

continued

## SCALE DRAG RACING

turned a 1.55 e.t. to Cox's 1.65. In the little eliminator category, Jim Rhoden's very fast Corvair gas machine has been the one to beat. Jim had no trouble taking gas class with an e.t. of 1.48. Sports car class was taken by R&C's Bob Braverman with his immaculate Ford Cobra. In the final run, Bob's 1.55 e.t. outdid Rodney Owens' '57 T-Bird, which turned 1.57. Bob's win was especially remarkable, because he didn't start to build his car until three days before the meet! That didn't leave much time for tune-up.

Everyone likes to build alters for Middle Eliminator. This popular class was won by Joe Merrill, who had the only Pittman DC85A entered in the meet. Although Joe won the class with a best e.t. of 1.46, he had to put hole shots on Rodney Owens' '40 Ford, which turned 1.42, low e.t. in middle eliminator, and Jim Rhoden's '40 Ford, which was close behind with a 1.43. Owens had low e.t. in gas top eliminator division, his dragster turning 1.18. In this division, cars must use 12-volt motors with original end plates. Under those limitations, Owens' 1.18 is fantastic! There are still quite a few who haven't gone that fast in the fuel top eliminator division.

In fuel top eliminator, six-volt motors are allowed and end plates may be removed, so most cars are the 'magwinder' type. Fastest man around in the modified roadster and competition coupe classes, of late, has been Rod Owens, who had no trouble winning the former with a 1.12 e.t. and the latter with a 1.10. This is really haulin'! First cars up were Manuel Maldonado's ultra-light dragster and Bob Braverman's 'Old Reliable'. Both cars turned in hot times during practice, so everyone was expecting a good race. They got off to a good



While some of the other classes were run, John Foster tuned his fueler in preparation for the final top eliminator battle coming up. His techniques really paid off though, because he took T.E. with a 1.15.

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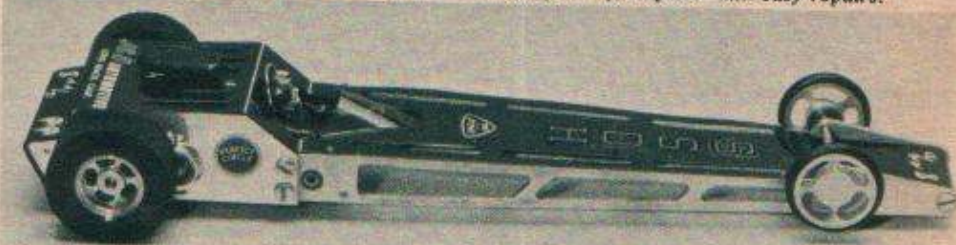


The author (left) examines machine that was judged 'Best Constructed'. It's being held by owner-builder Ray Yates on right.

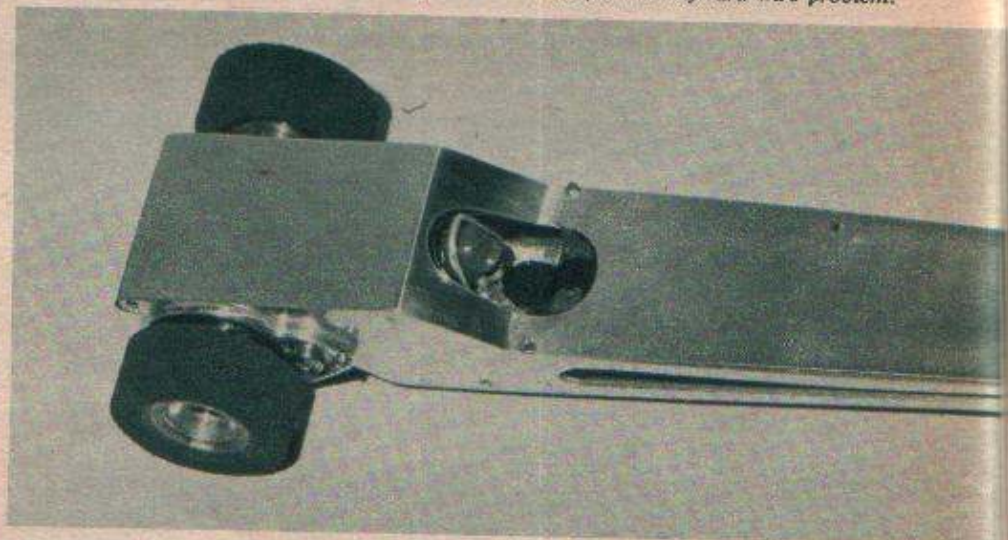
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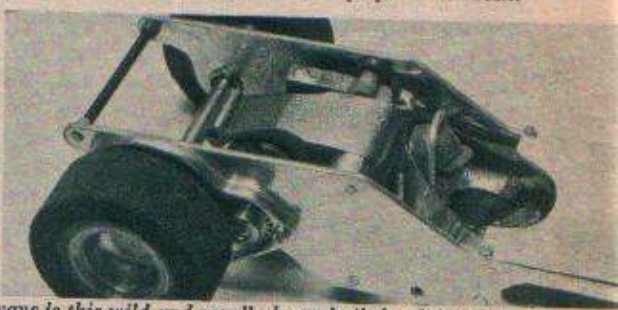
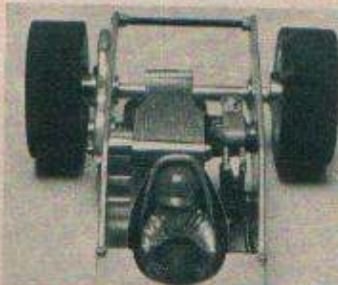
John Foster's top fuel eliminator shows lavish striping. Note removable armature bearing plate for quick and easy repairs.



The beautiful unlimited car built by friend Bob Cartwright and mentioned in the text might have been a real record smasher if it hadn't been for his wayward wire problem.



BELOW: Note the detail refinements on Ray Yates' fuel dragster. Rear motor screws aren't used because of epoxied laminations. Gear guard was hand formed, helps preserve mesh.



BELOW: The car to beat at J&J Raceways is this wild and woolly beast built by the author, Gene Husting. It whistles down the Formica strip in a scorching, consistent 1.06 seconds.

