Cook & Bedwell Top Twelve Dragster Field At L.A.D.S. With Speed of 157.89, E.T. Of 9.77

and a half devoted to single runs through a gauntlet of electronic pickups, entries in the L.A.D.S. Multiple Clocking Acceleration Test were quick to put their new knowledge of acceleration factors to use.

a host of other top flight class: cars and cycles were on hand for the class eliminations to follow and put on one of the most exciting shows of competition in recent history.

A crowd in excess of 6,000 people witnessed the races with many of those present getting their first look at the new speed champion of the quarter mile, line of 127.47. Emery Cook, Returning after his fantastic record performance of able stand against Cook in the February 3rd, when he clocked next round, but quickly fell be-166.97 MPH, Cook, although not approaching his former speed, handily defeated all challengers ual shift point for most cars that for Dragster class, Top Time and Top Eliminator.

Nobody, challenged Rich Dedupon him, however, when dur- 9.77 seconds. ing a single run he recorded a time of 146.81 . . . going through the traps backwards. Dederian was driving the beautiful blown Chrysler entry of Romeo Palamides, Oakland, equipped with a Chrysler torque converter transmission As evidence of the thoroughness and safety with which the crew operate their car, it may be noted that during an inspection given the car after the spin-out, it was discovered that a weld had loosened on one of the wheels.

A repair was quickly made and after a check-out run, Dederian promptly opened the first round of Dragster and Top Eliminator races by taking a match from the Sandoval Bros. immaculate blown 258 C.I. Ardun-Merc entry when it failed to get off the line. The Sandoval crew arrived late, and made their bid without benefit of a previous

Emery Cook, with Top Time thus far at 157.06 in 9.90 seconds, then squared off with Jack Ewell driving for Jim Kamboor. Kamboor's Chrysler engine uses a 180-degree crankshaft in a move to gain low end torque, and succeeded in exactly matching Cook's carbureted Chrysler as they crossed the finish line side by side at 151.77, taking

10.21 seconds for the distance. Before spectators much more than had time to gain their breath after such an exciting match, Maurice Richer, in the Armstrong & Richer Nesbitt's Orange Special, and Walt Nicholls in the Nicholls Bros. Quincy Auto Special, took to the track powered by unblown injected Chrysler and Olds engines respectively. Nicholls gained the lead from the chute, and held off Richer the remaining distance with a total elapsed time of 10.11. No trap time was re-

corded. John Bradley with a 313 cubic inch Merc flathead in the Gene's Brake Shop Dragster, defeated Don Rackmann, driving the Spaghetti Benders entry, equipped with the potent Mooneyham & Johnson carbureted Chrysler. Time for the run, which saw Rackmann lead from the line, but blow a transmistion, was 139.53. E. T. of 10.68.

Cook downed Ewell in their second match with a resounding 157.89 in 9.78 seconds, and but for sharp eyed officials, a disaster could have occurred when

Feb. 16-17. Climaxing a full day | Ewell drove back up the strip to protest the start.

Walt Nicholls and Rich Dederian then met for the first time with Dederian and his torque converter matching Nicholls off the line. The Palamides machine created much interest because of Twelve all-out Dragsters and its starting procedure, External power is supplied to an electrical starter on the engine, and the firing up is done right or the

In the race, the Chrysler blew three pistons, various assorted parts and a considerable quantity of oil through the bottom of the pan, leaving Nicholls an un- VOLUME TWO-NUMBER 22 contested victory at the finish

Bradlev made a very credit into high. It is at about the us-Cook's Chrysler begins to assert itself, anyway, and his time for erian for the honor bestowed the entire two days. 157.89 in

A check of the pits revealed Calvin Rice out with mechanical Lindley's Miss Fire 2 out with a broken blower wive and Harry Duncan's entry, equipped with the Weeks & Noble DeSoto engine, unable to run properly. This left Walt Nicholls to face

Nicholls formerly held the track E.T. record at 9.55 before 3rd with a 9.28.

With all eyes upon them, both made perfect starts. Nicholls shift to high. Cook rocketed past winner at 154.27 in 10.20 seconds.

day and both exceed 156 MPH. Mickey Thompson took it through on a single run at 156.79 in 9.87 seconds and during a spe-cial match against Fred Waterworth in the Waterworth & Miller "A" Comp Coupe, Kenny Arnold posted a 157.61 in 9.97

In other class action, Jerry

their beautiful Chrysler-powered Tank and the Ted Frye Belly dead heat at 89.02 M.P.H. Beatty

(Continued on Page 2)



February 23, 1957

Price 20c

Bradley Cops Top Eliminator In Rugged hind when he missed the shift S.C.T.A. vs R.T.A. Drag Duel At 137.82

By CARL BORGH

The largest crowd in many months jammed the San Fernando drag strip to see 150 of the top running cars of the Southern Calthis run stood as Top Time of ifornia Timing Association and the Russetta Timing Association blast through the electronic clocks and record a top time of 145.68 M.P.H. The top honors went to Todd Rawleigh's double blower

Olds Dragster "Iron Lung No. 2." Sunday's action could have Frye the winner at 114.35 m.p.h. troubles, Boz Alsenz in Ken been better termed as the "Bat. It was at this strategic time that tle of the Blowers." At least a Todd Rawleigh's magneto drive full dozen cars were sporting quit, without warning, to put blowers of one type or another. the twin blower Dragster out for They ran from McCulloch's to good. This was in spite of the S.CO.T. to converted 3-71 and 4-71 GMC units or a frightening Emery Cook for Top Eliminator. combination of two blowers on one engine. Three T-Birds and at least one Corvette also were Cook took it from him February blown, along with gas sedans and Dragsters. If nothing else this meet was an excellent illustration of the growing trend edged ahead, but as Cook began to blown engines as the possible to pick up on him, missed his answer to faster times in the quarter mile. The noise of some and tripped the clocks a strong blown engines was something to hear, they really screamed. The Two other men drove the approaching time for class elimworld's fastest car during the inations brought feverish activ ity in the pits as Todd Rawleigh's crew swarmed over the twin blower 390 C.I. Olds engine to replace a head gasket that blew late in qualification runs. The eliminations for fuel Dragster class for engines over 275 C.I. began with Gene's Brake Shop flat head Dragster matched against Sandoval Bros. blown Epperson pulled off an upset in Ardun Dragster. John Bradley head of Gene's Brake shop width, improved competition, crossed the finish line just a and overall safer operation for out Doug Cook at 97.82. Jack head Merc, but once it cracked to win the top contestant and spectator were contestant and spectator were showned an entry from the starting that the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverall safer operation for the starting life head of Gene's Brake shop width, improved competition, crossed the finish line just a non-deverage shop width. Chrisman downed an entry from to life it sounded as good as the Santa Maria Draggin's club ever. The start was ruled illegal M.P.H. for "B" Altered supremacy at after Sandoval Bros. indicated they weren't ready at the start. elimination runs had the capa-Safford & Shores stormed Before the race could be recity crowd on their feet the enthrough "C" Street Roadster started, the Ardun Merc digested tire way when Tom Beatty's flat

effort of Rawleigh's pit crew to replace it before the top eliminator runs.

The final trophy run was between Ted Worobieff's blown Chrysler and Gene's Brake Shop flat head Dragster. After an even start Worobieff's Blown Chrysler couldn't hold off the irre pressible flat head Merc as it went on to win at 138.67 M.P.H. by four car lengths.

Top Eliminator runs were next up with only three cars left to do battle for the coveted trophy. The first run paired up Lou Epling's 259 C.I. small bore DeSoto Dragster against the Taylor-Smith and Hart 383 C.I. Olds sling shot. With the afternoon sun fading Joe Taylor shut down his potent opposition at 128.75 M.P.H. This put the final run between Joe Taylor and Gene's Brake shop Dragster. With a perfect start the sizzling hot flat eliminator trophy at 137.82

Gas coupes and sedan class with ease, turning 104.16 for a piston to put it out of head panel truck and Million's their trophy, Rizzio & Grey, with action. The Ray Carlson Belly Muffler Special finished in a

(Continued on Page 2)

Automotive Pump Gas Only Operation Adopted By Growing Drag Strip Organization March 1

Taking the first step in what is expected to be a nation-wide movement, the seven Los Angeles area strips and the Kingdon facility, located near Stockton, have ruled any fuel but automotive pump gasoline illegal in any competition class after March 1.

The Santa Ana strip was actually the first to act, discontinuing special fuels February 10th.

The ruling came about through the latest meeting by representatives of Santa Ana, San Fernando, Pomona, San Gabriel, Lions Associated Drag Strip, Kingdon, and Saugus. Colton was unable to attend the latest meeting, but confirmed their approval of abolishing special fuels directly to DRAG NEWS.

John Mead, an executive secretary of the Cascade Timing Association, representing seven member strips in the state of Washington, was in attendance, and although unable to vote, stated that he was of the opinion that the Cascade Timing Association would also adopt the

Participation costs, speed problems peculiar to drag racing with its limitations in space for drag strips-both in length and among numerous reasons pre-sented by the strip representa-

-Considerable time was also devoted to multiple engine cars and single engine supercharged installations. A vote to allow single engines only, limited to 450 total cubic inch displacement and no supercharging in the hot competition classes ended in a deadlock.

It is expected that two or more engines and supercharging in the competition classes could nevertheless be outlawed at the above strips and others, should conditions warrant.

Colton To Host Special Dragster Invitational Feb. 24

The Colton strip, located at Morrow airfield, Colton, will be the scene of action, February 24th for a special Dragster Invitational Meet.

