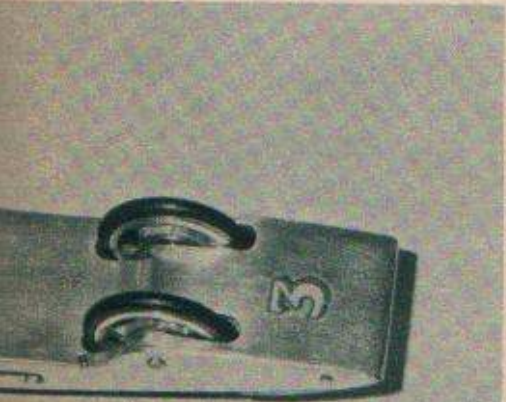




Bob Braverman built this Cobra in just three days, time enough to put down Rod Owens '57 T-Bird for a sports car class win in the reputable time of 1.55 seconds.



Don Maldonado's ultra-light fueler has radius rods to hold front end alignment.



Ray Yates prefers inboard-mounted front wheels and that polished look on his Best Constructed car. It's light but strong.



Jim Gallagher, I&J Raceways owner, gives Rodney Owens one of many pieces of hardware with which he walked off that night.

start and were side-by-side to about the one-third point, when Maldonado's car got a little too much bite, pulled a wheelstand, and jumped out of the slot. This left Braverman the winner with a very good 1.12.

Next run brought up John Cukras of stock-car fame and Ray Yates with his 'Best Constructed' car. When the green light came on, Cukras was long gone. Although Yates' machine was pulling strong enough to set the low e.t. in dragster class on this 1.11 run, he was too slow on the button and Cukras won with a much slower 1.23 e.t.

Run three brought up Jim Rhoden and John Foster with their fine machines. On the green light, Foster was out of the hole first, holding a small lead to the finish line and turning 1.18 to Rhoden's quicker 1.17. Next, Riley Davis took it with a 1.17 to Irv Cox's losing 1.34 effort. Then, Wayne Cartmell had one of those heart-breaking wheelstands, giving the race to Don Dieckman, who turned 1.20. Last run brought up young Chuck Blayney to face Mr. 1963 Top Eliminator, Jed Donahoe, who showed he still had the magic touch, leading wire-to-wire with a 1.15.

Start of round two found Bob Braverman facing John Cukras. Bob found out he wasn't as slow on the buttons as he thought, and took the race with a 1.17 to Cukras's 1.23 e.t. John Foster raced Riley Davis and beat him out of the hole, turning 1.16 to Davis's close 1.17. Don Dieckman took on Jed Donahoe next, but Jed proved too much for him, turning a real fast 1.13. Third round brought Bob Braverman up against Foster. On the green light, Foster's car shot off like a bullet to turn a 1.18 e.t. Braverman's didn't move an inch, but literally went up in smoke. Bob checked over the car and found that the magnet had picked up a set screw, which had lodged between armature and field laminations, locking up the motor. That's a tough way to lose a race!

The final round pitted John Foster against Jed Donahoe. The cars were prepared carefully and set on the track, the light flashed green, and Foster did the impossible! He beat Donahoe off the line and held it all the way, with both cars turning

identical 1.15 e.t.'s. Foster emerged victorious as fuel dragster class eliminator.

In the unlimited class, Bob Cartwright was tuning up his superfast machine when he ran into bad luck: solder melted in the armature and it threw a wire. This car can actually spin its tires from start to finish, and is really exciting to watch. But, Bob didn't go away empty handed: his car was judged 'Best Appearing' and really deserved the award. This left unlimited class to Irv Cox's Boatmaster-powered monster.

First round of little eliminator paired stock class winner Bob Nord against gas class winner Jim Rhoden. At the finish line, it was Rhoden first with a 1.49 to Nord's 1.60. Final round brought Rhoden back to race sports car class winner Bob Braverman. Rhoden again turned a 1.49 to win little eliminator; Bob made his run in 1.53. Middle eliminator had been won earlier by Joe Merrill's altered car and gas top eliminator by Rodney Owens's dragster.

Last race of the night, fuel top eliminator, was a duel between modified roadster class winner Rodney Owens and dragster class winner John Foster. Each of the boys cleaned his side of the track from start to finish line. The tires had been cleaned earlier and given plenty of time to dry thoroughly.

If anyone doesn't think drag racing is exciting, he should have seen the contestants preparing for this race! After much last-minute checking and contact spray flying in all directions, the cars were placed on the track and tires carefully seated on the track surface. The room became quiet, as everyone strained for a better view of the track. Both contestants stood ready, and suddenly, Foster's dragster took a four-foot lead off the mark and held on to cross the finish line first with an e.t. of 1.18. Owens's modified roadster could not quite close all of the gap, but he turned low e.t. of the meet on this run — an excellent 1.08. But wait! Back at the starting line, a red light was shining on Foster's lane. John said he knew that Owens had been turning better e.t.'s and he would have to beat him off the line if he hoped to win. But he was

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J & J DRAG MEET RESULTS AND PRESENT STRIP RECORDS

Class	Winner	Time	Record Holder	Time
LITTLE ELIMINATOR — 24 Volts				
Stock	Bob Nord	1.55	Bud Durbin	1.53
Gas	Jim Rhoden	1.48	Jim Rhoden	1.48
Sports	Bob Braverman	1.55	Bob Braverman	1.52
MIDDLE ELIMINATOR — 30 Volts				
Roadster	None	—	Bob Nord	1.40
Altered	Joe Merrill	1.46	Joe Merrill	1.37
Modified Sports	None	—	Bud Durbin	1.41
GAS TOP ELIMINATOR — 36 Volts				
Modified Roadster	None	—	Gene Hustling	1.23
Competition Coupe	None	—	Bob Murdock	1.29
Dragster	Rodney Owens	1.18	Rodney Owens	1.17
FUEL TOP ELIMINATOR — 36 Volts				
Modified Roadster	Rodney Owens	1.12	Rodney Owens	1.10
Competition Coupe	Rodney Owens	1.10	Rodney Owens	1.12
Dragster	John Foster	1.15	Gene Hustling	1.06
UNLIMITED				
Unlimited	Irv Cox		Gene Hustling	1.05
Best Appearing	Bob Cartwright			
Best Construction	Roy Yates			
Little Elim.	Jim Rhoden			
Middle Elim.	Joe Merrill			
Gas Top Elim.	Rodney Owens			
Fuel Top Elim.	Rodney Owens			
Low E.T. of Meet	Rodney Owens	1.08		