

## SCALE MODEL DRAG RACING

faced Tom Meyer's dragster. Ray won this race with a quick 1.16, with Meyer turning a 1.24. Final round pitted Yates against Lynn. The light flashed green and Yates was gone like a shot. Lynn's car didn't move an inch confirming the opinion that Lynn blew his motor on the previous run. Yates gas mod. roadster turned a 1.15 on this run. That's really hauling for a 12 volt Ram motor! Some of the fuel class cars don't even run this fast. In the fuel top eliminator runoffs Gary Hetrick, winner of the fuel dragster class, drew the bye run and singled at 1.28. Ray Yates, with his fuel modified roadster winner then faced Gary Shaver with his fuel comp. coupe winner. Shaver was out of the hole first but Yates drove right by him and turned a real quick 1.06 for the win to Shaver's 1.18. This left Yates and Hetrick for the final run for fuel top eliminator. Besides building the cleanest cars around, Yates' cars are usually among the fastest also, but Ray is generally so slow on the buttons that he often loses the race while turning a better e.t. than his opponent. And this is what he was afraid of on this final race. He knew Hetrick's times were almost identical with his own and Hetrick is faster on the buttons. Both fellows very carefully cleaned their tires, and gave them time to thoroughly dry. They each cleaned their own side of the track from starting line to finish line. Both cars were placed on the line, the tires were seated just right, they picked up their buttons and Ray's face was so wet it looked like he just stepped out of the shower. The green light came on and Hetrick had a small lead at the start. At the halfway point it was even, but at the finish line it was Yates the winner with a 1.11 to Hetrick's disappointing 1.21! Hetrick must have blown an armature. It took a few moments for the shock to wear off before Ray realized he had won fuel top eliminator, but when it did — wow! I've never seen a happier guy. And I might add that it couldn't have happened to a finer racer than Ray Yates.

After the meet there were some runs for low e.t. or records but none were successful. Manual Maldonado, who had the car of the meet at the last R & C meet, has been drafted and so he sold his car to Jim Gallagher. There were some requests made that Jim run this car against my fueler in a match race for the benefit of the racers from the North. Although it was getting pretty late, we agreed to one run. On this run, Jim turned 1.07 which was a real good run, but not quite good enough, as mine turned a 1.01, which is the fastest dual run to date in this area. After everybody read the clocks for themselves we had the trophy presentations. The beautiful trophies for each class and eliminator division were sponsored by Weldun Engineering who make the finest gears obtainable for slot cars. If you're not using these gears, you could be going faster and quieter with them. A set of Weldun gears was also awarded to each class winner. Jim Gallagher presented generous gift certificates to each of the four division winners. I'm sure the fel-

lows from the North enjoyed the racing as much as we enjoyed having them here. I know with all the questions they asked, they picked up a lot of ideas that will help and I'm sure the next time they come down here, they'll be showing us the short way down the strip. Thanks again fellows for making the long trip down here.

### CAR OF THE MEET

Our car of the meet was built by Ray Yates. Ray also built the car of the meet featured in the March '65 issue of Rod & Custom Magazine. Both cars are fuel dragster type cars but there the similarity ends. He originally built this car to run in the gas dragster class, which requires that the original end plates must be used, but may be lightened. Ray has been a top contender in the gas top eliminator division for quite a long time now with his gas modified roadster. The gas dragster ran almost identical e.t.'s as his gas modified roadster so he decided to put a six volt armature in it, change the driver position and run it as a fuel dragster. The results were very gratifying as it turned 1.06 at this meet. Ray's cars are always super clean and this one is no exception.

The motor is a Ram 850. The field laminations have been tapered in slightly at both ends but use the stock width. Both end plates have been extremely lightened and beautifully polished, as has every part on the car. The six volt armature has been epoxied and balanced and is mounted in the end plates with ¼-inch flanged ball bearings. A drill rod (¼-inch) is used for the rear axle which has flat spots ground on it for the set screws in the gear and wheels. The gears are Weldun with a 3:1 ratio. German rekord elastic tires are used and are epoxied to Russkit wheels. This assembly spins on ¼-inch flanged bearings in small axle mounts attached to the two rear 2/56-inch screws of the motor.

The front two 2/56-inch motor screws are used to attach the frame rails to the motor. The frame is ¼-inch magnesium. A spring-loaded swinging pickup made of aluminum tubing is mounted to the frame about one inch forward of the motor. On the front end of the frame Ray installed the new sharp looking Speedway mag-type spoke front wheels. Aluminum sheet (.009) is used for the body. Driver is fully detailed including tin foil driver's mask and striped helmet. The flawless workmanship as shown in this car has become a Ray Yates trademark. ◀

### J & J MEET RESULTS

#### LITTLE ELIMINATOR

STOCK CLASS	OTIS AUSTIN	1.53
GAS CLASS	JIM HANDY	1.62
SPORTS CLASS	NONE	

#### MIDDLE ELIMINATOR

ROADSTER CLASS	BOB NORD	1.40
ALTERED CLASS	JOE MERRILL	1.35
MOD. SPORTS CLASS	NONE	

#### GAS TOP ELIMINATOR

COMP. COUPE	BENNY LYNN	1.29
MOD. ROADSTER	RAY YATES	1.15
DRAGSTER	TOM MEYER	1.22

#### FUEL TOP ELIMINATOR

COMP. COUPE	GARY SHAVER	1.15
MOD. ROADSTER	RAY YATES	1.06
DRAGSTER	GARY HETRICK	1.05

UNLIMITED	ERIC OTTO	
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#### TRACK RECORD

FUEL DRAGSTER	GENE HUSTING	0.988
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LITTLE ELIMINATOR	OTIS AUSTIN	1.53
MIDDLE ELIMINATOR	JOE MERRILL	1.35
GAS TOP ELIMINATOR	RAY YATES	1.15
FUEL TOP ELIMINATOR	RAY YATES	1.06

LOW E.T. OF MEET	JED DONAHOE	1.05
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BEST CONSTRUCTION	CHUCK BLAYNEY	
BEST APPEARING	MIKE FAZIO	



Jim Gallagher (left) presents Top Fuel Eliminator gold to Ray Yates. He won T/G. **BELOW.** Best Appearing Car of the Meet was won by Mike Fazio. Willys coupe features leaf spring suspension and working shocks.

