

## MARK PAWUK FAST FACTS

**Owner/Driver:** Mark "Cowboy" Pawuk  
**Team:** Mark Pawuk Racing  
**Race Car:** Summit Racing Equipment Pro Stock Pontiac Grand Am  
**Residence:** Bath, Ohio  
**Date of Birth:** November 17, 1957  
**Birthplace:** Cleveland, Ohio  
**Height:** 6' 1"  
**Weight:** 200 lbs.  
**Family:** Married (11/13/93) to wife Bonnie (date of birth 10/26/59);  
daughter Kassandra (date of birth 4/12/95); son Kyle Thomas  
(date of birth 12/27/96)  
**Occupation:** President of Empaco Equipment Corp., the largest general  
contractor specializing in the removal and installation of underground  
petroleum storage tanks and dispensing equipment in northern Ohio  
**Education:** John Carroll University, University Heights, OH  
Independence High School, Independence, OH  
**Hobbies:** Golf, softball, basketball, tennis, running and weightlifting

## **MARK PAWUK CAREER HIGHLIGHTS (Through 2000 Season)**

**Final round appearances: 16**

**NHRA national event victories: 5**

- 1992 Slick 50 Nationals, Houston, Texas (def. Rickie Smith)
- 1992 Northwest Nationals, Seattle, Wash. (def. Scott Geoffrion)
- 1993 Motorcraft-Ford Nationals, Phoenix, Ariz. (def. Larry Morgan)
- 1995 Mid-South Nationals, Memphis, Tenn. (def. Jerry Eckman)
- 2000 Pontiac Excitement Nationals Presented by Summit Racing, Columbus, Ohio (def. Ron Krisher)

**NHRA national event runner-up finishes: 11** (plus 4 in NHRA sportsman competition)

- 1988 Winternationals, Pomona, Calif. (def. by Butch Leal)
- 1990 Cajun Nationals, Baton Rouge, La. (def. by Larry Morgan)
- 1990 Summernationals, Englishtown, N.J. (def. by Darrell Alderman)
- 1990 Northwest Nationals, Seattle, Wash. (def. by Bob Glidden)
- 1991 Keystone Nationals, Reading, Penn. (def. by Warren Johnson)
- 1993 Northwest Nationals, Seattle, Wash. (def. by Kurt Johnson)
- 1994 U.S. Nationals, Indianapolis, Ind. (def. by Warren Johnson)
- 1995 Gatornationals, Gainesville, Fla. (def. by Darrell Alderman)
- 1995 Keystone Nationals, Reading, Penn. (def. by Warren Johnson)
- 1999 Keystone Nationals, Reading, Penn. (def. by Jeg Coughlin Jr.)
- 2000 CSK Nationals, Phoenix (def. by Jeg Coughlin Jr.)

**Number One qualifier:** 1990 Slick 50 Nationals, Houston, Texas  
1992 Chief Winternationals, Pomona, Calif.

**Career best elapsed time:** 6.839 seconds (Memphis, Tenn., October 7, 2000)

**Career best speed:** 200.86 mph (Houston, Texas, October 31, 1999)

**Most wins in a season:** 2 (1992)

## MARK PAWUK NHRA PRO STOCK CAREER SUMMARY

Year	Events	Finals	Race Wins	No. 1 Qualifier	Final Standing
1987	11	0	0	0	23rd
1988	16	1	0	0	10th
1989	18	0	0	0	13th
1990	19	3	0	1	7th
1991	18	1	0	0	8th
1992	18	2	2	1	7th
1993	18	2	1	0	5th
1994	18	1	0	0	8th
1995	19	3	1	0	6th
1996	19	0	0	0	20th
1997	22	0	0	0	12th
1998	22	0	0	0	10th
1999	22	1	0	0	8th
2000	23	2	1	0	5th
<b>Totals</b>	<b>263</b>	<b>16</b>	<b>5</b>	<b>2</b>	

## MARK PAWUK FIRSTS

- First car:** "1964 Pontiac Bonneville convertible -- with a reverb radio and all the options."
- First drag race:** "I was 16, and ran a Stock eliminator trophy class at Dragway 42 in 1973."
- First race car:** "1968 Dodge Charger."
- First NHRA national event:** "1981 U.S. Nationals. It was the first year that Super Gas ran at Indy, and I was runner-up. I lost by three thousandths of a second."
- First NHRA national event win:** 1992 Slick 50 Nationals, Houston, Texas  
(defeated Rickie Smith, 7.286/189.83 to 7.246/190.15)
- First NHRA No. 1 qualifier:** 1990 Slick 50 Nationals, Houston, Texas, 7.220 seconds
- First NHRA record:** 7.220 seconds, set March 1990 at Houston Raceway Park, Baytown, Texas

## THE MARK PAWUK FILE

**Personal hero:** "My dad."

**Favorite track:** "I like the area around Gainesville Raceway in Florida, but we've always done well at Seattle International Raceway."