Offering a \$100 Savings Bond for Top Eliminator other prizes include special trophies in all

Gates will open at 9:00 a.m. Elimination races begin at 1:30



Tank were then run off with Ted

Top Eliminator in hotly contested Southern California Timing Association vs. Russeta Timing Association dragfest at San Fernando Feb. 10 went to John Bradley. Driving a 296 C.I. Iskenderian-Edelbrock equipped Merc flathead Dragster, Bradley posted 137.82 victory over Ted Worobieff.

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Change of Address: Three weeks notice is required. When requesting a change, please furnish old, as well as new address.

L.A.D.S.

(Continued from Page 1) "A" Fuel '34 Coupe, won over the Road Dusters easily when the Dusters' car blew the transmission right on the line. Rizzio & Grey had experienced engine troubles throughout the day and clocked only a 114.50 for the award.

Waterworth & Miller headed "A" Competition Coupe/Sedan at 138.38, defeating Dave Crowe in the Lakewood Auto entry, but Crowe countered later on by setting a blazing new class record with a Chrysler high-gear only run of 142.18.

The Merrymen club copped honors in Four-Barrel with a time of 93.45 before following in the footsteps of much larger engines and blowing the transmis-

Dale Lambrose dominated "A" Hot Roadster with his GMC equipped entry, turning a speed of 124.82 with Ike Iacono at the wheel. The potent entry of Don's Trim Shop fell victim to Iacono in the Roadster go and the Automotive Specialities' "B" Comp Coupe bowed to Iacono when he tooled his own machine to a 126.40 victory in the first round. Joe Koenig tied Iacono in the next race when both clocked 131.96 in 11.24 across the finish line. In the re-run, Iacono couldn't get his engine to run properly, and Koenig, driving for Reath Auto, made a single run for the trophy at 131.96 in 11.37 seconds.

Lonnie Butts booted the Hugh's Auto "A" Modified Roadster to a torrid 136.15 victory and an engine of considerably less displacement powered Steve Brackett to a trophy win in "C" Fuel cycle. Riding a Mustang, Brackett reached a speed of 91.88.

The strip extended apologies to contestants who either before or after their class races, were unable to see other action from the starting line area. The largdrated crowd caus er than anti much over-crowding. Operations are underway to remedy the situation for future meets.

(Continued From Page 1)

S.C.T.A. vs R.T.A.

Continued From Page 1) then changed tire size for the rematch run and went on to win the class at 91.46 M.P.H.

The open gas roadster eliminations matched Gary Cagle's "A" roadster and Harrell engines immaculate 354 C.I. Chrysler roadster driven by Willie Borsch. After the engine in Borsch's roadster jumped and then almost stalled. Cagle shot out of the chute first and down to the end of the quarter to win going away at 113.65 M.P.H.

Palamides Dragster Sets 9.89 Kingdon Elapsed Time Record

Feb. 10. - Before a crowd of 1200, a new trend of drag racing started when the automatic transmission, Super - charged Dragster of Romeo Palamides tried the strip record covering the quarter mile in 9.89 seconds with a aop speed of 150:00 MPH.

This Dragster has a '57 Chrysler engine with a 6:71 GMC supercharger and runs a '56 Chrysler torque converter automatic transmission. Making several tune-up runs at 145:54 and 136.36 with E.T.'s in the low 10's, driver of the car, Rich Dederian, blasted off the line and with no shifting to do, was down past the finish line in 9.89 seconds. This elapsed time compares with the best in Southern California and makes the Dragster that much tougher to beat.

Top Eliminator of the day, however, fell to the gas burning entry of Del Thorkelson as he blasted off a run of 125.00 with an E.T. of 10.87. Palamides Dragster, just previous to this, had tried to up the strip record with over 700 horsepower available, but burned out all the fluid in the transmission and thus could not pull to the line for the Top Eliminator runs. Thorkelson had advanced to the top spot with a win over Elmer Snyder at 123.13 in 10.98 and then beat the "A" Altered C/S of Charlie Del Nero at 120.00.

Babes Muffler Service, of San Jose, raised the strip record in Loaded Pick Up class to 94.74 as he beat all others with a Cad powered Ford Pick Up. In the Stock Pick Up class, it was the Chev of Don Andrews of Oakland who walked home with the honors.

The '57 Ford entered by Mikes Ford and prepared and driven by John Dickman and his brother. Al, was again the winner in the Factory Loaded Stock class. Dickman this week turned 93:75 and states that they are going to shoot for 100 MPH.

In the Stocks, it was Olds and Chevrolets again as Olds won 3 out of the 12, with Chevrolets taking 5, Fords taking 3, and Buicks, 1. Several of the Stocks were checked and found to be legal. A new impound area has been built and when anything is wished to be check, the car is pulled into the impound area, and the Technical Crew will go over the car. Equipment is being built to check for all on the Stockers. A separate class has been opened for those who wish to run anything on the inside and is Stock-appearing on the outside. This will include those cars that have changed the type of transmission in the car, such as Chev with hydra-matic and stick shifts on the floor when it calls for the shift to be on the steering column.

Del Thorkelson, who is selling his Dragster to Leo Saunders, but was doing the driving for Saunders, upped his own record as he pushed his car to a new personal high of 125.00.

(Results on Page 4

Gas coupe and sedan elimination matched Gene Thurman and Dick Harryman driving a '50 Olds with fuel injectors. The start was a real quick one with the injected Olds shutting off his opposition at 103,21 M.P.H.

Some of the hard luck was typified by Phil Boukather in his 1956 Ford in the large stock class when the clutch knocked itself out on the elimination run, but driver Boukather was able to limp through to win at 92.55 M.P.H. against Harry Woerner.

(Results on Page 11)

Editor Exhaust

The time has come for all organized drag racing to take a long searching look at itself. And, in making this review of our motives and purposes, to better qualify our aims in the future, to give the most serious consideration possible to a recent decision by seven Los Angeles area strips, and up to this writing, the one located at Kingdon Airport, Stockton.

At the above strips, any fuel other than automotive pump gasoline, will be illegal after March 1.

In making this decision, the strip representatives were considering problems not even suspected by all but

a very few. Problems in direct relation to the future prosperity and even the existence of drag racing.

To those who profess a sincere interest in the future of drag racing, void of any "quick buck" aspirations, or who by their experience, already know of problems impeding our future growth or existence, there can be only one path ahead and one fuel used in taking this path. Automotive pump gasoline.

When any drag strip or group of strips pass a rule of any kind, it is certain that a cry will go up that the strip doesn't care about the contestant. It is only trying to better its own cause or it's a way to make money. The same voices are often heard from whenever a safety rule is enacted or anything else which experience, common sense, or contact with problems unbeknown to the average person, has proven to be necessary.

Your editor has on numerous occasions pointed out vicious, prejudice campaigns carried out by powerful forces against drag racing. Those responsible for attacks against us are at work every day, and unless one is conscientiously aware of these campaigns, one may not see the role that banning of special fuels will play as proof of our continuous recognition and development of safety.

Opponents to abolishing special fuel have as their strongest point the recognized fact that a gas-burning engine cannot come near the horsepower output and speed of a like equipped, but special fuel burning engine. To this one might ask, "Do we have to go fast fast enough to clock 150 or more for drag racing to be successful?" If so, drag racing would not be where it is today.

There are only a few who have gone this fast, and fewer strips that have seen such speeds, but it is the few in each case who could inadvertently bring about the downfall of all. Our tremendous growth in the past is not based solely, or even for a major part, on speed.

Those who have achieved the fabulous times we've read of are to be honored for their accomplishment. In dollars and cents alone, each cost a fortune; which, although taking no credit from, is a major reason for ridding ourselves of such expense.

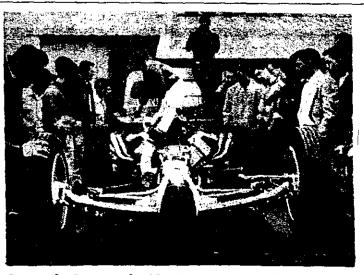
It may also be noted that practically the only source of nitromethane in the entire United States is reportedly increasing their prices, which would further increase the cost of competing and force more contestants out of the

Aside from the effects upon drag strips throughout the nation of the previously mentioned attacks, it is certain that any drag strip operated by fully aware, responsible parties is not going to adopt or support a program that will drive away contestants.

Through the universal adoption of automotive pump gasoline as the only fuel allowable in drag racing, the majority of present contestants will have renewed hope, those who have been forced out by the previous expense will be attracted to return and from this, better competition will result.

Better competition through less expense to the competitor, safer operation for all, more time for more runs, possibility of reduced insurance rates, better scheduling, and operation of meets, and above all the assurance that the drag strips we have today will join with others yet to be established, in providing a facility for enthusiasts throughout the nation to take part in a sport whose presence has proven an asset to any community.

-The Editor



Spectacular Romeo Palamides Dragster attracted much interest upon arrival at Kingdon Feb. 10. Added further to excitement later on by tying track speed record of 150 MPH and setting new E.Y. record of 9.89 seconds with Rich Dederian at wheel.

Bader-Forreira Dominate Two Week Santa Ana Gas Action

February 17. With many contestants already returning to the weekly program since the return to automotive pump gas, the old timers were hard pressed for today's awards.

The Bader & Ferreira team for the second straight week set the pace and a blistering one it was as they hit speeds beyond many cars burning special fuels elsewhere.

Running a blown Cadillac engine in their Modified C/S, they posted Top Time at 125 flat. In their bid for Top Eliminator, they faced the potent Itow & Rowe "A" Dragster, which was backed by a class win of 119.04 and won the first round when the powerful Cad faltered momentarily coming off the line.

