

lowed an extra long time for them to dry. The track was cleaned from one end to the other. Both cars were placed on the line and the tires carefully seated to the track. All was quiet as the green light flashed on and Cukras pulled a huge four foot shot on Stone! This was all it took as Cukras took Fuel Top Eliminator with a 1.11 e.t. Stone was asked what happened, but he couldn't explain it. He said he was just asleep at the line. That's racing!

After the meet, record attempts were made with Jim Kirkwood trying for low e.t. His tires were breaking loose off the line, but he still managed a 1.08, which was good enough for low e.t. of the meet, but a little off the track record. The author holds the track Fuel Modified Roadster record of 1.02 and Fuel Dragster record of 1.03.

I'm sure all of you have been asked, or maybe wondered yourself, just how fast in actual miles per hour do these cars go? Well, Jim Gallagher installed some mph clocks at J & J. Normally, mph clocks are set an equal distance before and after the quarter mile finish line, but due to the lack of space, one light was set 12 feet before the finish line and the other light on the finish line. The author's fuel dragster, on a record setting run of 1.01 e.t., turned a record 59.78 mph average for the last 12 feet of the strip. This means that the car was going approximately 65 actual mph at the finish!

At the conclusion of the record attempts the trophy presentations took place, along with gift certificate and merchandise awards that were donated by Baldwin Specialty Co., and Hi-Quality Distributors.

We chose a Little Eliminator car as our car of the meet. The man who built the car, Bob Nord, has won numerous Little Eliminator awards in this area, as well as Little Eliminator at the 1965 Northern California championships. He also ran low e.t. in Little Eliminator at the Car Model 1st International Drag Meet. For anybody just starting in drag racing I believe it wise to choose this type of car to learn all the basics before going on to the Top Eliminator cars. Although you're not allowed to modify the stock 12 volt motors in any way, there's plenty to learn from gearing, tires, weight distribution, etc.

Bob's present Stock Class car is an AMT '65 Dodge. He used a Dremel power tool to cut and lighten the inside of the body as much as possible. The frame is made from magnesium. Bob says the most important thing is to keep the car as light as possible. Weldun gears are used with a 1.70 to 1.80 ratio. The 12 volt Ram motor is stock, but there must be no bind in the armature. On medium powered strips Bob uses the medium tension Ram brush spring, but at "Horsepower City" (J & J's) Bob must use the stiffest of the Ram springs. Because the tires must be treaded and only 3/4-inch wide, Bob found the Rigger's gave him the most bite. Raceway front wheels are used and must rotate very freely. Also the front wheels must be squared with the rear wheels so the car will track straight. Bob also installed a partial belly pan on the car to keep the wind out of the body. There is an awful big challenge to this class of racing, so why not try your hand at it? ◀

RESULTS OF INGLEWOOD RACEWAY MEET

LITTLE ELIMINATOR

STOCK	BOB NORD	1.71
GAS	JIM RHODEN	1.51
SPORTS	TWEETY	2.07

MIDDLE ELIMINATOR

ROADSTER	NONE	
ALTERED	JOE MERRILL	1.46
MOD. SPORTS	DICK MERGET	1.56

GAS TOP ELIMINATOR

COMP. COUPE	JIM BARTOSH	1.22
MOD. ROADSTER	BOB NORD	1.20
DRAGSTER	JIM KIRKWOOD	1.23

FUEL TOP ELIMINATOR

COMP. COUPE	WARREN STONE	1.20
MOD. ROADSTER	WARREN STONE	1.16
DRAGSTER	JOHN CUKRAS	1.09

TRACK RECORD

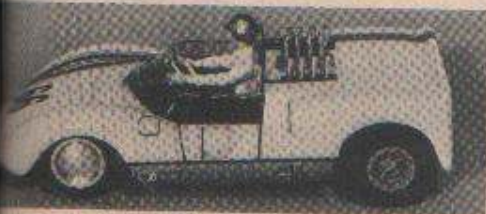
FUEL MOD. ROADSTER	GENE HUSTING	1.02
LITTLE ELIMINATOR	JIM RHODEN	1.51
MIDDLE ELIMINATOR	JOE MERRILL	1.46
GAS TOP ELIMINATOR	BOB NORD	1.20
FUEL TOP ELIMINATOR	JOHN CUKRAS	1.09
LOW E.T. OF MEET	JIM KIRKWOOD	1.08
BEST CONSTRUCTION	RAY YATES	
BEST APPEARING	ED SAGER	



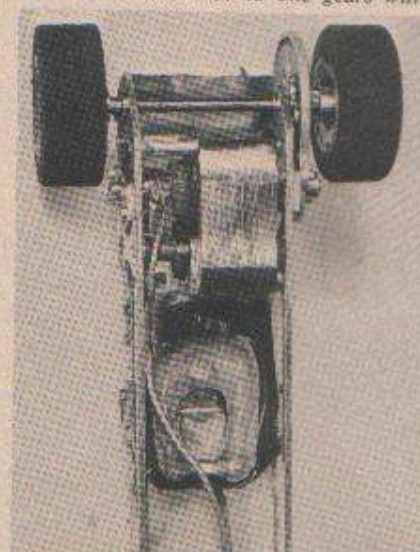
Car of the Meet award went to Bob Nord for his '65 Dodge. The belly pan also serves as a body mount. All parts have been highly polished. Twelve-volt RAM motor is stock and runs Weldun 1.80 to one gears with Rigger tires. Bob did all the hand lettering.



Runner-up for Best Appearing Car was Dave Scott with his Pearl Willys A/GS.



Best Appearing Car trophy was captured by Ed Sager's highly detailed Chaparral modified sports class entry, he even races it.



Gene Hustings' rail shows the latest practice in fuel dragster motor mounting, no screws, just aluminum tubing and Epoxy.



Bob Cukras, center, won coveted Top Fuel Eliminator bracket beating out 17 cars. Trophy Presentation by Bob & Bill LaRue.