sponsored by
Gil Christy Motorsports, Kaspers Korners
K&K Technologies, Precision Powder Coating
J&E Automotive, Franklin Trailers &
Glenwood Performance

Atco DRAGWAY

2014

Outlaw 10.5
Champion
TJ Kasper

50th ANNIVERSARY
Atco RACEWAY
1960-2010

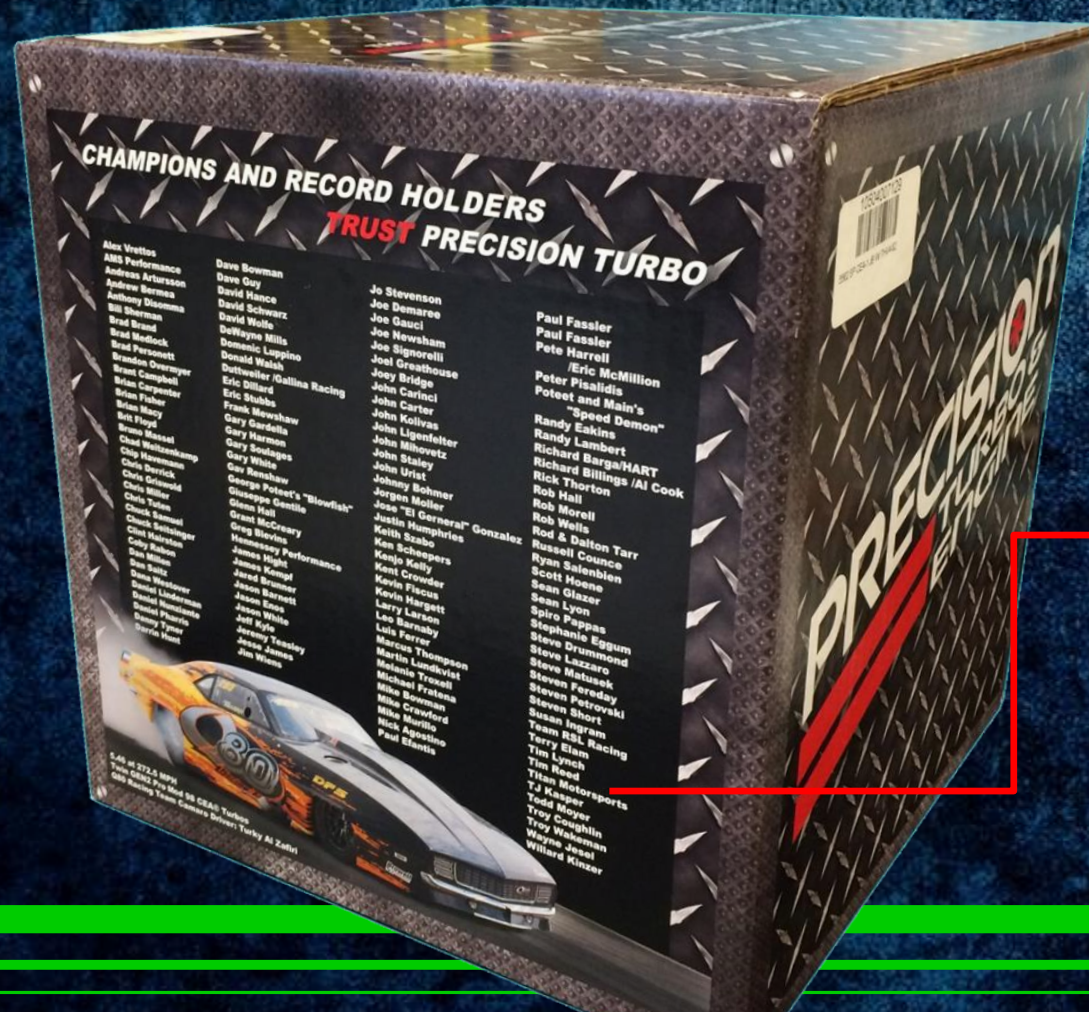
2010
OUTLAW 10.5
TJ KASPER
Sponsored by
J & E AUTOMOTIVE
FRANKLIN TRAILERS & DOWNS FORD

ACCREDITATIONS



TJ Kasper listed
on 2015
Precision
Turbo & Engine's
Packaging Line

CHAMPIONS AND
RECORD HOLDERS





Tom Kasper



TJ Kasper

1-2 Knockout Punch

Kasper Racing... The Father/Son Team
With The Muscle To Get It Done!