Cyclist Lucky Franklin made the final challenge against Itow and Rowe, but lost any hope of winning when he missed a gear change. Time for the winning Dragster was 114.54.

Mark Downing set the lone record of the day when he boomed through the traps at 96.15 in his "S" Stock '57 Ford. However, Bill Yeager took the class trophy in his '57 Chev with a time of 94.33. Danny Kibler in a '57 Merc stormed through at 89.19 for class "E" and Merle Dillion tooled his '57 Pontiac to victory in "XXX" Stock, turning

Ed Southard, with his blown T-Bird, headed the Sports Cars with a time of 103.09 in class "A." Ron Smith copped with a Corvette at 98.35 and Roger Hutson accounted for "C" in an unblown T-Bird at 86.19.

		
	SANTA AHA	
	RESULTS OF FEB. 17, 1957 Class Name Engine	Time
	A-"Rhinos", Merc	112.35
٠	A—Itow & Rowe, Merc	119.04
		125.00
	LIGHT CP., F.H.	
	Tom Bryant, DeSoto	88.75
	Ward & Taylor, Cad	108.30
:	HEAVY CP, F.H. Dale Williams, Merc	86.20
٠	HEAVY GAS, O.H.	
	2222 2222 232	
	Jerry Berkouf, Merc. POST WAR GAS, F.H. Buckmasters Garage, Chev. POST WAR GAS, O.H. Bob Rule, Olds. STREET ROADSTER	95. 85
,	Buckmasters Garage, Chev	97.00
	POST WAR GAS, O.H.	
,	Bob Rule, Olds STREET ROADSTER	99.00
	Bob Haysom, Merc.	87.55
	SPORTS CARS	
1	A-Ed Southard, T-Bird, Bln	103.09
•	B—Ron Smith, Cory	98.35
, '	B—Ron Smith, Corv	00.13
	30.50 624	
:	Howard & Clares Triumah	98.90
)	Lucky Franklin, Triumph	98.03
;	1 01 043	
•	Polfus & Merrills, Indian	96.76
	Dale Howard, Triumph	78.74
	Dave Maul Harley	87,20
•	21"	
	John Lashbrook, Indiam STOCKS A—Bob Stevens, '49 Chev B—Dave Gentzier, '57 Olds C-Stick—Russ Aves, '55 Chev CX—Freeman Goodmandson C-Auto—Carl Stephens, '56 Ford CAX—Robert Dill D—W. Day, '57 Pont E—Danny Kibler, '57 Merc F—Fullerton Muffler, '50 Chev XX—Joe Weaver, '57 Chev XX—Joe Weaver, '57 Chev XXX—Merle Dillon, '57 Pont S—Bill Yeager, '57 Chev TOP ELIMINATOR Itow & Rowe, Merc	68.02
	A Bob Stevens, '49 Chev	68.96
	B Dave Gentzler, '57 Olds	75.94
	CV Crack—Russ Aves, '55 Chev	80.64
	CAuto_Carl Stanbook '66 Ford	53. 30 76. 02
	CAX—Robert Dill	83.33
1	D-W. Day. '57 Pont	84.04
ļ	E-Danny Kibler, '57 Merc.	89.19
į	F—Fullerton Muffler, '50 Chev	90.19
1	X-Clayton Jiles, '57 Chev	86.75
i	AA-Joe Weaver, '5/ Chev	85./2
1	e pill Vegger 'F7 Char	03.ZZ
	TOP FI MINATO	94.33
	Itow & Rowe, Merc	114.54
	Bader & Ferreira, Cad	125.00
- 0	- · · · - · · · · · · · · · · · · · · ·	

SAY YOU **READ IT IN DRAG NEWS**

by Dan Roulston

It was bound to happen eventually and Emery Cook was the safety organizations refrain from man who did it. The long-sought endorsing, supporting, or parti-160-mile-per-hour mark fell with a tremendous crash when it was finally broken. The veteran driver with ice water in his veins cranked off 166.97 mlles per hour in a quarter of a mile. This was on February 3rd at the Lions Associated Drag Strip. The car was running a highly radical fuel blend.

The following week, at the Orange County Airport near Santa Ana, a new chapter was started in organized drag racing. Operator C. J. Hart of the Santa Ana Drags prohibited the use of special racing fuels at that strip. Other strip operators have pledged a similar ban at six other local strips and at Kingdon effective March 1st.

This ruling was received with mixed emotions among drag race fans and spectators. At first glance everyone complained that the speeds would drop drastically just as they were getting into the ultra-fabulous bracket.

After a longer, educated look almost everyone I've talked to have admitted that the fuel ban is, in the long run, best for drag racing.

With cars hitting speeds approaching 170 miles per hour in stopping the machines as there was in getting them going. And this problem includes more than just shut-down area. There are strips that have adequate braking area but are still approaching a peak speed potential. They are limited in the width of the strip, as well as the length of the area after the timing lights.

Most of the strips range from 40 to 80 feet wide. When a car is turning the quarter-mile in 9.28 seconds it can cross that 40 to 80 feet in a fantastically short period of time.

And regardless of how safe the builders construct their cars it is possible for them to get out together, the strip operators, the of control. And on 50-feet of asphalt you just don't have time to correct at 160-plus.

Other factors to be taken into consideration on the subject of broken the guilty person must fuel is the cost involved. There probably isn't a dragster, coupe or sedan currently running on fuel that hasn't had to hold down on their runs from time of both driving experience and to time because of the lack of finances for another gallon of nitro or alky.

there. It will take a little closer that fuel was fast putting them tuning and finer figuring to back on the streets. I kinda reach the engine's peak. And the agree with him. crews will have to get their speed from their tools and knowof out of a can, but others have proven you can win another strong argument in fa- al properties of the strip itself, the big ones on automotive pump vor of the ban.

Another very important point that has been brought up many times during the last few days that he must have really shortly after the '56 Nationals, concerning the possibility of some "cheater" dumping in a load now and then.

If this is suspected then a simple test will tell the octane of records if they follow suit and the fuel. If that is out of proportion other checks will follow. If a driver is found to be using fuel he will be barred from competition. Not only at the strip concerned, but all strips in the area for a certain period of time,

The move is for the all-over because everyone worked to classes.

National Safety Council Takes Stand Against Drag Racing

Based on nearly four hundred questionnaires returned from traffic officials in 48 states, the National Safety Council has made a program recommendation that traffic authorities and cipating in drag racing speed

This follows almost on the heels of a similar resolution adopted by the International Association of Chiefs of Police.

Sixty-seven per cent of the reports indicate existing clubs. The total report indicated 2000 clubs in nearly 200 cities, with approximately half of them in California.

Sixty-seven per cent of the reports indicated a personal opinion in favor of hot rod club activities, except where they involve competitive speed events.

The program recommendation

opposes speed contests. Since the immediate area. speed violations are so often involved in traffic accidents, the National Safety Council cannot condone speeding even in the name of competition.

The Council feels that public interest would be better served if the energy and enthusiasm day, or for a flat fee of \$25.00 now devoted to drag racing were channeled into more constructive activities. Economy runs, driver clinics and leadership in traffic safety programs, are examples of desirable outlets for there is almost as big a problem interest in automobiles and driver ability.

> Although clubs known by the general terms "hot rod" often engage in many worthwhile activities it is apparent that the chief purpose of such organizations is promotion of racing events.

The National Safety Council therefore recommends that traffic authorities and safety organizations refrain from endorsing, supporting, or participating in speed events.

gether. That is the prime requirement for the success of the fuel ban. Everyone must work car owners and pit crews. You can't run any organization on a policy of threats, but a society must have rules and if these are be punished.

One of the best statements I heard during the pre-ban period came from a veteran drag racer years of living. He said that or-ganized drag racing pulled the kids and older drivers off the The speed potential is still streets and onto the strips, but

> During the last couple of Sundays before the ban becomes ef-

> really "dump in a load."

Without too much effort it is not hard to visualize what is bound to happen when an engine reaches that point of diminishing returns and can't take any more "stuff." When that happens en-

gines are going to start to blow. Let's hope they leave a few of ture. Meanwhile, plan your vaimprovement of drag racing. The the good ones in running cononly way the sport has reached dition in order to establish some hosts of the National Championthe high level it now enjoys is records in the re-organized ship Drags are taking care of

N.H.R.A News

"Get your kicks on Route 66" will be the theme song of the nation's rodders late this summer as they stream into Oklahoma City, Oklahoma for the Third Annual National Championship Drags. Scheduled for Lahor Day weekend August 30 and 31, September 1 and 2 the Nationals will be held on a site that's just 260 miles south of the exact center of the USA-and what a site! Calling the strip the draggers' dream is an understatement. Located on the sprawling Oklahoma State Fairgrounds, the site features ample paved parking area; separate spectator and participant entrances; grandstands; showers and lavatories accessible to pit areas; covered night pit area, with lights and 110 and 220-volt electrical outlets: cafeteria within the Fairgrounds itself, in addition to your pick of The National Safety Council many fine restaurants within

> All this, plus men's and women's dormitories right on the Fairgrounds, near the cafeteria, where arrangements have been made to provide lodging and three meals a day for the contestants at just \$7.50 each per per person for the entire fourday duration of the meet!

