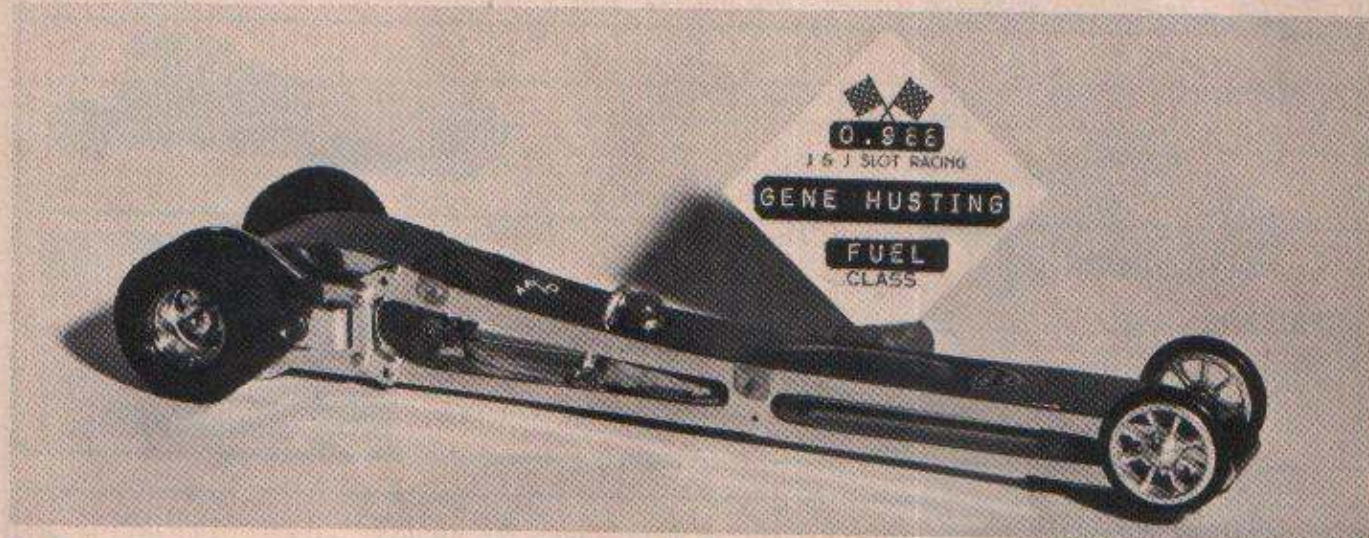


IMPOSSIBLE! PART THREE

In the last two issues we showed you, step-by-step, how to build Gene Husting's record-setting fuel dragster. Although construction of the car is complete, you'll want to follow along and learn some of Gene's speed secrets. Gene feels that much of the car's success lies in super tuning, and Parts Three and Four will clearly illustrate the techniques he uses on his fabulous dragster.



1) The first step in tuning is to check all the bearings (even new ones) to make sure they are all free-wheeling. If there is some dirt restricting the free running of the bearings, clean them out. If you can't clean them, you'll have to replace them. Check the bearings often, and if you can get the shielded type, use them, as they'll keep dirt out and last much longer. I generally put one drop of very light oil on the bearings when they're new, and that's the last time I oil them. If you put too much oil on them the excess will come off on the track and tires.

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2) The chassis must be square so that all four tires touch the track. If the chassis is twisted, the rear wheels will be unevenly loaded, causing wheelspin and/or a squirrely run. The car must also track straight, and to check this remove the flag so the car rests on all four tires. Remove the brush spring so the armature will spin freely. Now give the car a slight push on a smooth and level surface. If it turns to left or right, the front wheels are not square with the rear and need correcting.