



## For Tyler McQuarrie, life is great, but it wasn't so just four months ago He'll be talking about the amazing changes on *The Inside Drift*, Saturday

When driver introductions got underway at the Red Bull World Drift Championship in Long Beach last November, **Tyler McQuarrie** was a spectator, outside the fence, looking in at the biggest drift event ever staged. It was one of the toughest days of his life.

At the end of a two year stint drifting the Porsche GT2 of JIC Magic, without a deal for 2009, and with a child on the way, **Tyler McQuarrie's** world was looking pretty bleak. What a difference four months makes. That's just part of what **Tyler McQuarrie** will be talking about when he is the guest on [The Inside Drift](#), Saturday at 10:00am PST, 1:00pm EST.

Just days after the drift world put away their toys for the winter, Tyler got "the call" from drifting's most powerful team. Falken Tires, drifting's mega-team, was in the midst of reinventing itself, building a super team of top tier drivers to pilot their fleet of "new gen" super cars in focussed pursuit of the [Formula Drift](#) championship in 2009.

McQuarrie had just ended two years at the helm of the "Drift Panzer", an experiment that began with lofty goals but that by mid-season of the second year had deteriorated into an exercise in futility, **McQuarrie** had delivered on his end, qualifying the unique (in the drift world) rear-engined, rear-drive Porsche numerous times. He even drove it to a podium finish at New Jersey.

But the car had failed not at drifting, but all too often, just at running. The onetime ALMS race car was simply overbuilt, overly complex for the unique and specific demands of the [Formula Drift](#) tour. And its complexities confounded the JIC Magic team time and time again.

The Porsche's poor reliability and a lack of testing between events doomed the experiment and nearly Tyler's career at the same time, or so he feared.

Midway through the 2008 season **McQuarrie** was quietly shopping around the concept of building a new Porsche 997 drift project to be campaigned under his own team banner in '09. While the idea attracted interest, in an economy that was just beginning to show signs of trouble ahead, nobody was willing to write the big check.

By the time the Red Bull WDC had come and gone, Tyler was at a standstill, and so, he thought, was his career. But **Andrew Hoit** and **Nick Fousekis**, the brain trust at Falken Tires had had McQuarrie on their radar screen for some time. They had a car too, or at least they would as soon as **Ian Stewart** and **Autosport Dynamics** was finished massaging their new Nissan 350z roadster that was being fitted with a 410 sprint car NA V8.

It took just days for Falken and **McQuarrie** to define their new relationship and with that,

Tyler finally exhaled and could enjoy the immanent arrival of his daughter, which happened just weeks ago. Welcome **Maclaren McQuarrie**! Yeah, you read it correctly.

He's taught road racing to luminaries such as **Bill Elliot**, **Scott Speed**, and **Scott Rigs**, drifted turbo and NA, front and rear engined, coupes and roadsters, and raced ALMS, NASCAR, and formula cars in Europe. He is one of [Formula Drift's](#) most versatile and accomplished drivers and he'll be talking to callers about all of that plus what lies ahead on the new, improved Team Falken Tires, when he appears on [The Inside Drift](#), Saturday at 10:00am PST, 1:00pm EST on [blogtalkradio.com](#).