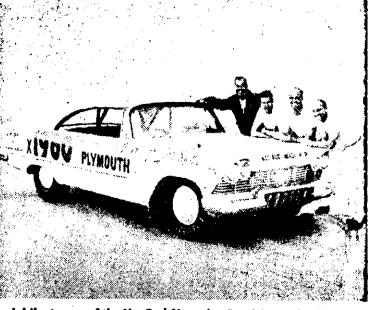
Classification and inspection of participants' machines will be conducted out at the strip, eliminating loading-unloading problems for the many trailered entries. This is more than just feasible because of the immense size of the Fairgrounds, which, in spite of its size, is located right in metropolitan Oklahoma City, eliminating any hassle getting to and from the strip each day of the event.

Special buses will be run to and from the site during the event-but that's just a small part of Oklahoma's plans to really roll out the red carpet for the hot rodders.

Beginning earlier this summer. a continuous series of various events and assorted pageantry will commence in Oklahoma City tive is putting the final touches as the state celebrates its Golden Anniversary. At the special which I believe will be used in a invitation of Governor Raymond coupe . . . Dick Brumm tearing Gary, the National Championship Drag Races will be the I got it right this time! grand finale to the summer-long celebration. hosts to the event, the Junior preening for the Oakland Road-Chamber of Commerce and the Oklahoma City Timing Associa- fine cars there this year includtion, are leaving nothing out in their plans to make the country's drag race fans and participants the year.

In case any real "hot dogs" fective you'll probably witness are wondering about the physiclet it suffice to say that Louis When Emery Cook cranked off Cangelose, of Kansas City, Mo., his 166.97 run everyone agreed made a sortie to Oklahoma City "dumped in a load." Too many and while there turned in a 154 people, running some real good mph plus time on this same engines, will feel that maybe strip with his "Droopsnoot" Woodland in February. Walt they can really shake loose some dragster, one of the better known Fullman's beautiful '31 chanmiddle-western competition ma-

> More detailed information rethe event, making reservation Guy Root of the Highway Pafor participants' accommodation, and Corrinne Brandt, Secretions at the strip, etc. will be tary of the Marin Coupe & Roadings of the Marin Coupe & Roadings of the Marin Coupe & Roadings of the Strip will be interforthcoming from NHRA Head- ster Club. The trio will be interquarters in the immediate fu- viewed by Doris Anderson, and cation schedule now-for the everything else for you!



Jubilant crew of the Hot Rod Magazine Special pose beside record shattering '57 Plymouth entry in Experimental class during recent Speed Weeks action at Daytona Beach, Florida. L to R: Willie Gardner of Wil-Cap Automotive, Los Angeles; Wally Parks; Ray Brock and Bill Likes. Wil-Cap prepared 389 C.I. Chrysler engine owned by Harry Duncan. Parks posted Southward run over the mile of 23.46 seconds at speed of 153.453. North in 21.57 seconds at 166.898. Under International timing methods, true average speed was 159,893.



By DON MEIFERT

Bay Area-Dick Williams of the Elmwood Club is building a Dragster with chrome moly tubing frame, Palamides triple spot brakes, and powered by a blown '57 Buick engine . . . the San Francisco Ramblers working on a '29 roadster to accommodate any engine . . . Brink, Mortenson and McKeever are building a Bonneville roadster powered with a blown Dodge mill . . . Norman Long of Richmond building up a Chev. V-8 engine to run in a sedan . . . Ray Walters dusting off his blown Offie-Ray is an old timer in the A.R.A. and has helped many of the lads in this area solve their problems. Wouldn't be surprised to see that sprint car turn out to be a dragster! P & W Automoto a 400 C.I. Packard engine, down his Chrysler engine-Ha!

Noted the absence of "Head-Oklahoma City's Hunters" at Kingdon-must be ster Show. There will be many ing the famed Glass Slipper.

Romeo Palamides was a busy man getting the bugs out of the welcome. These same two groups new 392 C.I. Chrysler engine. are co-sponsors of the weekly He did O.K. as the Kingdon drags which take place on this times all show. This mill pulled same strip throughout most of 643 H.P. @ 5500 R.P.M.'s on alky and 720 H.P. on fuel, dynometer test in L.A.

The fuel burners in Northern California are busy figuring out how to go on gas, as an expected change is in the offing.

Mario Aqueluio has added two more dates to his hectic schedule. He is to speak on drag racing Fathers and Son night at neled Roadster will be taken to Woodland for the occasion. On March 24th Mario will be heard on a transcribed radio broadcast garding procedure for entering on K.C.B.S, along with Officer of course the topic is drag racing, safety, etc.

The latest rumble . . . the Wall Street Journal is writing an article . . . on Drag Racing!

Big Trophy Awards For Famoso Drags March 3

Thirty-three trophies and blue ribbon awards will be up for grabs February 3rd in the next drag session at the Famoso drag strip north of Bakersfield.

New Chrondek electronic tim-The building boom is on in the ing equipment will be used for all clocking,

A special award of a \$100 Savings Bond has been set up for the first man to turn 160 or better at the Famoso strip.

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- caive \$100.00 Bond. Smokers Classes & Rules Smokers Inc., Famoso Drags BAKERSFIELD

KINGBON	!
RESULTS OF FEB. 10, 195	
Class Name Engine	Time
GAS CLASSES	}
COUPE/SEDAN	
B-Pat McCasiand, Chev	90.00
C-Tom Strawn, Stude	90.00 \
D-Jim Davis, Chev	89.11
D—Jim Davis, Chev	 94.75
ALTERED COUPE/SEDAN	
A-Charlie Del Hero, Merc	103.45
B—1im Gilbeau, Merc	104.54
C Andy Matterl, Merc OPEN GAS	89.11]
OPEN GAS	105.00
A-Leo Samders, Ulds	1Z3.00
A Leo Saunders, Olds B-Walt Dutra M.erc COMP, COUPE/SEDAN	- 1117/A
COMP. COUPE/SEUAN	100 84
A-Charles Tigett, Merc. HOT ROADSTERS	1UD-34
A Buseleelli Sme Decele	120.00
A—Pucchnelli Bros., DeSoto B—Martin-Sliva-Swanson, Ardn Me	are 111 11
DRAGSTERS	576 212-44
A Palamides Auto, Chrys, Bin.	150.00
STOCKS	
A-Jay Savella, '56 Olds	85.71
D Dune Desche IEE Dhave	0811
RY Al Narasaki '56 Olds	84.11
Clenry Rudd, '52 Olds	80.00
CX_lack Cole. '56 Chev	84.11
DBill Jones, '49 Ford	68.77
DX-Don Andrews, Cher P.U.	75.63
EX Mikes Ford, '57 Ford	93.75
F-Ted Johnson, '56 Chev	87.38
BX.—Al Narasaki, '56 Olds	70.31
Y—Verne Amaral, '57 Buick K—Ronnie Clark, '57 Chev	90.91
K—Ronnie Clark, '5/ Chev	85.71
II SPORTS LAR	
A-George Fortado, Chrys	112.30

NASCAR SPEED WEEK RECORDS SHATTERED BY ENGINES **EQUIPPED WITH** HARMAN & COLLINS ROLLER CAMS

WALLY PARKS, well known hot rodder, averaged 159.893 miles an hour on gasoline with a Chrysler powered Plymouth, for a new record in the 1957 Daytona Beach NASCAR Speed Week Trial Runs.

The second fastest, with an average time of 154 miles an hour, was another famous hot rodder, ART CHRISMAN, driving a Mercury.

in third place, with a two-way average of 152 miles an hour, was a Thunderbird driven by popular CHUCK DAIGH of Indianapolis fame.

The three fastest cars chose the new Harman & Collins Roller Camshafts, as well as Forgedtrue Pistons, but only after conducting extensive tests on all camshafts from the larger manufacturers. Their unprecedented decision proves, again, that Harman & Collins is "first in cam engineering." It took more than just claims and fancy worded terms to prove the superiority of Harman & Collins Roller Cams to these people.

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Forwedtrue Pistons Corp. Forged Aluminum Pistons

B-Dr. Layton Theobald, Jag...... C—Chuck DeLaney, Corv... D—William Peters, Corv... CYCLES 96.77 -Ayala Bros., Triumph. 103.45 125.00 Palamides Automotive, Chrys, Bln., 150.00

Kingdon

February 17. Before a crowd of avid fans, the "A" Modified Coupe of Bob Rosen emerged as Top Eliminator of the day in a very close race with the big Harley cycle of Russ Kirkby, Kirkby led off the line and held his lead until the last 100 feet when the big Olds in Rosen's Crosley-bodied coupe began to turn on. Ro sen's time of 125.00 was his best for the day.

In his rise to the top spot of the day, Rosen had taken on the "A" Hot Roadster of the Puccin elli Bros. and had won at 118.42 Rosen then took on Dragster winner Harold Carruthers and beat him at 123.29 with an E.T of 11.18. Kirkby, in the meantime was winning on the Gas side and had beaten the "A" Open Gas rails of Dick Young of Santa Cruz. Next came the Chrysler engined Sports Car of George Fortado who went down to de feat before the Harley's very good elapsed time as Kirkby took him at 112.50, with an E.T. of 11.55. Then came the final race for the top spot, as on the first run Kirkby waved off the starter, but this was not seen by Rosen as he blasted off on a beat the Harley.

old story, as the class winners Phoenix. were again Chevrolets, Olds, and

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The strip is attempting to keep all of the contestants in the proper class.

Drags will be neld again next Sunday, weather permitting. As of March 1st all Fuel classes are dropped and a new group of Gas classes will be set up. The classes will be tried at the first meet in March.