The dead of winter is upon us in the Northeast which not only allows racers and gearheads to rebuild for the coming season, but it gives us an opportunity to reflect on those that have made a difference in the fast paced world of Outlaw Drag Racing; not just this past year, but during the rise of this exciting form of motorsport. Outlaw 10.5's Tommy Kasper and his son TJ Kasper have definitely made a difference, and definitely paid their dues along the way. Both have a long history of accomplishments that have gone literally unrecognized throughout industry media for whatever reasons. Well that's about to change, and we're sure that RPM will be the first in hopefully a very long line of motorsport media to bring to light the major impression they have left on the Outlaw 10.5 class, and this sport as a whole.

Before we get into elapsed times, race wins etc, let's first take a look at how this family came together as a team as early as 1999, when Tommy Kasper embarked on the 1/4-mile with a very short stint in a front engine dragster. Shortly after, business became the main focus for

Story & Photos by MarkGoDragRacing.org Additional photos courtesy Seth Cohen

nearly a decade until building a thriving automotive repair facility and performance shop in New Jersey with his father, Tom Sr., brother Todd Kasper, and young TJ Kasper. Their shop has come to the forefront for custom exhaust, performance mods and custom wheel packaging along with their traditional repair work.

Along came the desire to get back in the game and begin running in the now forming "Quick 8" classes at tracks in the tri state, Mid Atlantic areas. It was Doorslammer heaven, low 8-second cars most of which could be driven home on the street. Tom began his ascent to being a popular attraction as one of the first, if not the first, to have a twin turbo car in the mix of this class. No one had really seen the rise of turbochargers coming as yet, but Tom Kasper did with a 306ci 1991 notchback Mustang in 1999 winning multiple race series, including Atco, NMCA and Fun Ford Events. Later, they moved to the more wild and unique combination of a Lincoln Mark VIII (pictured many times in RPM) with a single turbocharger and kept going through the seasons with exceptional results, and Tom garnering his new moniker, "Turbo Tommy Kasper". The Kasper's have always been avid "Ford Racers"; no other brand so far has been used for any of their rides.

The Northeast was changing quickly with the inception of more "Outlaw" style rules wanting to be added, thus ending the days of the "Quick 8" races for these types of rides. Cars became lighter, less restricted and most notably quicker! ET's dropped like a piano out a 5th story window with each year, if not month, of racing. Kasper's decided they were going to embark on this new journey with a dual driver team which would now include TJ Kasper, just turning a mere 17 years old. He went from a superb Jr. Dragster Champion right into the newly formed 8.50 class. Most of us saw the talent in this young man immediately as he accumulated records and wins which included winning a total of 17 races at numerous tracks on the East coast. The 2006 Atco Raceway High School Challenge Champion, 2007 Atco Raceway Jr. Dragster Track Champion, Atco Raceway Jr. Dragster Driver of the Year award, all would help make anyone fearful of this young man's talents when he stepped up to the next level.

MEDIA AWARENESS: March 2013 RPM Magazine



Tom and TJ Kasper proudly in front of their New Jersey Auto Repair/Performance Shop. Kaspers Certified Auto. www.kasperscorner.com... we are a team, no question. © Russ Tom



TJ's first foray into Outlaw 10.5 was with his dad's silver Lincoln Mark VIII. Tom drove the car for many years, and it was a handful with stock cubic inches and a lot of hi revving turbocharged power. Tom was quite revolutionary in the early "Quick 8" days in the Northeast, and then with the MICA, with one of the only turbo combinations that actually worked, earning him the name "Turbo Timmy Kasper".



And step up he did. TJ Kasper ran a blistering two seasons in the 8.50 index becoming known as "Kid Knut" wiping up seasoned racers at nearly every event. His profile as a new diver in this class caused many to sit up and take notice and have the cards already stacked in his favor to take a seat inside an Outlaw 10.5 ride in the coming season alongside his father. His extraordinary resume includes: 8.50 Index 2008 Atco Raceway 8.50 Index Track Champion winning a total of 5 races in an 8 race series, 2007 Cecil County Dragway 8.50 Index Track Champion winning 10 of 10 races, Englishtown Raceway Park 8.50 Index Track Champion 7/24 round wins, 2009 Cecil County Dragway 8.50 Index Track Champion winning total of 10 races in a 10 race series, Englishtown Raceway Park 8.50 Index Track Champion winning a total of 6 races in a 9 race series, Atco Raceway number 2 in Series points winning total of 3 races in an 8 race series with a total round Win/Loss record of 64/22. It should be noted that for TJ to compete in New Jersey he had to get a special waiver since minimal racing age was 18 years in this state.

