

Donahoe forgot to take out the weight he had put in his car for his single run, but won anyway with a slow 1.32 when Stone took out too much weight and his car jumped out of the slot. Donahoe then had to face Durbin, so he removed some weight. Durbin still beat him to the finish, but the clock beat Durbin with a close 1.19. This left the final run to Donahoe and Cukras. The problems of tuning for this class are really unique. You take out weight to get closer to 1.20, but what happens if you take out too much and go under 1.20, or the car jumps out of the slot? On the other hand, if you add weight, maybe you'll go too slow and lose that way. Decisions, decisions! Well, Donahoe and Cukras prepared their cars, cleaned the track, and carefully positioned the dragsters on the start line. In went the start button, and off went Donahoe with a small lead which he held all the way. Now, let's check the clock. It's a flat 1.20 e.t.! Jed had his car set up perfectly and won the biggest class of the night.

Final class of the meet, unlimited, went to Bob Cartwright without a contest. Bob, who turned 1.09, has been tuning for this meet for quite a long time and has made many runs in practice that were even faster than his meet time. His car is very temperamental, though, something like a Novi, and picked race night to act up. Bob tried everything in the limited time available, including changing gears and installing different tires, but the car just wouldn't show its true potential. It's very frustrating, sometimes!

Next up were the record attempts, and your reporter got a chance to lay down his pencil and make a few runs. Bob Nord was the only one to break a record during the

meet, turning a 1.39 e.t. in middle eliminator with his roadster. Bud Durbin broke the little eliminator stock class record after the meet with a fine 1.59. The only other record was broken by this writer with a 1.08 e.t. in unlimited class, and the car was running out of gear at the top end.

After the record runs, Violet Jacoby presented the gift certificates, each class winner as well as best constructed and best appearing car owners receiving one. When the cheering ended, Bob Braverman added up his certificates and found he had won half of the total amount awarded! See why we call it "The Bob Braverman Benefit?"

CAR OF THE MEET

Our 'Car of The Meet' belongs to Rod Owens and is a modified roadster running in the gas top eliminator division. Rod has been running a gas dragster with which he's virtually unbeatable, holding records for this class at both Western and J & J tracks. He's a firm believer in super-light cars, and has been a pioneer in this field. His fuel dragster weighs 5½ ounces ready to run, complete with nose weight. This is fantastic when you consider that the Ram 850 motor alone weighs 4½ ounces in stock form. Rod's been concerned primarily with winning races and setting records, and he's done plenty of both, but this time, he decided to try building a car that would be beautiful as well as quick. He succeeded on both counts. This machine won 'best appearing' award and ran a 1.20 e.t. on its first outing.

Rod started with a Ram motor, contoured the field laminations very thin, and tapered in the back ends. This reduces weight and increases motor RPM. To comply with the R&C National Electric Drag rules in the

gas top eliminator division, the original motor end plates must be used, but can be altered by cutting or filing. We might mention that the only power tool Rod has is a Dremel rotary file and 95 percent of his cars are built on the rug in his apartment (Ask his wife!). He did use your reporter's drill press to drill out the bearing holes in the end plates and frames, which he considers very important and insists must be perfect. The rest of the car was made using the Dremel and hand tools.

The end plates were ground and filed to lighten them, and were then polished. In fact, Rod painstakingly polished every part of the car. The 12-volt armature was balanced and mounted in ¼-inch flanged precision bearings inserted into the end plates. Frame is made from .090-inch magnesium and is very light but sturdy due to the .009-inch aluminum forward part of the body being epoxied to the frame rails. The rear axle is ¼-inch drill rod; like the armature, it's mounted in ¼-inch flanged bearings.

Rod believes in using the best parts available. He chose 64-pitch gears with a 3:1 ratio. Gear guard and swinging pickup are magnesium for light weight and top strength. The tires on the car in the pictures are Riggins, which worked very well on his little and middle eliminator cars, but this car runs best with German Record elastic tires. Body is a 27 "T" roadster. Rod installed a driver with helmet, roll bar, steering wheel, and windshield, per the rules, and then took the body to Cerny's Auto shop for painting in a custom metallic brown and then to Kelly, who numbered the car in gold leaf and did that tremendous striping job. The result is a thing of beauty; Rod can be well pleased with his ultra-fast jewel. ◀

Rod Owens Modified Roadster was awarded prize for 'Best Appearing' car of the meet. Paint is by Cerny's Automotive; Striping is by Kelly.



Below is Bob Braverman's Top Fuel Eliminator car, which had official low e.t. of the meet at 1.10 seconds.



PHOTOS BY AL HALL



Ball-bearing end plates add to RPM while the polishing helps appearance and further reduce weight. Spring pressure is critical.



Bob Braverman (left) and Jed Donahoe (on the right) receive gift certificates from Violet Jacoby, owner of Western Raceways.

WESTERN MODEL RACEWAYS MEET RESULTS

LITTLE ELIMINATOR CLASSES

Stock	Bud Durbin	1.64
Gas	Jim Rhoden	1.33
Sports Car	Bob Braverman	1.56

MIDDLE ELIMINATOR CLASSES

Roadster	Bob Nord	1.39
Altered	Bob Braverman	1.51
Modified Sports	Rod Owens	1.46

GAS TOP ELIMINATOR

Modified Roadster	Rod Owens	1.25
Dragster	Bob Braverman	1.25

FUEL TOP ELIMINATOR

Competition Coupe	Rod Owens	1.23
Modified Roadster	Bob Braverman	1.11
Dragster	Bob Braverman	1.10

1.20 E.T. CLASS

1.20 E.T.	Jed Donahoe	1.20
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UNLIMITED

Unlimited	Bob Cartwright	1.09
Little Eliminator	Bob Braverman	1.56
Middle Eliminator	Rod Owens	1.43
Gas Top Eliminator	Bob Braverman	1.24
Fuel Top Eliminator	Bob Braverman	1.15
Low e.t. of Meet	Bob Braverman	1.10
Best Construction	Ray Yofex	
Best Appearing	Rod Owens	