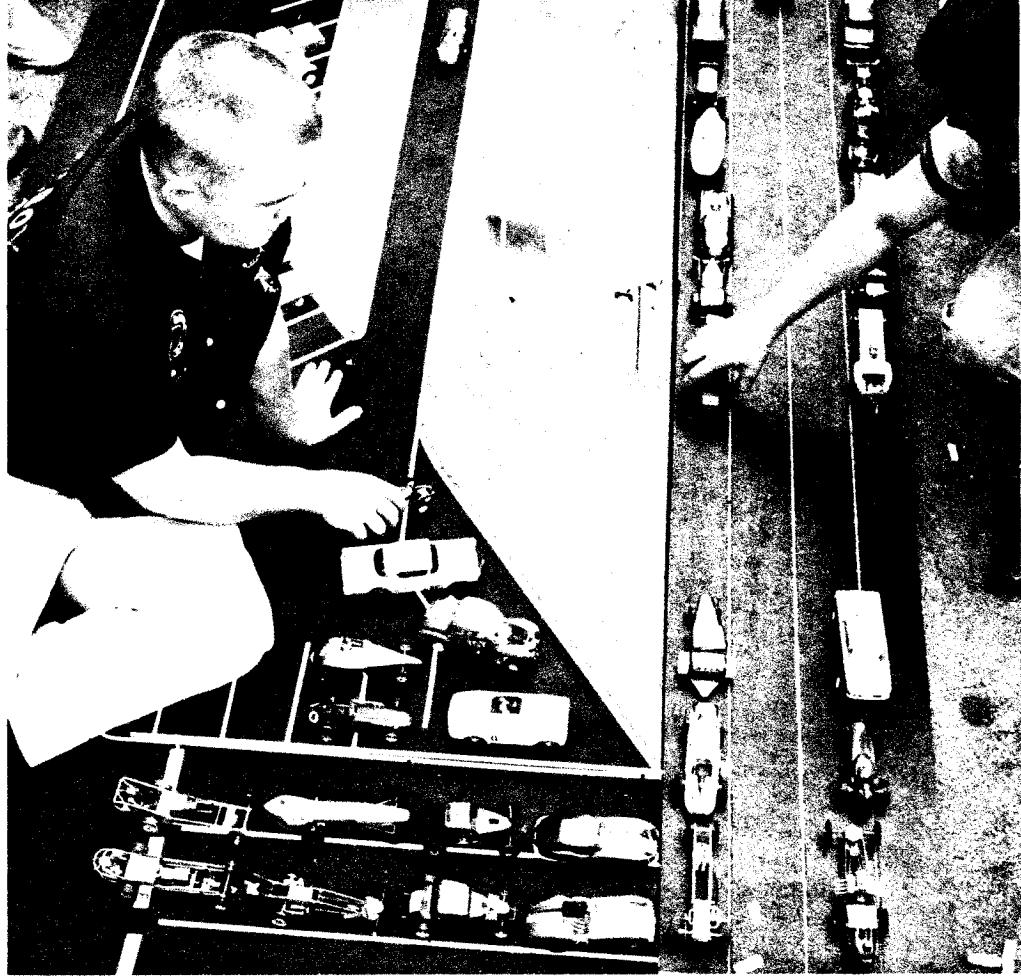


ROD & Custom

M A G A Z I N E

NATIONAL CHAMPIONSHIP ELECTRIC DRAGS

PHOTOS BY BROLLIER, D'OLIVO, HOLT



Our first annual event drew 216 entries, with mail-ins from 25 states. Dragging models vied for records, awards in all classes.



Entrants started lining up for registration and car inspection as early as nine A.M. on Saturday. Auto Hobbies' Mary Sippel checked total of 216 entries during two-day meet.

SEVEN A.M. SATURDAY, on the 17th of June, a dim, gray light spread down on the bare parking area behind Petersen Publishing Co. Slowly, people began arriving—first the Chaparels car club of Santa Ana, Calif.; then Bill and Mary Sippel, owners of Auto Hobbies in Glendale; then members of MARCA, who were handling mail-in entries; and finally, about 7:30, the hard-bitten staff of R&C.

This was the first annual running of ROD & CUSTOM Magazine's National Championship Electric Drags. Bill Sippel had built a brand-new track especially for the races. He started bolting the strip together immediately. The Chaparels began roping off the track with stanchions borrowed earlier from George Barris. Mary Sippel gathered her entry blanks and pencils, waiting for the onslaught of entrants from the Los Angeles area. Quietly and busily, everything got ready for the world's biggest two days in electric drag racing.

As ten o'clock rolled around, contestants and spectators began streaming in. As they entered their cars, got their numbers, and setted down to fine-tuning their motors, Ollie Riley tried his Chrondeks, getting the final kinks out.