Top: The Kasper Racing pits are comprehensive with everything needed to handle the largest repair on both cars between rounds, and they always seem to find more than enough time to have the cars ready and in the lanes. The area is always lined with spectators and when it's time for dinner and lunch, Chief/Photographer "Zeth Collier" prepares for the team and pretty much anyone that stops by.

What Lies Within The Mustangs

Both cars are your standard 252 spec Mustangs, extremely similar with little differences. Hidden beneath the hood and fenders sit brand new 700ci Hemi Magnum based Dickman Racing Engines; only variances in fuel and camshaft design separate the two. Wesco Maching performed magic on lightening and machining the blocks. Inside they are both filled with a Callies crank, BME rods, and Diamond pistons, and to round out the bottom end, both cars are fed by dry sump oiling systems. The camshaft and head design remains "top secret" except for the fuel valve train. Both cars are fed air through the twin Precision billet 94mm Pro Mod turbochargers and cooled by Precision PT4000 series intercoolers, and Fuel wastegates are a big part of controlling the power. The 016 VP racing fuel is introduced via Waterman pumps through HJGE Wilson throttle bodies and into a custom sheet metal intake. Fuel injection is handled by none other than Moss Engineering billet injectors. A combination of Big Stuff and an AMS 1000 boost controller take care of the management, and both cars are raced by Tom Kasper himself. Are you sitting down? Both engines are capable of over 3,200hp on 35 to 40psi of boost, so a stout driveline is needed to handle the ongoing power. Both cars are Neil Crane Billet torque converters and Rossler air shifted T400 3 speeds with chrome moly driveshafts. TJ's ride uses the Mark Williams Pro Mod rear, while Tom's has a Fab 9 sheet metal set-up in place, and



TJ Kasper's banner year ends with two track championships (Atco Raceway and Cecil County) and the world record for the 10 mile at the Shakedown 2012. Below, check out his effect of the wind on the hood while TJ drives from a 200mph run!



gear ratios are determined by track temp and conditions at each outing. Putting this horsepower down is a balance of tire and shocks. Kasper's, throughout their career, have used Mickey Thompson Tires exclusively. Here, the cars are knobbed onto Wedg Racing wheels, and fronts are the same combination, with a mix of Snauffair blocks up front and Penske Racing on back. Hook is no problem on both cars as data is fed through a driveshaft converter and track temp sensor mounted underneath, reaching the driver inside via the Racepak dashboard and data logger. Both cars are plumbed from front to back with an extensive fire control system as well.

Team Kasper, Racing To The Top

It takes more than just one big win to become top racers. Kasper Racing has fortified their presence at many exceptional venues, not just with wins, but championships and rounds forcing notable



Tom Kasper has always been a serious racer, no attitude, just a sense of establishing himself in racing along with being a good father, and a recognized businessman. His composure both on and off the track keep people coming to him for either racing advice or his knowledge of the automotive repair business.

Photos page 47: The bullet... 670 cubic inches of twin turbocharged power! A track environment made both cars, but it really is all necessary equipment from the Precision Performance shifter to the full electronics of turbo management. All products are easy to maintain and the Big Stuff, AMS 1000 Controller and MSD Ignition are well within reach for easy maintenance.

Kasper's Ascension To Become The Most Winning Team In The Northeast

In 2009 Kasper Racing began the climb to the top in the Northeast with two new cars in the stable and Gil Christy making a large contribution to the team. TJ had completed his licensing in his father's Lincoln Mark VIII, so the search began for a ride worthy of his abilities. Tom took ownership of Grant McCreary's 2005 Mustang built by Matukas Motorsports Race Cars as TJ now had Tim Lynch's record holding 2007 Mustang ready for his talents to emerge. Both

cars underwent safety upgrades and new power plants. Jimmy Blackmon double frame railed the 2003 and lightened the car with much carbon fiber as he could throw at it. It has to be noted that Team Kasper relies heavily on their safety protocol. Never wavering from their steps of preparation and safety right up until the final turnoff after a pass. Tom set the standard to enforce complete safety, their precision and prep is like pilot training on each and every pass. Their safety performance helps make them the force they are today as it only adds to their record setting numbers.



