

Saturday's record runs were a puzzle. No second run was made to back up the record and owners of the faster cars were often convinced they had not turned the rapid times awarded them. Each car was given but one run.

In the middle of the meet conditions became such that it was decided car owners could not be allowed to store their cars on the strip or do any last minute tuning. Although the starters were capable, many owners felt this regulation to be too stringent.

After a cool day Saturday the following day's running under a tepid California sun proved difficult for entrants and the track. Inadequate stoving facilities, rough handling and the heat of the day proved too much for the well built course and contacts began to loosen and lift. Bill Supple of Auto Hobbies,

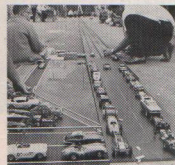
members had constructed the track, asked for a brief adjustment in the run-offs to make needed repairs. He was backed by leading contenders, but the request was never granted. As a result, cars utilizing made pickups were sometimes forced out of the slots, were thus eliminated.

The Top Eliminator run was a close point. Contact was lost in the final powered track section (8 feet) on the side of the leading car. The other lane took over, winning by inches. The win could only be considered if a handicary system were employed, yet it stood and the first car through the lights took home the trophy. Certainly no complaint could be raised had the losing car experienced motor failure or other mechanical trouble, but in this case it was

beaten before it started. Following the meet, the contact was repaired in a very minor job and the cars were modifiedly run several times. The losing car consistently beat the declared winner regardless of lanes used.

Manufacturers really came through on the awards end; trophies were certainly equal to the aspect of a transnational championship. Revell donated trophies to all class winners as well as kits to each winner of both "Outlaw" and Mickey Thompson's "Challenger." Similar awards went to Best Looking Car, Farthest Distance Mailed, Low E. T., Top Speed, and 1/10th, Middle and Top Eliminators. AMT gave trophies to Best Engineered cars in each class and Ford kits went to winners and runners-up. Puffa donated two cases of their Spray 'Namel to the Best Engineered

ELECTRIC DRAGS



Two hundred and sixteen entries kept the starting grid at RRC's Championship Drag Strip to capacity (left). As starting reached, front track at times as the car owners crowded, hand adjusted and towed to keep contending cars in top performance brackets. Apical runoff for eliminate side opened up with Super Stock Pinnac (right, above) beating out hairy A Modified Sports Corvette.



Ceremonial awards went to many contestants, both for excellence in performance and construction. (left) Ernie Mathews of Los Angeles accepts Revell trophy and handshakes from AMT's Phil Buckman, on hand for the check. (right) Above: outstanding construction... middle entry from Duluth, Colorado took Best Constructed Cup. Ben Millington's detailed Berkshire Mustang Type 62 had wild space frame like the oval car. Pinnac DC motor is used to propel the Revell prototype.