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1) Jim Gallagher, of J&J, watches his car lose out to Bob Bullseye's fuel dragster. Jim Bartosh, seen at the control panel, carried off the Gas Top Eliminator title.

2) Chuck Blayney's 'Flexi-Flyer' (left) was beaten to finish line by Rhoden's rail at right, but won the match when Rhoden posted a 1.16 e.t. in the 1.20 bracket.

3) Bob Nord's roadster class winner uses 12-volt RAM 850 motor, Riffin's tires and Duceve body shell. Car turned a 1.40 e.t.

4) John Cukra's face mirrors pure joy as he seats the rear tires of his fueler. It was in vain, though, as Ray Yates' Super Sand' blew him off with a 1.12 second e.t.

5) Strip is so smooth, it reflects photos on wall and images of two stockers on the line. Wilson's (left) won, as Blayney's deslotted because of all that traction.

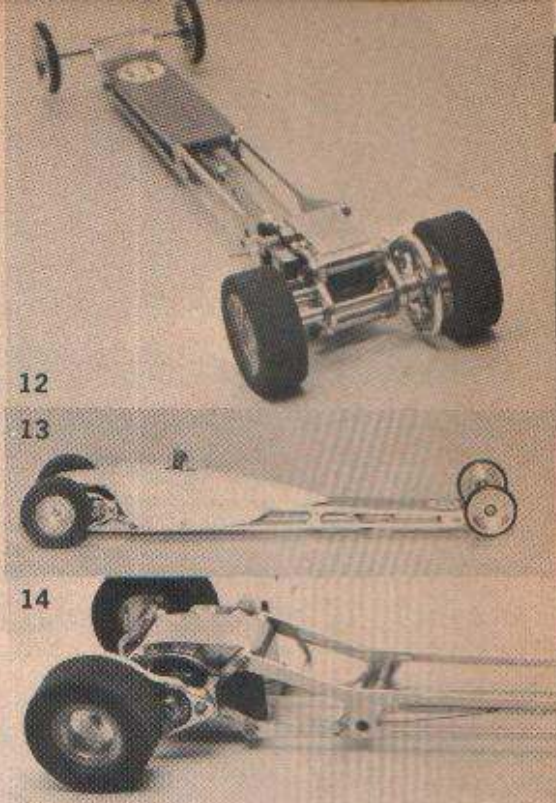
6) Manual Maldonado's wicked looking fuel dragster also fell victim to fantastic bite of Whittier track and jumped out.

7) Here's the Author's fuel dragster prior to the fantastic 0.975 second record run. Gene's machine uses a RAM 857 six volt.

8-9-10-11) Construction details of Rhoden's masterpiece explain why it was chosen as "Best Appearing" car of the meet. End plates hold frame rails and pinton gear inboard. Additional details are in the text.

12-13-14) Ray Yates copped award for the "Best Constructed" car. This is his third consecutive win, but it's a completely different car. Every item is polished.

15) Top Fuel Eliminator award was handed to Jim Kirkwood (right) by Whittier track builder, Lorry Ensley. Jim had a 1.04 e.t.



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PHOTOS BY DARRYL NOREBERG

watching these first two races everyone was seen adding more weight to the front end of their cars.

The first round of gas class pitted Dave Shipman's '64 Dodge against Alex Taylor's '65 Dodge. Taylor took this race with a very good 1.52 second e.t. The next race was John Castle's Chevelle against Jim Massie's '64 Olds. The Chevelle won this race with a 1.62 e.t. Jim Rhoden had a bye run and turned a 1.56 e.t. The start of round two pitted Taylor's '65 Dodge against Rhoden's Corvair. Rhoden won this with a 1.56 e.t. Castle had a bye run and turned a 1.60. This left Castle and Rhoden for the final run in gas class which Rhoden won with a 1.52 e.t. Wilson's '65 Chevy stock class winner was then pitted against Rhoden's Corvair gas class winner for the Little Eliminator runoff. Both cars were carefully prepared, and the track cleaned. They left the line together but at the finish it was Rhoden's Ram 850 powered Corvair first to take Little Eliminator with a 1.53 e.t.

Jim Rhoden continued his winning ways by winning altered class with his very sanitary Ram 850 powered '34 Ford Coupe. This car also won "Best Appearing" car

of the meet and was chosen as our "Feature Car of the Meet." Rhoden's altered was pitted against Ken Balma's Sting Ray modified sports class winner for the first round of Middle Eliminator. Rhoden took the race with a good 1.40 e.t. Bob Nord's Ram 850 powered '32 Ford Roadster class winner had the bye run and turned a 1.40 e.t. also. With both finalists for Middle Eliminator turning identical e.t.'s it promised to be a good race. Both competitors were well aware of this and took extra pains in preparing their cars and the track. In a very close race it was Rhoden's altered the winner of Middle Eliminator, with a very good 1.38 e.t. This made two eliminator wins for Rhoden!

Jim Bartosh, who has only been running for about three months now, did a good job in winning gas competition coupe class with his 12-volt Ram 850 powered Fiat bodied car, with a 1.22 e.t. Jim faced Irv Cox's gas dragster class winner for the first round of Gas Top Eliminator. Jim's coupe won the race with a good 1.21 e.t. Ray Yates drew the bye run with his gas modified roadster class winner. This car also won "Best Constructed Car" award of the meet. This is the third meet that Ray won this category

and with three different cars yet. Nobody builds them any cleaner than Ray. Besides being beautiful Ray's modified roadster also runs strong, turning in the teens at J & J's. But here at Whittier he had to add more weight to the nose to compensate for the added bite off the line. The additional weight slowed his car down though, as he made his bye run with a 1.27 e.t. This left Ray to race Bartosh's competition coupe for Gas Top Eliminator. Ray had his job cut out for the next race but he could not quite get the job done, as the newcomer beat the old pro. Bartosh's coupe won the race and Gas Top Eliminator with a 1.24 e.t.

This brings us to the '1.20 e.t.' bracket. These are the same type of cars that run in the Fuel Top Eliminator division, but are a little slower. The main idea here is to come as close to a 1.20 e.t. as you can, but if you go below 1.20, such as 1.19, you eliminate yourself and your opponent wins the race. The first race pitted Dave Shipman's dragster against Bill Hetchler's dragster. Bill won this with a perfect 1.20 e.t. The next race was between the only Pittman 85A powered car running in the fuel divisions and was in Richard Shaner's dragster

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