TJ Kasper and long time friend Lizzy Mast. They share not only a history in motorsports but friendship since they were children. And now both have excelled in their respective classes in Drag Racing.

others out of the picture. They have skillfully accomplished this over the last two years posting massive round win ratios.

In 2010 TJ Kasper finished his season impeccably by winning the Cecil County Dragway Outlaw 10.5 Track Championship, with Tom Kasper in the number two spot, and Atco Raceway's Outlaw 10.5 Track Championship, again with Tom placing number two. TJ pushed out the 2nd fastest Outlaw 10.5 1/4-mile pass in the world with a 6.35 @ 235mph recorded at the Shakedown at E-Town.

The big "switch up" came in 2011 when Tom Kasper finished Cecil County Dragway's Outlaw 10.5 series in the number one spot with TJ in second. And the Atco Raceway's Outlaw 10.5 series ended the same way with a 1-2 punch, Tom taking first and TJ second in points. This was also the year TJ received his Top Alcohol Funny Car license in one day at Frank Hawley's Driving School.

"1-2 Knockout Punch" Continued on pg. 60



MEDIA AWARENESS: March 2013 RPM Magazine

"1-2 Knockout Punch" Continued from pg. 50

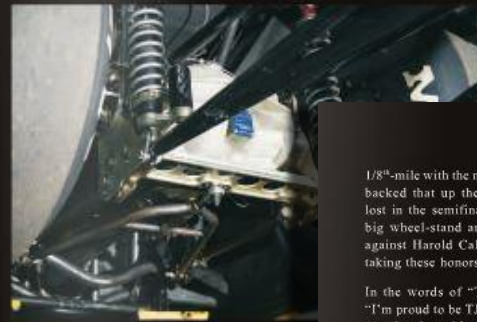
2012 would be TJ Kaspers banner year as again he took the Cecil County Dragway Outlaw 10.5 Track Championship title, also setting the track record in Outlaw 10.5 going 4.11 @ 190mph in the 1/8th-mile. No track was out of bounds for TJ's hard work behind the wheel as again he became Ateo Raceway's Outlaw 10.5 Track Champion, holding another massive title of resetting the track record in Outlaw 10.5 going 4.15 @ 191mph in the 1/8th-mile. To top it off, TJ won a "Double Up" at the final race at Ateo winning \$15,500 in one day, making it one of the biggest purses in Outlaw 10.5 history.

The Finish

TJ had become a large draw with an immense following. His performance and records spoke for themselves, and only remained standing, "MPH". That is until the Shakedown Nationals 2012. During qualifying TJ's second pass made history at the Final Shakedown event at Raceway Park, and again he doubled-up by holding the ET record as well. To be clear, TJ backed up his ET of 4.08 which none of the other quicker racers could do. TJ finally got the MPH record on a stunning pass clocking 201.2 mph in the



Engine photos page 60 - The DiSomma 670 cube billet block resides between the frametrails. Just in front of the engine lies dual 94mm Precision turbochargers. Both engines are very similar 5 inch bore spaced. Only the fuel systems and camshaft profiles differ. 3,200+ horsepower is always on tap with boost between 35-40PSI in both! Underneath TJ's record holding Mustang, you'll find extensive upgrades, the Neal Chance bolt together converter and Rossler's ultra strong 1400 3-speed automatic trans. The amount of safety items are abundant also with the needed engine diaper here and fire suppression running through the car. Below: A look behind and in front of the rear differential in TJ's Mustang. Both cars are sprung by the same adjustable coil over racing shocks, however the rear differentials are different between the two. Kasper swaps gear ratios depending on the track, ranging from 3.50 to 4.11:1.



1/8th-mile with the new DiSomma power, and also backed that up the same weekend. Though he lost in the semifinals when the car went into a big wheel-stand and he had to pedal out of it against Harold Caldwell, the team is fine with taking these honors.

