

The day remained gray, but no one minded. The crowd kept growing, and by 11 A.M., when time trials started, everyone had his eyes fixed on the starting line. One by one, the entrants handed their cars to the starter, watched him set the transformer to the right voltage, and then twisted their necks as their cars flashed through the traps.

As the models completed their initial runs, more excitement arrived. Carroll Shelby drove up in his yellow AC Cobra, wheeling it gently into a roped-off area for displays. George Barris got there soon afterward with the "Ala Kart" and AMT's Styline T-Bird. Big Daddy Roth pulled alongside with his "Old Pro" Model A pickup show car. And finally, Mickey Thompson rounded the corner with his pale blue "Harvey Aluminum Special" Buick-powered Indy car.

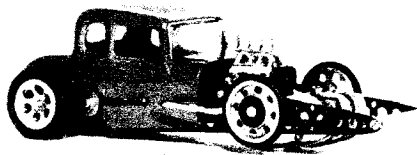
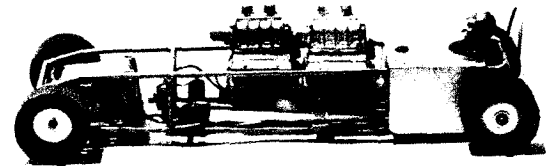
Toward afternoon, runs settled down to an orderly establishment of National Records. Cars were paired off into classes, then into divisions, with Division I running ball-bearing cars, and Division II running non-ball-bearings. Stock Class honors went to Dale Bridge of Glendale, Calif., in both divisions, with his '40 Ford running a Pittman DC-9003 turning 132.35 mph,\* and his Rolls-Royce Silver Cloud (same type motor) screaming to 118.73 mph. *continued*

\*Mile-per-hour speeds were calculated to have meaning in relation to real cars. While scale speeds would have been unreasonably high (almost 400 scale mph for Top Eliminator), our figures correspond with full-sized dragsters. We arrived at our speeds by doubling the Chrondek trap times, then correlating them with Chrondek's mph charts.

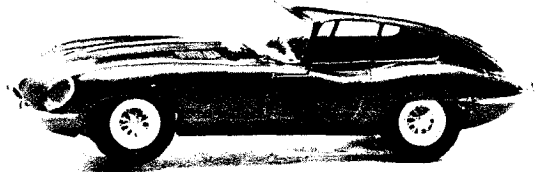


(ABOVE) To speed tech inspection, gauge was built to check tire diameter, width, wheelbase and tread measure. Motors and class requirements were then checked out.

(RIGHT) Dual-engined dragster is fine work of Bob Bruverman. Front and rear wheels are turned by twin Pittman DC-65 motors.



Best Workmanship award went to B. Camp for his AMT '32 coupe on special frame rails. Prize was Monogram's "Big T" kit.



Sharp Jag XKE, by Ken Thompson, won Best Engineered trophy in Sports Car Class, Division I, plus AMT's '49 and '50 Fords.



Eight A.M. was set-up time for the drag strip. Bill Sippel made the power line connections. Strip's surface was black tire paint.



Pit area was busy all day as contestants made adjustments to better their times. Fishing boxes served as car and tool bins.