KINGDON

RESULTS OF FEBRUARY 17, 1957

Name

Engine

	GAS CLASSES	T
ļ	COUPE/SEDAN	
	B—Tabucchi and Catanian, Chrys 101.12 C—Fred Hernandez, Merc, Bln 94.74	v
	C—Fred Hernandez, Merc, Bin 94./4	(
	D—Glen Johnson, Chev	g
		c
	ALTERED COUPE/SEDAN	C
ļ	A—Charlie Del Nero, Merc	1 F
	C—Dick Maxwell, Merc	ľ
	STREET ROADSTERS	ا م ا
	A-Gene LaCoste, Merc 106.54	
	B-Bill Joseph, Jag	1
	ROADSTERS	l r
	A-Dick Maggach, Merc 94.74	۱.
	B-Garey Nored, Merc 85./1	0
	OPEN GAS	13
	A-Elmer Snyder, Merc	\
7	B-Al Albini, Merc 98.90	•
,	FUEL CLASSES	١.
	COUPE/SEDAN	1
ļ	B—Hamilton and Embree, DeSoto 104.65 COMP. COUPE/SEDAN	1
	A—Bob Rosen, Olds	
,	8—Chevron Service, Merc	1
)	FOUR BARREL	1.
	Z-R. M. Sage. Ford	П
)	HOT ROADSTERS	13
	A-Puccinelli Bros., DeSoto 124.13	
	MOD. ROADSTERS	1,
	A—Jim Williams, Chev 116.88	1
į	DRAGSTERS A—Carruthers Bros., Merc 108.60	1
	1 \$1187#\$	1
3	A Al Naracaki Olde 82.57	1
8	D Duce Drooke Chou 75.00	
•	C—Lawrence Demitz, Olds 77.38	١.
7	DX—Ray Avila, GMC	
	CX—John Jolley, Chev 84.11	1.
_	0V-30111 3011011 01101 mmmmmmm 0 1122	
e !.	BX—Jay Savella, Olds 85.71	
ŀ	BX—Jay Savella, Olds 85.71	
- -	BX—Jay Savella, Olds 85.71	
ŀ	BX—Jay Savella, Olds 85.71	
t	BX—Jay Savella, Olds 85.71	
t	BX—Jay Savella, Olds 85.71	
t	BX—Jay Savella, Olds	
t	BX—Jay Savella, Olds	
l- t fel	BX—Jay Savella, Olds	
t fel	BX—Jay Savella, Olds	
t ferror	BX—Jay Savella, Olds	
le or the	BX—Jay Savella, Olds	
	BX—Jay Savella, Olds 85.71 EX—Mikes Manteca Ford, Ford 92.78 Y—Verne Amaral, Buick 89.11 K—Joe Pusatori, '57 Chev Stick 86.54 X—Don Petrich, '32 Coupe 68.70 F—Tod Johnson, Chev 85.71 D—Jack Marian, Ford 70.31 SPORTS CAR A—George Fortado, Chryster 116.88 B—Bob Allinger, Mercedes 91.94 I C—Guthrie Burt, T-Bird 101.12 D—Jack Tetpolt, Corvette 97.83 E—Galon Chaso, Porsche 74.38	
Lot designed	BX—Jay Savella, Olds	
Lot design of more	BX—Jay Savella, Olds	
Lot ference accuses	BX—Jay Savella, Olds	
	BX—Jay Savella, Olds 85.71 EX—Mikes Manteca Ford, Ford 92.78 Y—Verne Amaral, Buick 89.11 K—Joe Pusatori, '57 Chev Stick 86.54 X—Don Petrich, '32 Coupe 68.70 F—Tod Johnson, Chev 85.71 D—Jack Marian, Ford 70.31 SPORTS CAR A—George Fortado, Chryster 116.88 B—Bob Allinger, Mercedes 91.94 C—Guthrie Burt, T-Bird 101.12 D—Jack Tetpolt, Corvette 97.83 E—Galon Chaso, Porsche 74.38 E—Galon Chaso, Porsche 74.38 P—Carl Ross, Triumph 101.70 R—Russ Kirkby, Harley 112.50 S—Gerald Young, Triumph 104.55	
Lot describe cuante	BX—Jay Savella, Olds	

Perryville, Ariz.

TOP TIME

Carrythers Bros., Merc.

February 3. A new strip and Arizona State record was posted single run of 120.00. After cool- in the Top Eliminator run, and ing, Rosen returned and just did three other class records were broken during a very successful It the Stocks, it was the same meet at this drag strip near

Cliff Bardelli, at the wheel of Bulck, with Ford getting in a the Drag'ns' B.S. & G. Chryslercouple. Several of the Stocks powered Dragster, after experi-were checked and found to be encing handling difficulties earillegal and thus the class trophy ly in the day, changed over to a high gear run and turned in a sizzling 145.63 for the new record.

The run was good not only for the new strip and state record, but also gave the team of Bardelli, Earl Sandy and Dave Groves

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was given to the protesting car. the Top Time and Top Eliminator awards.

> In one of the top races of the day the "Gents" copped the A/OG trophy with a Buick V-8 powered Dragster on gas. The run netted them a top time of 127.63 which was the top gas time of the day. This was also a new class record.

> The "Drag'ns" of Phoenix had a very good day at the races, with their club cars winning five class awards, in addition to the Top Eliminator and Top Time spots.

> Sanders started things off with a 114.67 run in "A" Fuel Coupe/Sedans in a De Soto-engined Ford. Bloom was the next club winner, setting a new "A" Competition Coupe record at 120.00 in an Austin running a Buick engine.

> Their third win came in "B" Competition with Glenn's Chryser-Ford winning, with no time recorded.

The club's fifth win of the day came in "A" Dragster class, with Bardelli, Sandy and Groves winning in their record-breaking run at 145.63.

The fourth new record of the meet was set in "A" Stock when Clyde Trampp drove a '57 Chevrolet through the traps at a top speed of 87.80.

The strip's Hard Luck Trophy went to the Gibson Brothers and their A/G '32 Ford. After losing their transmission and rearend during a warm-up run they went into a nearby town and cbtained replacement units. Racing against the clock they replaced the faulty parts and were ready to run for eliminations. All their effort was wasted though, when once again they dropped both the transmission and rear-end and were forced to retire for the

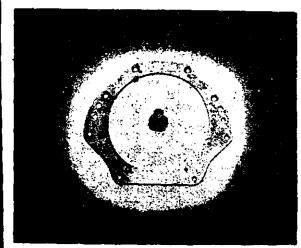
	PERRYVILLE, ARIZONA RESULTS OF FEB. 3, 1957	
1.	Class Name Engine	Time
ľ	GAS CLASSES	
ì	COUPE/SEDAN	
١	SUUPE/SEDAN	02 14
Ľ	A—Dick Witherby, Olds	9E 71
ľ	C—Don Welch, Chev	82.57
Ì	D Fuell Barnes Chay	89.11
ľ	D—Euell Barnes, Chev	43.11
l.	A—Carl Grimes, Buick	125 45
ľ	R.—Rundle Bros Cad	104.65
l.	B—Rundle Bros., Cad	89.11
ì	STREET ROADSTERS	V4.11
Ł	A-Ernest Jones, Chev	89.55
1	ROADSTERS	
Ł	A Aucklay Rmc Stude	116.88
ì	OPEN GAS	
1	OPEN GAS A—Gents Club, Buick	127.63
l	FUEL CLASSES	
1	COUPE/SEDAN	
1	A—Drag'ns-Sanders, DeSoto	114.67
1	A—Drag'ns-Sanders, DeSoto	
1	ADrag'ne Ringm Ruick	፣ የ ንበ በቤ
1	B—Drag'ns-Glenn, Chrys	N.T.
ł	HOT ROADSTERS	
ĺ	ABrag'ns-Goosic, Merc	122.45
1	MOD, ROADSTERS	
1	8—Cads Club, Cad	98.3
1	DRAGSTERS	
١	A-Drag'ns-Bardelli-Sandy-Groves,	
Ţ	Chrys	145.53
1	STOCKS	
Į	A Clyde Trampp, '57 Chev	-87.80
1	C top Vollethers Cod	//.39
١.	B Alex Whyte, Chev. C Lee Hallerberg, Cad. D Paul Rasmussen, Chev.	/8.2 6
-]	E Dill Alliege Chau	13.11 82.00
٠l	E—Bill Allison, Chev	DC:00
,	A-Gene Hollis, Aust-Healy	72 00
	R. Pettylohn Rarker	95.74
- 1	B—PettyJohn, Barker TOP ELIMINATOR	33.7
7	Drag'ns-Bardelli-Sandy-Groves,	
	Chrys	145.63
١,	TOP TIME	
,	Breathe Bardelli Sandy Crown	
	Chrys	145.63
	Denotes Record.	

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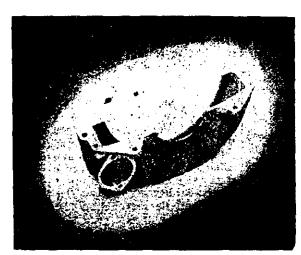
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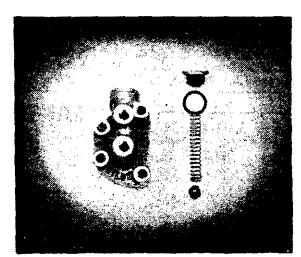
1949-1954 OHV, V-8 Cadillac and 1949-1957 OHV, V-8 Oldsmobile engines to 1932-1948 Ford and 1939-1950 Mercury transmissions. Also Ford trucks up to 1953 and all Lincoln Zephyr and Continentals to 1948. Manufactured from 36" thick steel, the HILDEBRANDT transmission adaptor assures a precision fit, both sides being surface-ground. The four upper adaptor to bell-housing both holes have been counter sunk utilizing Allen Head Counter Sunk cap-screws. This allows the transmissions to adapt without being altered for both heads. Pilot bearing adaptor is designed to use the Ford Ball-Bearing Pilot Bearing. Price includes 4 counter sunk Allen Screws, Pilot bearing adaptor and instructions.