In the words of "Team Captain" Tom Kasper, "I'm proud to be TJ's Crew Chief and even more proud to have him as my Crew Chief. We are a team no question, when one of us is down or out of the race, we drop everything and move on to the one who is still in the running, and work for the win. TJ pushes me to be a little more on the edge and I push back keeping him right there, it's a great balance between a Father and Son relationship"

Kasper racing is always a team effort and credits follow with Tom Kasper as Crew Chief, Tuner and Driver, TJ Kasper - Driver and Team Co Crew Chief, Eddie Waddell, Sean "Poozer" Shehan, Darren "Tommy Boy" Clegg, Seth Cohen, the Official Kasper Racing Photographer and "Chef" (Tom's wife Dana) and Son "Ty" rounding out the two car team.



Team Kasper Racing and their Massive fans and crew make sure the celebration in the winners circle needs a wide angle lens each time they take the win. And this year the camera was busy as TJ had won more races, and money, than most. Gil Christy has been a major support to the team! Pictured from left to right: Darren "Tommy Boy" Clegg, Eddie Waddell, TJ Kasper, Gil Christy, Tommy Kasper and Sean "Poozer" Shehan

It's March of 2013, the engines are already started, new tune-ups in the works with all the stops out, and you can bet that everyone who's anyone in 10.5 drag racing will be gunning for Team Kasper who proudly wear the target on their backs. But just watch what they get in return...

MEDIA AWARENESS:



Cecil County 2015 ©BLACKROCK PHOTOGRAPHY



Cecil County 2015 ©BLACKROCK PHOTOGRAPHY



CECIL COUNTY SSCSO 7-4-2015 © goDragRacing.org

MEDIA AWARENESS:



★ OUR PAST SPONSORS



BENEFITS TO SPONSORS:

We invite you to sponsor the racing organization of Kasper Racing. Our goals are to race as many races as we can attend throughout the year to promote your company to the best of our ability.

We will be traveling to all Nmca/Nmra events with full magazine & internet coverage. Major events included are Yellowbullet Nats, Ducks Race Lights Out 7, Shakedown at the Summit and all Cecil County Dragway races which consist of 12 races. Your logo will be displayed on the car & trailer as well as a banner to be hung at every event on the trailer. Our races will be held on the east coast from Florida to Maine, Las Vegas, Ohio, Canada & Texas.

Your sponsorship or co-sponsorship is negotiable and very much appreciated. You will receive publicity and advertising, in addition to logo and product identification through local and national press coverage. We are proud of our social media following and activity. We also display the race vehicle with special appearances at local trade shows, car shows, malls, schools and charitable events. We'll have custom t-shirts with every sponsor listed for sale and our own crew t-shirts as well.

Additional details about our racing team and the benefits of sponsorship are provided.

Let's Win Together!

Our November Accident has set us back...

On Nov 6-8th 2015 we attended the World Cup Finals at MIR DRAGWAY. We won this race in 2010 which then followed them to outlaw our car until this past year. We qualified number 7 out of 32 cars with a 6.38@201 lifting at 1000 ft. During our semifinal matchup with Tim Essick, we approached the finish line when the engine exploded causing fuel and oil to spray on the headers which caused a major fire sending the car into a spin at 190mph before scraping the wall hard. The car has extensive damage including a new carbon fiber one piece front clip, two front weld wheels, bent Santhuff front struts, complete rewire of the car from the fire, bent titanium wheelie bars, turbo damage, Tial waste gates, coldside pipes and to top it off the engine itself has 3 baseball size holes in the billet block and oil pan. All the hoses under the hood for oil and fuel need to be replaced and the M&M transmission also took a very extensive hit breaking the bellhousing. To top it off we won the round and had a bye into the finals for the \$10,000 payout.



Parts Needed To Restore Our Car To Driving Condition...

- New wheels and tires
- Extensive front end fiberglass work
- Front frame and chassis reconstruction
- New wheelie bars
- Engine block and rotating assembly
- Complete rewire of car (due to the fire)
- Complete engine rebuild,
- New plumbing for all fluids (fuel, water, transmission and oil)
- Paint and body work
- New suspension components in front and rear
- Left side brakes and spindle
- New glass
- Several fittings and hardware

BECOME A SPONSOR

Contact us today to discuss becoming a part of our team and benefit from our long history of racing experience and legacy!

Social Media

FACEBOOK
T.J. Kasper



INSTAGRAM
TJ Kasper



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BECOME A PART OF OUR RACING TRADITION AND FAMILY!



THANK YOU FOR YOUR CONSIDERATION!