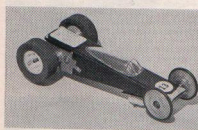


winners in all classes and divisions. "Big T" was voted winners of special awards for Sportsmanship, Originality, and Workmanship as well as runner-up in the Little, Middle and Top Eliminator runs, courtesy of Menogram. The representative from the Bostner motor company awarded six motors to contestants of younger age who seemed to show greatest promise and speed. (Commendable, indeed! Ed.) And, as previously mentioned, Auto Hobbes awarded parts of their manufacture to mainline entries, as needed; resulting in more than one winner instead of an also-ran. There was no doubt that the awards were splendid and plentiful. If anything, too much so. They might have been spread more thickly through the 216 entries. It would seem that the Best Engineered awards would be given to contending cars . . . if the engineering

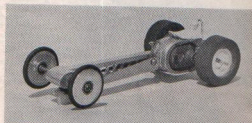
was sound, surely the car would have proven itself in competition. Yet, awards sometimes went to cars eliminated early in competition and entrants seemed to agree that the basis should often have been Best Appearing. No blame can be placed on the persons who took the awards. Officials said they won; why argue? Criticism has not been registered by Car Craft magazine, but rather by winners as well as losers, as reported to us. Obviously, a first attempt in freight with unexpected problems and much may be gained from the experience. Some constructive thoughts are in order: Published rules and classes should not be changed midway through the meet. At all costs, the course must be kept in top operating order throughout

the event. A technical committee should be established to judge and rule on all protests. Awards should be based on true qualities as stated: Engineering, for mechanical design and excellence; Appearance for finish and detail, etc. Of real interest to many was the breakdown of entries. Most were local, from the Southern California area. Illinois led the mail-in entries with Texas, Ohio and other parts of California, in order, following. Illinois was again tops, with six trophies going to that state. Farthest Distance went to a Massachusetts entry. One eager entrant sent a car from Cleveland, Ohio, but the response proved too much . . . he arrived in town for the meet and took over his own car. He felt he had learned a lot and will be building faster cars in the future.

Photos by Bob D'Onofrio, Roady, Hal



Some like it quick! Chuck Hamill's Linday 1010 powered drag, after tested the course in the top track lane of L200 academy to gather up the gold for the Local E.T. of the Meet. Rapid!



Most Original Car was this Indy race car with chassis milled from magnesium alloy. Bert Farnum of Carleton, California used Linday 1010 motor, ball bearing front wheels, "Q" ring tires.



Supreme accuracy needed to gauge times on short course top assured by use of Chrono-tek clocks accurate to 1/1000 second. Clock being shown by top equipment prior to qualifying and record runs. Clocks run without hitch for hours. Final run for Little Eliminator run between a Casey Ford coupe of Keith Ward from Villa Park, Illinois, a NVV-hall bearing car, and factory-equipped Pontiac. Each car was subject to its own division and pulled a 4000 lb. weight on its grid pole, setting up Super Stocker. Abundance of trophies and merchandise awards (Facts Fairs and Monogram Big E.T. car seen in rear right) in B&E's Medicine Show. Don Cameron top pole on Carl Madsen, securing trophy for mail-in entry, Keith Ward. Despite him to be expected in first event, time championship went well and next year . . .