OHV, V-8 Olds Starter Motor Switch Over

This solves the Starter Motor to Steering Gear clearance problem, found in all Ford and most other chassis, when installing the Olds OHV, V-8 engines. The HILDEBRANDT starter switch adaptor allows switching of the starter motor to the opposite side of the engine, thus retaining original strength and at the same time reducing weight 150%. Cast and machined of aluminum, adaptor fits all Olds OHV, V-8 engines. From there, various adaptors may be used for Ford transmissions, etc.

#54-2 Starter Adaptor\$37.00



OIL BY-PASS PLATE

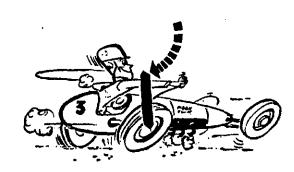
When switching starter to the right side-of the engine, the oil filter has to be removed. If no oil filter is to be used, the Ford oil pressure sending unit may be installed in openings of the By-Pass Plate. By using the HILDEBRANDT By-Pass Plate the Oil Filter on all Old's OHV, V-8 engines, may be eliminated. In place of the stock filter we recommend the HILDEBRANDT Full Flow Oil Filter (#56-5 priced at \$24.50) be used and may be installed in any convenient location, or no filter may be used.

SPECIAL

Engine Adaptor, Starter Motor Switch Over, Oil By-Pass Plate, shown above, may be purchased as a kit for a reduced price of \$74.00.

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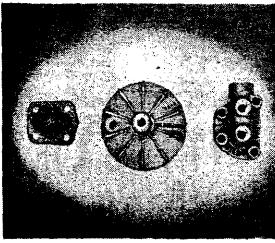


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1955-1957 OHV, V-8 Chevrolet engines to 1932-1953 Ford, 1939-1953 Mercury, Ford Trucks to 1953, Lincoln Zephyr and Continentals to 1948 transmissions.

This adaptor is a steel plate being %" thick, precision Blanchard surface ground on both sides to insure exacting fit. Adaptor plate accommodates the starter motor on the opposite side of the engine from the steering gear, eliminating clearance problems in Ford chassis. Plate also acts as and takes the place of the flywheel front cover plate. Pilot bearing adaptor uses Ford ball bearings. Use stock Chevrolet V-8 flywheel. Chevrolet V-8 starter motor fastens directly to steel plate. This adaption is one of the most compact and durable of all.

#55-3 Adaptor\$42.50



OIL FILTER BY-PASS PLATES

When switching starter to the right side of the engine the oil filter has to be removed. Oil Filter By-Pass Plates are available for most OHV, V-8 engines, 55-6 are available for Chryslers, Dodge, DeSoto, and Plymouth. 56-3 are available for Ford, T-Bird, Lincoln and Mercury, 55-1 is available for Oldsmobile.

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SANTA ANA

February 10. A very important chapter in drag racing history was started today at the Orange County Airport. The Santa Ana Drags was the first strip the Southland and at Kingdon the use of fuer. Other strips in the Southland and to Kingdon are joining on March 1.

As was expected the ruling was received with mixed emotions. Many were strongly in favor of the ban, others were opposed. But everyone agreed that the future of drag racing was as bright as ever.

Instead of getting their speed out of fuel mixtures they would have to get it from mechanical know-how and real close tuning.

With the abolition of fuel mixtures almost everyone agreed that supercharged engines were the coming thing. This argument was given some real strong support by the team of Ferreira and Bader with their blown-Cad Crosley sedan.

The deceptive-looking car posted the Top Time of the day with a run at 123.97. Plug trouble and a missed shift probably prevented them from also copping the Top Eliminator trophy.

In the elimination run-off race Ferreira and Bader went off against the Itow Automotive and

Don Rowe flathead Dragster.

Ferreira and Bader had won their Modified Coupe class with a time of 123.97. Itow and Rowe hit 117,19 to cop the trophy in the "A" Dragster class.

The Crosley sedan encountered troubles prior to the run though and the missed shift put them completely out of the running. Itow and Rowe won at 117.19.

For the Top Eliminator run the Dragster was pitted against Max Kelley's 40-cubic-inch Triumph, Kelly had won 40-Gas with a top speed of 110.50.

In the Eliminator run though his engine was cutting out the length of the strip and Itow's won without any effort at 115.82.

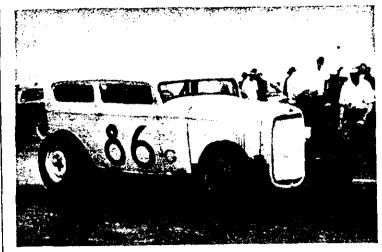
In preparation for the all-gas competition several new classes were announced by owner C.J. Hart. The Dragsters will compete in three clauses. Class "C" Dragsters will include all highly modified Dragsters with blowers and double engine set ups. Class 'B" will include any overhead engine over 300 cubic inches, while "A" will be all flatheads of any size and overheads under 300 cubic inches. Blown flatheads will be moved into "B" competition.

New classes were also set up for sports cars. In this division "A" will include small sports cars under 1500 cc's. "B" will be medium cars such as Triumphs, Austin-Healey's and such between 1500 and 3000 cc's. Class 'C" cars will include Jaguars of 236 cubic inches, while all the Corvettes, T-Bird's and 300-SL Mercedes will compete in "D' class, All '57 large Sports cars will run in a special "E" class, and all modified cars will compete in "M" class.

The only new record set during the first day of all-gas competition came in the "XXX" Class when Len Kennedy drove a '57 Buick through at 90.09.

In addition to their class win and Top Eliminator award won by the flathead Dragster, Itow's Automotive picked up a second trophy, this one in the Competition Coupe, Flatheads. Their wicked-sounding coupe hit a top speed of 106.00 for the win.

SANTA ANA RESULTS OF FEB. 10, 1957 Class Name Engine ROADSTER -Ed Slack, Merc. A OH-Tom Ivo, Buick. 88.10 -Itow & Rowe, Merc. COUPE, MOD. Ferreira & Bader, Cad. LIGHT CP, F.H. Seevers Carb Shop, Hudson. HEAVY CP, F.H. Russ Rust, Merc. HEAVY CP, O.H. 89.90 Grieco & Smith, Merc. COMP. COUPE, F.H. Itow Auto, Merc POST WAR GAS, F.H.



Grieco & Smith team posted amazing Comp C/S, F.H. record in taking class trophy at Santa Ana Feb. 10. Turned 106.00 with 296 C.I. Merc.

	Henry Tsukashima, Merc	95.40	
	POST WAR GAS, O.H.	ľ	t
	POST WAR GAS, O.M. Gary Primm, Ford-Bin FOUR BARREL	95.23	Ç
	FOUR BARREL		t
		51.22	,
	SPURIS CAR		
	B-Chuck Renner, Aust-Hea	81.74	
	C-W. Sims, Jag	83.14	1
•	E-Bill Volnerding, T-Bird	86.20	1
•	M—Bob Mandel, Corv	101 01	1
٠	CYCLES	101.01	•
•	30-50 Gas		
	Russ Moynagh, Triumph	97.40	
,	40 Gas	37.70	
•	Max Keily, Triumph	110 50	ı
l	Max Kelly, Triumph	110.30	•
;	61 Gas Polfus & Murrils, Indian	104 16	
•	Poirus & Murrils, Indian	104.10	١.
,	21-Inch	E0 00	4
	Gordon Hop, Lambretti	20.00	ŀ
3	A—Jeff Jahns, '49 Ford	CO 02	ı
	A-Jett Janns, 49 roro	69.92	I
Ê	B-Jerry Wyatt, 54 Dodge	74.37	
;	CX—Hart's Texaco, '56 Chev	89.28	i
	C-Stick-Russ Robinson, 55 Chev.	80.21	۱
,	C-Auto-Dean McIntyre, 52 Olds	78.31	ŀ
S	CAX—Tom Reed, 56 Uney	81.96	l
	D-Kichalu Simili, 30 Bulck	83.56	١.
,	E-Jim Nelson, '56 Ford (Cad)	95.23	i
-	F—Fullerton Muffler, '55 Chev S—Tom Ritchie, '57 Chev X—Fullerton & Tyree, '57 Chev XX—Rodney, Cooley, '57 Ford XXX—Len Kennedy, '57 Buick	92.88	i
	S-Tom Ritchie, '57 Chev	94.30	ĺ
٠.	X—Fullerton & Tyree, '57 Chev	91.18	i
ı	XX-Rodney, Cooley, '57 Ford	84.04	1
,,	XXX—Len Kennedy, '57 Buick	*90.09	ŀ
_	1 10P ELIMINALUK		l
e	Itow & Rowe, Merc	115.82	í
	TOP TIME		l
n	Ferreira & Bader	123.97	ĺ
n	* Denotes Record.		ŀ
è			ì

Castroville, Tex.

Feb. 10, - Before a crowd of 2500, Bobby Joe Rutledge carried on his winning ways, by taking Top Time and Top Eliminator at a speed of 123.11. Rutledge Time turned 139.85 at Laredo, Texas in his Ardun-Merc injeceted. 25 T Roadster in 10.4 E.T.

