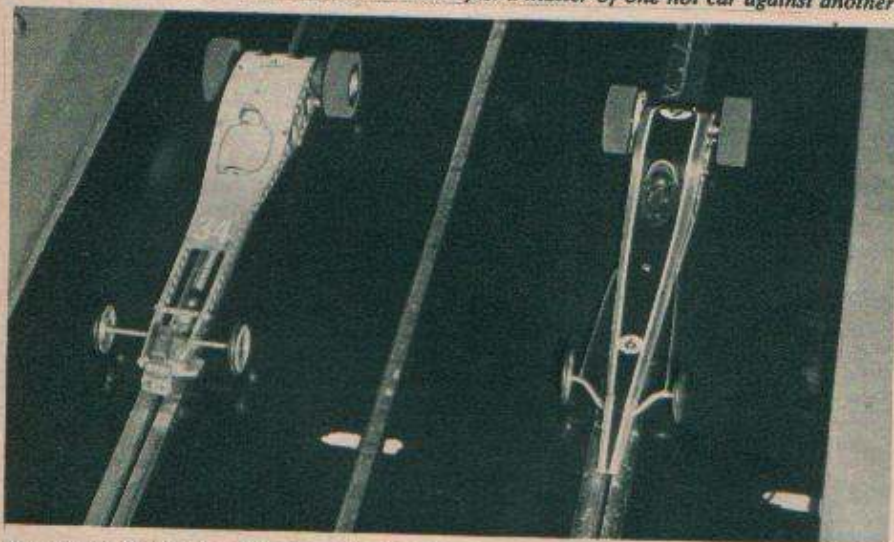
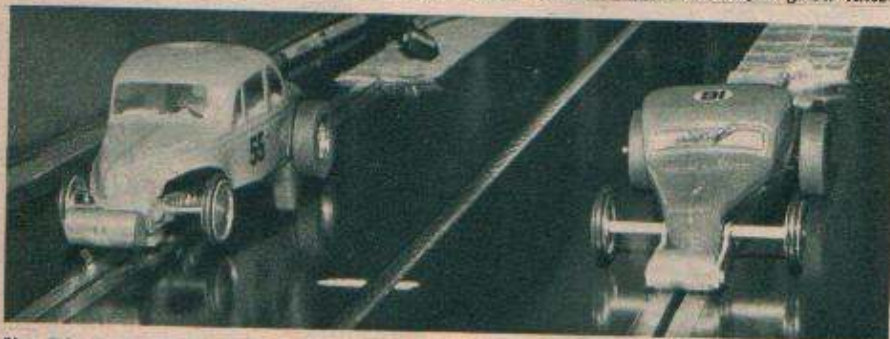




In the final race of the first round eliminations, Chuck Blayney (left lane) locked horns with Jed Donahoe and lost. Both drivers are intent only on those lights on the wall. With control in the drivers' hands, the races aren't just a matter of one hot car against another.



First round in fuel dragster class saw Bob Braverman's 'Old Reliable' and Manuel Maldonado's 'Stiletto' (right) running side-by-side until Maldonado's car deslotted and gave the win to Braverman. Bob's car made it in a very creditable 1.12 seconds, a good time.



Jim Rhoden's '40 Ford lines up against Joe Merrill's '34 as the altereds prepare to do battle for the middle eliminator crown. Joe hole-shot Jim, went through the finish lights in 1.46 seconds, as compared with Jim's 1.43 E.T. So, we know who was catching whom!

Scale Model Drag Racing

Come with us to one of the L.A. area's fastest drag strips for a look at how it's done in Southern California

By Gene Husting

LOWEST E.T. DRAG STRIP in the Los Angeles area is at J & J Raceways, 5414 Long Beach Boulevard in Long Beach. The strip is owned and operated by Jim Gallagher, assisted by his wife, Julie.

Most drag strips use brass tape, .010 to .020-inch thick, at the sides of the slots. Jim figured this tape couldn't carry the 50 amps or more that fuel-class cars draw, so he used brass bars, ¼-inch wide by ⅛-inch thick. He routed out the track so the tops of the bars are flush with the surface of the 55-foot polished black Formica strip.

As an indication of the amount of juice provided by this set-up, it was a common occurrence, when running six-volt Pittman DC85A motors, to blow the epoxied armatures after two or three runs. It got so bad that Jim started to run the fuel classes on 30 volts instead of the 36 volts, so the cars could get more runs before blowing armatures. Now, the much better Ram armatures can again be run on 36 volts (when properly epoxied) without too much fear of blowing.

Jim really goes out of his way to help drag racers. He installed individual clocks for each side of the strip, so both winner and loser can see their elapsed times. Push-button starters are used, along with a green starting light and twin red lights that show whether either contestant jumped the green. There is also, of course, a 'win' light for each lane at the finish line. This strip is so well liked that Jim has built duplicates for four other slot-racing shops and has two more on order.

The meet we're reporting started with the stock machines. It's really amazing how fast these cars are running when you consider that the motors must be absolutely stock 12-volt types. Nearly all the cars in every class, except unlimited, are using Ram 850's.

Final runoff for stock class pitted Irv Cox's '64 Fairlane against Bob Nord's '64 Dodge. Nord is very fast on the button and

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