

A BIG DRAG MEET was held in the San Francisco area with the special awards being an expense paid trip to the Los Angeles area for each of the four eliminator bracket winners. The winners were, Jim Bernasconi, Top Fuel; Denny Lynn, Top Gas; George Munson, Middle; and Bob Whitaker, Little Eliminator. The meet was sponsored by the Arcers Drag Racing Club of San Jose. Transportation for the 500 mile, each way, trip was furnished by Vilas Rambler of Sunnyvale, who donated the use of two 1965 V8 Rambler wagons for the trip. The purpose of the trip was a special drag meet which was held at J & J Slot Racing, 5414 Long Beach Blvd., Long Beach, Calif. Besides the four winners, the officers of the Arcers club competed at the J & J meet along with a few other competitors from the San Francisco area. Incidentally, any of you drag racers in the San Francisco area who would like to

Jim Gallagher started the meet with stock class eliminations. Final run in stock class pitted Otis Austin's Dodge against Bob Nord's Plymouth. Austin proved a little quicker on the lights and won the race with a good 1.53 e.t. Nord lost but turned an identical 1.53 e.t. The final run in gas class pitted two of the racers from the North, Jim Handy with his Kemtron powered Corvair, and Richard Hancock with his Pittman 85A powered Willys. Although 99 per cent of the motors used by the fellows around here are the Ram 850 & 857, 6 & 12 volt motors, the fellows from Frisco are still experimenting with other types. Handy's Kemtron proved to be faster than Hancock's Pittman and won gas class with a 1.62 e.t. Joe Merrill's fine running Ram powered '34 Ford coupe won altered class with a quick 1.35 e.t. and Bob Nord's Ram powered '32 Ford won roadster class with a 1.40 e.t. Denny Lynn, of the Arcers,

SCALE MODEL DRAG

by Gene Husting

compete at the Arcers drag meets can contact the Arcers president, Rudy Perez, 2425 - 21st Avenue, San Francisco, Calif., for information on their meets.

J & J Slot Racing has been the center of drag racing in the Los Angeles area and therefore was a natural choice for the Arcers club to hold an event. Our first drag meet, covered for Rod & Custom Magazine in the March, 1965 issue, was also at J & J's, so this meet is in the way of an encore. To give you an idea how good this track is, Jim Gallagher, the owner of J & J's, has built more than a dozen similar drag strips for other slot tracks across the country. The black formica strip is 55 feet long with $\frac{1}{8}$ -inch thick by $\frac{1}{4}$ -inch wide brass bar used for the contact strips. This gives the cars a fantastic amount of power all the way down to the finish line. Two clocks are used, one for each lane, as well as individual start buttons for each lane. There is one green light, and then the red foul light for each lane, and also the win lights at the finish line.

The meet was held on Saturday night so the fellows from the north arrived early Saturday-morning and had the whole day for tune up runs to get used to the strip. Bob Cartwright came by with some friends to spectate, but he ended up with the difficult job of checking over and registering the cars. Before the meet started, judging for Best Appearing and Best Constructed was performed. Chuck Blayney, who won Top Eliminator at the R & C Motorama meet, wiped out his car at one of the J & J weekly meets, when the car hit the parachute and folded up like an accordion. This has happened to quite a few of the lighter flexi-flyers now. Chuck built an exact duplicate of his other car for this meet and he did such a great job on it that it was awarded Best Constructed Car of the meet. Best Appearing was won by the immaculate Willys coupe belonging to Mike Fazio of the Arcers club. Besides being perfectly detailed it had a working front end with leaf suspension and shock absorbers.

won gas competition coupe class with his Cox powered entry at 1.29 when Riley Davis's entry got a little too much bite and jumped out of the slot. Ray Yates super sanitary Ram powered entry won gas modified roadster class with a real quick 1.16 and Tom Meyer took gas dragster class with a 1.22.

This brings us up to the fuel top eliminator classes which have always been the most popular and hardest won classes. It seems everybody likes to run these type cars as well as watch them race. Although there's much more work to building and tuning a fuel type car, the fuel classes always have the most entries and, it seems, the best races. The final round in fuel comp. coupe pitted Gary Shaver, who had a best e.t. of 1.15 against Ron Scholz, with a best e.t. of 1.20. Ron Scholz, along with his brother Vern, made the long trip all the way down from Sacramento for this meet. Shaver was a little faster on the buttons than Scholz, and won with a 1.20 e.t. The final round in fuel mod. roadster found Ray Yates, with an earlier 1.07 e.t., facing Bob Whitaker, of the Arcers, with a car built by Denny Lynn. Whitaker on a previous round turned a 1.09, which stood as low e.t. among the group from the North. Yates is not noted as being very fast on the buttons but it was a pretty good start, except about $\frac{1}{3}$ of the way down Whitaker's car jumped the slot, giving the race to Yates with a real good 1.06.

I've slipped lightly over the previous classes so I can give you a short round by round account of fuel dragster class. With seventeen entries I'll try to keep it brief. Loren Hays, of the Arcers, with a 1.34 lost the first race to Joe Merrill with a 1.12. Paul Shaver, with a good 1.07 over Chuck Blayney's new car with a 1.17. Jed Donahoe set low e.t. of the meet in the next race with a 1.05, but red lighted, and he's still hearing about that red light. This gave the race to Gary Venem with a 1.17. Bob Nord won his race with a 1.15 against Rich Lucas of the Arcers with a 1.36. Gary