In the run for Top Eliminator Rutledge took on Gilbert Goodlett from Corpus Christi in his potent Chevy V/8 powered '32 Ford Coupe. It was a close race in second gear, but the mighty Ardun stormed away in high to win at 123.11.

All proceeds from this drag program went to the March of Dimes, and was put on by the Alamo Timing Association of San Antonio.

NEW CHEVROLET

The people of Castroville extended to all Hot Rodders every courtesy, and all the facilities of the city and places of business were open to them.

A sizable donation was contributed to the March of Dimes by Mr. Hugo H. Borquin a well known merchant of Castroville.

CASTROVILLE, TEXAS

RESULTS OF FEB. 10, 1957	
Class Name	Time
GAS CLASSES	
COUPE/SEDAN	00.05
A—Walter Ballard	96.3 5 90.6 3
B—J. P. McCrary	91.44
C—Johnny Leiban D—August Hartcoph	96.35
ALTERED COUPE SEDAN	30.33
A—Edward Feland	93.45
B-Gilbert Goodlett	100.55
C—lack Crapdon	76.43
STREET ROADSTERS	
A—Danny FoyeOPEN GAS A—Bobby Waltersdorf	84.6 6
UPEN GAS	97.9 3
R Tommy Abbott	84.33
B—Tommy AbbottFUEL CLASSES	04.00
COUPE/SEDAN	
A-Cowart & Kretzer	100.11
A—Cowart & KretzerCOMP. COUPE/SEDAN	40
A—Dovle Howe	97.42
B—Henry Garner HOT ROADSTERS	99.66
HOT RUADSTERS	106.13
A Don Wilson	100.00
B—Santos Gonzales	100.00
A_Robby Ine Rufledge	123.11
B-Walter Schrank DRAGSTERS	97.26
DRAGSTERS .	
A—Roland Rodriguez	109.07
STOCKS	00.42
S—Tommy Wilson	88.42 86.45
R Ruddy Taylor	83.72
B—Buddy Taylor C—L, V. Benoit	75.31
I D-I. E. MCGrand	75.63
E-Craig Haydon	69.11
E—Craig HaydonX—Steve Tunnel	86.97
i counte l'ad	07.44
A—Dale Wood	87.44 74.38
C Orth Woodruff	69.60
C—Orth Woodruff	65.07
CYCLES	
A-W. J. Bochat	106.12
B—J. Jhompson	105.00
A—W. J. Bochat	99.66
D-Don Amsler	94.10 103.05
E—J.M .Thompson	103.03
Bobby Joe Rutledge	123.11
TOP TIME	
Bobby Joe Rutledge	123.11
,	

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with ordinary oil to be used in engines, but is an additive that uses the fuel so that it can be carried to the combustion chamber to spread its ATOMIZING MIST to movable working sarts of the chamber to Inbricate same.

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Provides continuous friction-free protective lubrication. More compression, more horsepower, longer engine life, and cooler operation.

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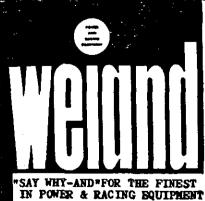
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Santa Monica, Calif.

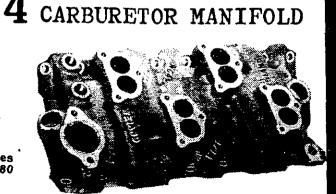
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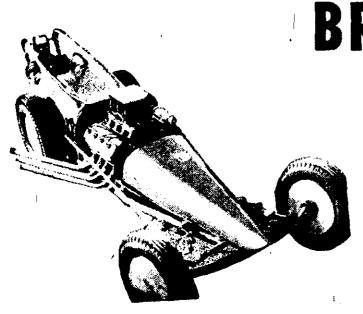
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HELP COOK TO RECORD SMASHING 166.97

"Never used anything like them before," says Emery Cook, veteran of six years with dragsters. This Cook-Bedwell-Hallet dragster made six runs at the Lions Associated Drag Strip on Feb. 3rd, averaging 160.43, when Cook also made a low Elapsed Time for the 1/4 mile of 9.28 seconds.

The 354 Cubic Inch Chrysler engine, with special modifications, put terrific torque through a direct drive on these slicks. But Bruce's slicks "bit" all the way through. Cook says, "They just get hold of the ground better. And another thing, we used the same tires on all six runs. Even after the last run they didn't look worn".

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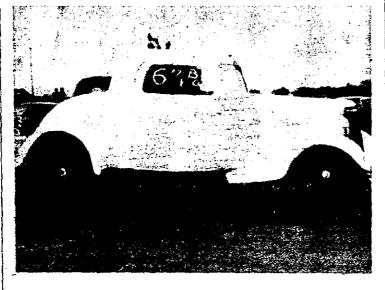
COLTON

February 17. Lou Epling in the Epling, DeYoung, and Lowery "B" Open Gas Dragster set a blistering pace in today's field, copping both major awards, his class trophy, and a new record

Powered by a DeSoto engine displacing a mere 259 cubic inches. Epling blasted off a new record during his class trophy win. His mark of 118.73 was also Top Time of the day.

In the race for Top Eliminator, the "A" Hot Roadster entered as 4th Street Rock Crusher, with a class win of 108.62, made the bid against Epling. Deemed a good race by all, both left the line together, but before long, Epling pulled ahead to rack up a hundred foot lead at the finish. Time was 118.20.

at 10.43	5.		Ì
Class	COL ESULTS OF F Name	TON EB. 17, 1957 Engine	Time
	GAS CI COUPE		}
AShort		d	90.43
		Cad	91.54
		V	88.92
			86.54
		s	80.57
	OPEN	I GAS	!



Jimmy Moore and his 296 C.I. Merc engine "B" Gas Coupe posted a 92.00 in 14.20 E.T. during Colton's action Feb. 17. Lost trophy to Tucson Lords club entry at 91.54.

Competition in the Stocks was hot and heavy, developing many good races in deciding the awards. G. McRiley with his "A" Plymouth set the fastest time of the five classes with his mark of 92.23. Leonard Jost followed with a time of 84.98 in his "B" Pontiac and the Ram Rods club accounted for "C" in a Dodge at 82.93. Two Fords finished it up as Mike Martin took "D" at 74.53, and Chuck Nelson swamped "E" at 70.43.	George Kilger, Ford	Class Name Engine Time GAS CLASSES COUPE/SEDAN A—Walters & Weeks, Merc. 97.82 B—Mel West, Merc. 92.30 C—Jeremy Wilson, Merc. 81.22 D—Edward Hebel, Olds 88.32 ALTERED COUPE/SEDAN B—Joe Campos, Merc. 73.77 FUEL CLASSES
GAS CLASSES	SPORTS CAR A—W. F. Nevins, '56 Corv	STOCKS

TOP FLIMINATOR Doug Kirk, Vincent. .: 107.27 TOP TIME Don Montgomery, Chrys.

Denotes Record.

February 17. Don Montgomery in his full-fendered '32 Coupe stormed through the competition today to post Top Time and a trophy win in "A" Fuel C/S of 125.89. Using a S.CO.T. blower on his immaculate Chrysler powered entry, Montgomery covered the quarter-mile in 11.11 seconds.

A blown head gasket proved his undoing in the Top Eliminator race, however. Doug Kirk quickly took advantage of the situation and rode his Vincent cycle to a 102,27 victory, down somewhat from his previous! class winning speed of 108.56 in

Walters & Weeks headed the Gas C/S field with their Merc entry in "A" and a time of 97.82 in 13.60 seconds. Mel West and Jeremy Wilson took "B" and "C" also with Mercs, clocking 92.30 and 81.22, respectively. Edward Hebel won "D" in an Olds at 88.32.

Robert Duncan emerged as the only record breaker when he drove his "C" Stock Olds through at 82.34. Carl Smithson led the division in speed with a time of .87.20 in his "A" class Chevrolet. Effective March 3rd, all Stock

cars will be classified according to the 1957 NHRA system.

The open drag program, held on alternate Sundays during past weeks has been temporarily discontinued. Contestants who have been participating in this program are invited to attend the regular racing events beginning March 3rd. They can either run for trophies or register in a special T class for open drags,

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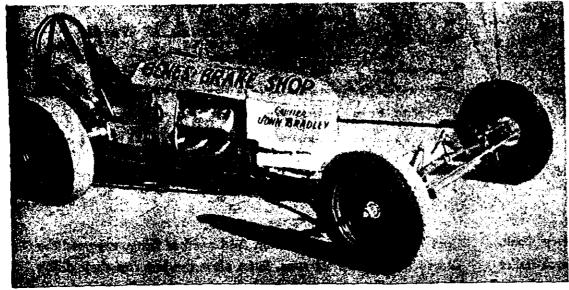
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"Mr. Flathead"

Photos by Don Nickles Story by Dan Rouiston



Earning the title "Mr. Flathead", John Bradley drove the Gene's Brake Shop Dragster to 28 Top Eliminator victories in 1956. 1400 pound cars uses T-rails and tubular cross members. Front suspension is by leaf spring with tube shocks on Model A axle and spindles.