**Favorite race car:** "If my Summit Racing Firebird keeps performing, it will be my favorite. I still have a soft spot for the '89 Oldsmobile that set the NHRA e.t. record."

**Favorite food:** "Alaskan King Crab."

**Favorite music:** "Country."

**Accomplishment I am most proud of:** "Starting my own business and raising a family."

**Most memorable racing achievements:** "Setting the national elapsed time record in 1990 and winning my first national event in 1992."

**Philosophy on life:** "Always remember how you got where you are, because you'll meet the same people on the way down as you did on the way up."

**What other occupation would have pursued:** "I had ambitions to play professional sports, but I didn't have the gift."

**Life after racing:** "I could see myself as a team owner, continuing my relationship with Summit, and hiring someone else to drive for me. I'm the kind of person who can't sit still, so I couldn't just retire and do nothing."

## MARK PAWUK QUOTES

**On how he started:** "I worked at a transmission shop, and the owner had a drag car. He took me to the track the first time and I fell in love with racing. I've always been a very competitive person."

**On his "Cowboy" nickname:** "I got that in high school when I wore boots and a cowboy hat. That was when CB radios were popular, and my buddies gave me the 'Cowboy' nickname."

**On the early days:** "It was a lot different than it is today. We'd go to the track and have fun."

**On his first race car:** "I drove my Dodge Charger to school everyday. On weekends, I'd open the exhaust, bolt on a pair of slicks, and tow it to the drag races with my boss' truck."

**On his first race:** "There was guy who had a Super Bee who always ran faster than me. I finally beat him."

**On his career:** "Thompson Dragway had a Pro Stock race every year that I used to look forward to like Christmas. All the stars were there -- Bill Jenkins, Don Nicholson, Sox & Martin, Bob Glidden. My dream was to drive one of those cars."

**On why he races:** "I ask myself that sometimes! I like the competition. It's in my blood."

**On motivation:** "It sure isn't the money. I guess it's for the love of the sport and the friends I've made. I want to do well for our fans and sponsors."

**On how he unwinds:** "I run three to four miles every morning. It helps clear my head. In the evening, I like to go home and play with my daughter."

**On the competition:** "It's tougher than ever."

## **MARK PAWUK PROFILE**

### **This Cowboy Rides Herd on 1200 Horses!**

Pro Stock drag racer Mark Pawuk earned his "Cowboy" nickname by wearing Western boots and hats in his high school days. Now as a successful team owner, businessman, and father, the 41-year-old racer from Bath, Ohio is winning the respect of his rivals on the NHRA championship drag racing tour.

"The Cowboy" has changed horses frequently in his career. He's raced Dodges, Oldsmobiles, and Pontiacs -- but his current ride, the Summit Racing Equipment Firebird, is his fastest. A striking red-white-and-blue paint scheme accentuates the Firebird's aerodynamic lines, while Pawuk Racing's in-house engine development program promises to provide the horsepower to put Mark at the head of the Pro Stock pack.

What hasn't changed is Mark's commitment to winning. "I'm a very competitive person," Mark admits. "Whether it's basketball, drag racing, or business, I want to win."

To ensure his future success, Pawuk took the bold step of constructing his own engine R&D facility in Richfield, Ohio. The shop is adjacent to the offices of Mark's company, Empaco Equipment Corp., the largest general contractor specializing in the removal and installation of underground petroleum storage tanks and dispensing equipment in northern Ohio.

"My philosophy is that you have to control your own destiny," Pawuk reports. "It might be less expensive to rent or lease engines, but I believe that if I want to compete at this level we need our own engine program. It may cost more initially, but what we learn belongs to us."

Pawuk has also established a longterm relationship with Summit Racing Equipment, which supplies high-performance and racing components to enthusiasts around the world from a state-of-the-art facility in Tallmadge, Ohio. "It's an honor to be associated with Summit Racing," Pawuk notes. "Summit is a first-class operation, and we're proud to represent the company."

Mark's roots run deep in drag racing. He started as a "weekend warrior," competing in local races with a '68 Charger that he drove to school and work. Years of bracket racing on Ohio's numerous drag strips honed Mark's starting line skills. One of the pioneers in NHRA's Super Gas category, Pawuk was a finalist at the U.S. Nationals, Springnationals and NorthStar Nationals during his sportsman career.

Pawuk stepped up to Pro Stock in 1985. He made his first final round appearance in Pro Stock with a runner-up finish at the 1988 NHRA Winternationals in Pomona, Calif., and scored his first national event victory at the 1992 Slick 50 Nationals in Houston. His racing record includes four national event titles in 13 final-round appearances.

