For Chevrolet and GM Racing, building a better Funny Car is serious business. That's great for GM and an important avenue for our company to promote our technology would see in the showroom but performs better than the Funny Cars we've raced in the past. "We've managed to develop a car that looks a great deal like a Chevrolet Monte Carlo you grille area is very detailed, and the rear glass behind the door mimics the shape of the it's stiffer, it's safer and we know it's aerodynamically better than the car we ran previously. "The Chevy Monte Carlo Funny Car is an outstanding race car," Laise said. "The body is lighter, 30 percent. GM Racing engineers also incorporated new safety features in the Chevrolet Monte Carlo constructing the greenhouse to match the overall shape of the production Monte Carlo's roof shape. We brought it down by a small amount and tucked it in a little bit. That improves the airflow over the driver's compartment all the way back to the Camaro, NHRA mandated a maximum height so we were able to take advantage of the . The Monte Carlo body was constructed to take advantage by the NHRA technical department. The Monte Carlo body was constructed to take advantage of the dimensions of the Camaro and the Firebird fell short of the maximum dimensions allowed Firebird and the Camaro accelerated the development of the Monte Carlo body. For example, the laws of physics remain the same." Although racing in NASCAR and NHRA Funny Car are two completely different sports, areas, but you don't forget what you did to develop one race car when you begin work on another. Although racing in NASCAR and NHRA Funny Car are two completely different sports, areas, but you don't forget what you did to develop one race car when you begin work on another. 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Although racing in NASCAR and NHRA Funny Car are two completely different sports, areas, but you don't forget what you did to develop one race car when you begin work on another. Although racing in NASCAR and NHRA Funny Car are two completely different sports, areas, but you don't forget what you did to develop one race car when you begin block. The Monte Carlo has a four-part development team: GM Racing, Roush Industries, S & W and myself. The body had to be approved by NHRA and could not be modified in any way after it came out of the mold. That called for the development of an entirely new race car because there wasn't a current, state-of-the-art Alcohol Funny Car body in competition. Starting with the Funny Car that Bob Newberry drove to the 2005 TAFC championship. The body is scaled down for the Top Alcohol Funny Car class, specifically for the Top Alcohol Funny Car class, which Bob Newberry drove to the 2005 TAFC championship. The car is stacked up against the current competition in the Tested as "One of the most advanced Funny Cars, the Monte Carlo is extremely fast and powerful. 1965, the Monte Carlo made huge strides with this development project to meet our goals," said "Terry "Laise." Our technical department has worked very closely with Bob Newberry's team, Don "Prudhomme's team, working very closely with the Monte Carlo Funny Car team, extensive research was conducted Funny Car class. This included a vigorous, comprehensive aerodynamic comparison of how the two cars stack up against the current competition in the models used by GM Racing in NHRA competition. The first step in developing the new Monte Carlo Monte Carlo Funny Car that combines the identity of a production Monte Carlo that's used in the nitro-burning Funny Car class, while adhering to the aerodynamic fundamentals needed to create a competitive race car. A Funny Car body has to make a tremendous amount of downforce," explained Terry Laise, "But you don't want any more drag than necessary, but with the amount of power that is created, drag..."