

ELECTRIC DRAGS *continued*

Hottest class was Dragster, which also set top ET and fastest time of the meet. In Division I, Chuck Hammil's beefy hand-built rail, powered by a ball-bearing Lindsey "10-10" flicked the lights for a record ET of 1.593 seconds. Bob Cartwright, Glendora, Calif., took top speed in this division with 173.07 mph. In Division II Bob Braverman, Van Nuys, Calif., swept the board at 1.683 ET and a ripping 175.09 mph. No one topped that speed afterward, and it went into the record books.

The next day, Sunday, dawned bright and clear, a complete change from Saturday. The sun bore down hot, eventually causing the copper tape on the strip to raise and buckle slightly. This caused slower runs. But all in all, it was still a good day for dragging, and even more people showed up.

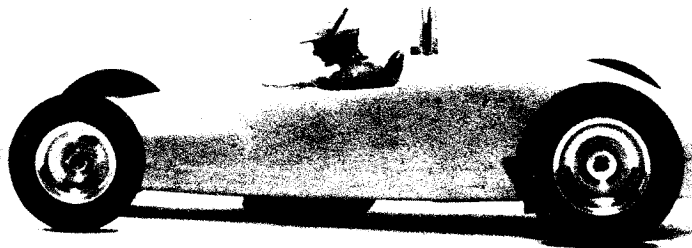
After warm-up runs, it was time for eliminations. Two at a time, the cars shot down the powered 55 feet of the strip and broke the lights. Elims saw some spectacular flips and spills, but none of the cars were seriously hurt.

In Gas Class eliminations, Gary Kimball's DC-85-powered AMT Deuce coupe eked out a win in Division I. Keith Ward's mail-in entry, a Lindsey-pushed '30 "A," caused some celebration in Keith's hometown of Villa Park, Illinois.

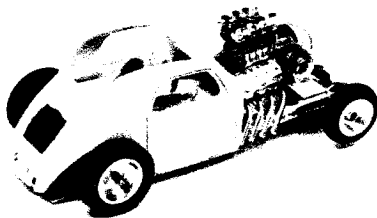
At the same time eliminations were being run. Editor Bill Neumann, George Barris, Dick Day and Phil Sheldon of AMT, Jim Keeler of Revell, our own Don Emmons, and high-points champ Paul O'Shea judged cars for special awards. Each class and division got trophies and prizes, as did the various divisions for Best-Looking Car, Originality, Workmanship, etc., etc. These awards are listed on page 17.

As eliminations reached their bitter climax, Warren Stone of Los Angeles fought a hard battle for Top and Middle Eliminator titles. In Top, his modified roadster, with its Lindsey "10-10," aced out Bob Braverman's dual-engined, non-ball-bearing, Pittman rail. For Middle Eliminator, Warren's Division I GP Ferrari, with its Lindsey "L-190," beat John Conry's non-ball-bearing Pittman "85-A"-powered roadster. And for Little Eliminator, Keith Ward's mail-in entry scooted past Ernie Martinez' Stock Class AMT '61 Pontiac.

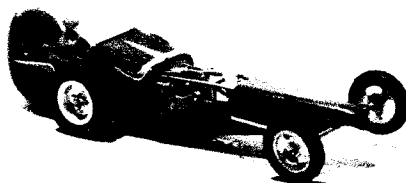
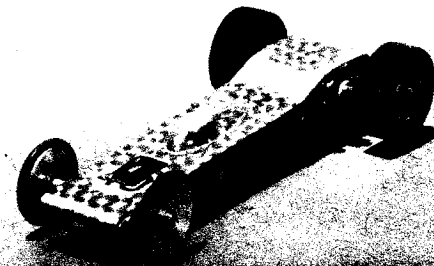
The sun had almost run its arc now, and everyone was in a pleasant state of anxiety before the trophy presentations. A couple of contestants still made runs, although it was too late, but most of the crowd milled around the trophy table to see who won what. *continued*



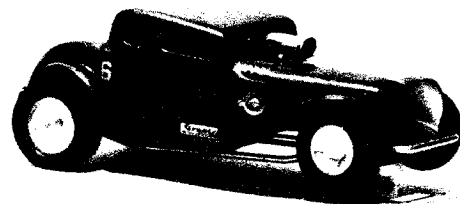
Very neat GP entry of Jim Savage took home a Best Engineered trophy in its class.



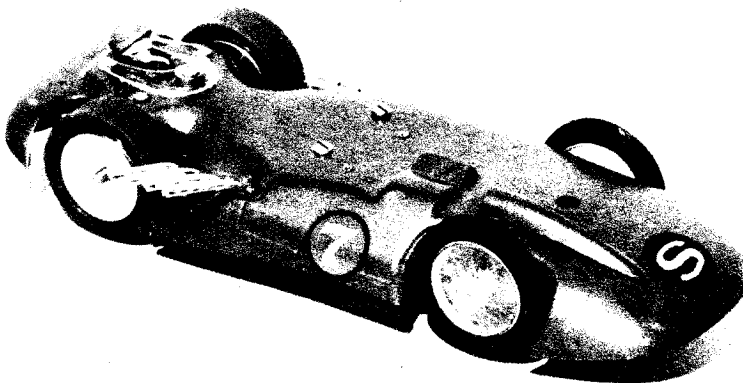
(ABOVE) Joe Ferrara's Fiat was a stromer. Detailing proved first-class in all ways. **(RIGHT)** Chuck Hammil's low, sleek, Lindsey-powered dragster made tremendous run.



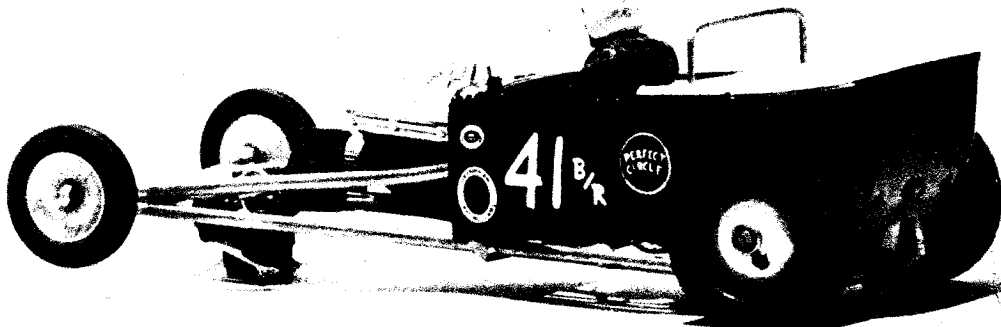
Don Mahoney's novel dual-engined dragster shifted gears when motors hit high rpm.



Another Hammil entry was this fast competition coupe. Slicks are soft sponge rubber.



Norm Shacher's twin-engined special ran a wild streamlined body, was powered by two Mabuchi motors mounted side by side. The slicks were made from new vinyl compound.



One top runner throughout meet was Bob Braverman's DC-85-powered modified roadster. Bob emerged class winner, set national record speed and took Best Engineered trophy.