Quiet evenings with his family are an effective antidote to the pressures of business and racing. In November 1993, Pawuk relinquished his status as one of drag racing's most eligible bachelors when he married Bonnie Golias. The couple's first child, daughter Kassandra, arrived on April 12, 1995, and son Kyle Thomas was born on December 27, 1996.

"My wife Bonnie is really a key member of the team," Mark confides. "She is very supportive, and helps me tremendously in managing the racing operation by giving me a different perspective on the best way to solve a problem. We can talk things through and arrive at a good decision."

Mark's parents, Emil and Irene, are also ardent racing fans, and follow the NHRA circuit avidly. "My Dad's really into racing, although he never raced himself," Mark reports. "My family's support means a lot to me."

While some young executives might find relaxation on a golf course or a secluded beach, Pawuk spends his weekends driving his 200 mph Firebird. "I'm the type of person who can't just unplug from the world," he admits. "I always have to be doing something -- and racing is one of the things that I enjoy."

With a winning attitude, a businesslike approach, and a supportive family, Mark Pawuk is one cowboy who is determined to leave his brand on drag racing before he rides into the sunset.

# TECHNICAL SPECIFICATIONS

## Mark Pawuk Racing's Summit Racing Equipment Pro Stock Pontiac Firebird

### GENERAL

**Vehicle:** 2000 Pontiac Firebird  
**Series:** NHRA Winston Drag Racing  
**Class:** Pro Stock  
**Team:** Mark Pawuk Racing  
**Team Owner:** Mark Pawuk  
**Driver:** Mark Pawuk  
**Vehicle Weight:** 2350 lbs. with driver  
**Sponsors:** Summit Racing Equipment, Pontiac Racing, Empaco, Trick Flow, Freightliner, Mr. Heater, Goodyear, Holley Annihilator ignition and carbs, Craftsman, Speed-Pro, Aeroquip, VP, Mr. Gasket companies, GM Performance Parts, Competition Cams, Moroso, Auto Meter, HPC, Cragar, Turbo Start, Richmond, BME, ARP, Fel-Pro, Jesel, Clevite, Lincoln Welders, Loctite, DynoMax, Champion, Barry Grant, Mechanix Wear  
**Elapsed Time:** 6.857 seconds (Houston, Texas -- Oct. 31, 1999)  
**Top Speed:** 200.86 mph (Houston, Texas -- Oct. 31, 1999)

### ENGINE

**Type:** GM Drag Race Competition Engine  
**Displacement:** 500 cubic inches  
**Horsepower:** 1300 hp  
**Torque:** 800 lb.-ft.  
**Induction:** Dual Holley 1150 cfm four-barrel carburetors, fabricated intake manifold  
**Camshaft:** Competition Cams roller lifter  
**Connecting Rods:** BME forged aluminum  
**Crankshaft:** Summit steel billet  
**Cam Drive:** Jesel belt drive  
**Valvetrain:** Manley titanium valves, Comp valve springs and retainers, Jesel aluminum roller rocker arms  
**Ignition:** Holley Annihilator  
**Spark Plugs:** Champion  
**Lubrication:** Dry sump, 8 qts. capacity, Moroso 4-stage external pump  
**Fuel:** 108-octane VP racing gasoline

## **DRIVETRAIN**

**Bellhousing:** Trick Titanium  
**Clutch/Flywheel:** Hays pressure plate and flywheel, multi-disc clutch  
**Transmission:** Liberty 5-speed clutchless  
**Driveshaft:** ACPT aluminum/carbon fiber  
**Rear Axle:** Richmond 9" ring and pinion, Mark Williams

## **BODY AND CHASSIS**

**Chassis:** Chrome moly steel tubing  
**Body:** Steel quarter panels, carbon fiber/Kevlar hood, fenders, doors, roof and deck lid  
**Overall Length:** 217"  
**Width:** 74"  
**Wheelbase:** 103"  
**Suspension** Front: MacPherson strut  
Rear: Four-link with axle-mounted wheelie bars  
**Steering:** Rack-and-pinion  
**Brakes (front):** Disc, 9.5" diameter  
**Brakes (rear):** Disc, 10.85" diameter  
**Wheels (front):** Cragar 4 x 15"  
**Wheels (rear):** Cragar 15 x 15"  
**Tires (front):** Goodyear 25.0 x 4.5 x 15  
**Tires (rear):** Goodyear 33 x 17 x 15  
**Parachutes:** Stroud  
**Aerodynamics:** Front air dam, adjustable rear spoiler (13")  
**Instrumentation:** Auto Meter tachometer, oil pressure, water temperature, vacuum, brake pressure  
**Fuel capacity:** 3 gallons