On the righthand side of the driver's compartment of the Gene's Brake Shop Dragster is painted the name "Mr. | builders is evident throughout | and three very active boys are | mental notes, but right at the Flathead." The owner of the title, and the car, is a friendly 31-year-old welder by trade and drag racer by choice who continues to amaze the drag race world with the per-

formances turned in by his unique machine. While the rest of the fraternity is changing over almost en masse to the larger overhead valve engines and blower set-ups, John Bradley sticks to the flathead, with very

AT LAST! GENUINE STEEL & ASBESTOS ter mile to date is a 10.18. HEAD GASKETS FOR 4" BORE — VS CHRYSLER Price-\$10.00 per pair DEALER'S INQUIRIES INVITED Y ERICKSON SPEED SERVICE, INC. 19 W. Irving Park Rd. Chicago 18, 111

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satisfactory results. During 1956 John Bradley and his flathead Dragster won 28 Top Eliminator awards. Also during this period he cranked off his best recorded

The power-plant of Bradley's Dragster is a tried and true flathead Merc of 313-inch displacement. The '50 block has been ported, polished and relieved and has a 3%-inch bore and 4%inch stroke.

Edelbrock heads give the engine 9.5:1 compression. John uses stock Ford rods with Edelbrock pop-up pistons and Perfect Circle rings. Wall clearance is .0065.

An Iskenderian 404A cam, lighten valves, Lincoln springs and a welded Merc crankshaft complete the major components of the engine. Seat angle on the valves is 30 intake, and 45 ex-

Fuel is fed into the engine by carbs. A Harman-Collins mag- is 3:48-1. neto and LA 11 Champion plugs provide the spark at the right time. The plugs are set at 18 and the spark is advanced 28 degrees. Most of John's runs are made on nitro.

time of many of his competi- ling runs. tors, Bradley's car was "thrown together! in just three months; but the over-all know-how of the

The frame of the car is constructed from T-rails, with tubing used for the cross members. The front axle is from a Model A, using a transverse leaf spring. Rear suspension is solid.

Safety-wise the car is very time, a very healthy 145.46. His soundly constructed. In addition best elapsed time for the quar- to SP safety hubs, safety and shoulder belts, and fire extinguisher, the car has a very solidly-built set of roll bars.

> For a gear-box John selected a '39 Lincoln which has proved to be a very wise choice. Very seldom is he forced out of competition because of transmission troubles.

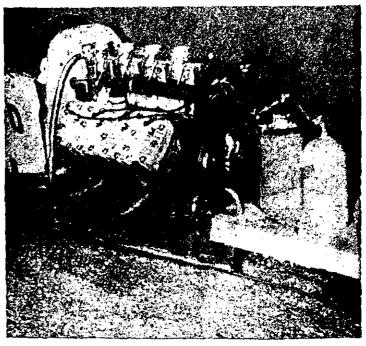
The flathead engine is located the maximum rearward distance, with only a 5-inch drive shaft. A 11-inch Power-Bilt Clutch with 2700 pounds pressure and a 15-pound Ford flywheel connect to the Model A rear-end, equipped with Hallbrand center section and runmeans of four 97 Stromberg ning unlocked. Usual gear choice

An unknown '29 Model A Ford contributed its steering to the construction of the winning combination. Lincoln Bendix 12inch brakes provides the stop-Compared to the construction ping power after one of the sizz-

> One of the most unique features of the car is a manual control located on the steering column which enables the driver to advance or retard the spark while the car is in motion. This is but one of the many very useful ideas incorporated into the car by the builders.

> The engine was built at Gene's Brake Shop. The crew includes, in addition to John, a pair of Rays, Ray Croft and Ray Klastwyk and Gene Long.

It is very seldom that a Sunday goes by that John isn't pushing his familiar Dragster down some Southern California strip. He prefers the strip at Colton because of its convenient location



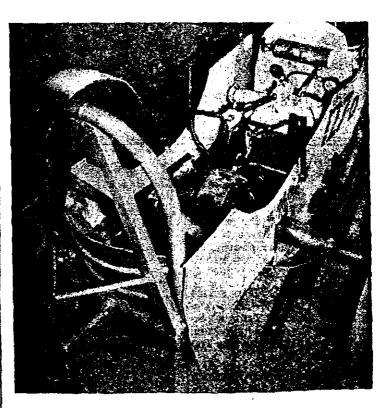
"Rocket Like" fuel tanks contain "rocket like" nitromethane. Used in quantity for power delivery through 2700 pound pressure Power-Bilt clutch and 15 pound Ford flywheel. Magneto is, Harman Collins incorporating manual advance.

and the competent manage the car. ment of the strip.

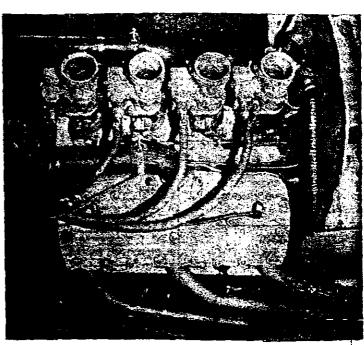
home. And the boys are always fied with his 145.46 miles per available for advice on repairing hour Dragster and his title of any difficulties and providing "Mr. Flathead."

near his San Bernardino home choice bits of information about

John hasn't completely ruled John is always assured a out the possibility of someday, cheering section regardless of maybe just "looking" at an overthe strip he attends. His wife head and making a few quick always on hand to cheer him present time he is very satis-



Unlocked rear-end has Halibrand center section, SP safety hubs to retain 8:00-16 slicks. Shift lever to '39 Lincoln side-shift transmission is to driver's right, magneto advance control in center of steering wheel.



Mighty 313 cubic inch Mercury has proven undoing of many OHV's. Boasts 31/4 x 41/6 bore-stroke, Iskenderian 404A cam and Edelbrock "Pop Up" pistons in ported, polished and relieved '50 block. Stromberg 48's are jetted to .128 on the mains.

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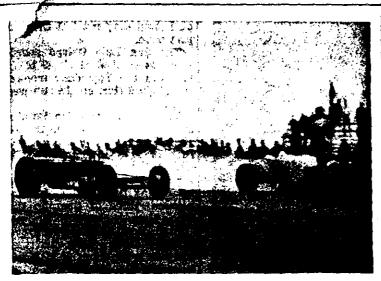
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Bob Vespa, left, in Smaldino & Vespa 214 C.I. O.H.V. Four-Barrel Dragster and Terry Ricker for Road Rebels club set forth in exciting Top Eliminator race at San Gabriel Feb. 17. Vespa posted Top Time of 129.87 for class, and won this match at 126.92.

SAN GABRIEL

DRAG NEV

February 10 - Fred Waterworth, at the wheel of the radically designed Miller Cam Special "A" Competition Coupe turned the quarter-mile in an elapsed time of 9.59 seconds for a new strip E.T. record. On the run they also hit a top speed of 139.95 to win the day's Top Time award. They were well on their way to making a clean sweep of the awards when they broke both rear axles during the Top Elimination run against Joe Koenig and the Reath Auto "B" Competition Sedan.

Reath Auto won the race with a top speed of 129.49 in 9.82 elapsed time.

Chuck Grieme's Cad-powered "A" Roadster went off with the immaculate Grohs' Texaco "B" Hot Roadster in the first elimination run-off of the day. Grohs' won at 113.92 in 11.98 seconds.

Reath Auto then shut down Sam Brollier in the second round with a 128.93 top speed and 11.16

The third elimination race pitted Tom Pulliam's hot cycle against Grohs' roadster. Pulliam won with a speed of 114.79 but blew up and was out of competition.

In addition to copping the "top dog" award, Reath Auto also set a new "B" Competition C/S record with a speed of 132.50.

The third new record of the day was set in the stock classes when Roger Bursh pushed his "A" '57 Pontiac through the quarter at a top speed of 90.76.

In the Sports car classes Pete Peters drove his very potent T-Bird through at 108.95 to take "A" class honors. Joe Altzman, in a Corvette, won "B" with a top speed of 102.82.

Chuck Grieme qualified for 1.1s elimination run-off by taking "A" Roadster honors with a top speed of 113.30. In "B" Open Gas Denny Carrisosa, one of the strip's most consistent winners, repeated in that class with a top speed of 103.00.

In a special feature of the day's program Harold Montoya of San Pedro was named winner of the competition Chrysler engine presented for the benefit of the Stinson family.

	SAN GABRIEL RESULTS OF FEB. 10, 1957 Class Name Engine Time	1
]	Class Name Engine Time GAS CLASSES	1
١	COUE/SEDAN	١
- {	A. Walters-Week More 97.48	Ì
- {	B—Nelson-Whiteman, Chrys	1
١	C—lerry Ennerson Olds 97.67	ŀ
1	D-Art Kijek, Corv. 92.58	l
	ALTERED COUPE/SEDAN	j
,	A-Short Blocks, Ford-Bln	1
	: n	1
١.	STREET ROADSTERS	1
	A—Jim Cassedy, Chrvs-Bln	ł
֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓	B-Sattord-Shores, they b 103.33	I
Ē	ROADSTERS	1
•	A-Chuck Grieme, Chrys	1
)	A Denny Carrisosa, Merc	I
2	COMP. COUPE/SEDAN	ł
•	A-Miller Cam Sol., Olds	ł
	B-Reath Auto., Chrys	ł
1	A Miller Cam Sol., Olds	1
2	Gary Perigan, Ford 59.00 HOT ROADSTERS	١
	B-Grohs' Texaco, Merc. 115.94	1
1	SIUCAS 6 Onner Guest '67 Pont #06 76	1
9	P Douis Ostarman '56 Chay 70 29	ļ
•	C_Rob Duncan '53 Olds 81.16	۱
-	D-Bob Green, '38 Buick 75.37	1
,	E-Stan Caress, '57 Chev 92.00	4
	APU-Ed Rhodes, '56 Chev 76.32	1
n	BPU-Ted Rosmussen, '50 Chev 71.03	Ц
d		١.
6	A—Pete Peters, T-Bird	1
_	B—Joe Altzman, Corv	;
	C—Short Blocks, MGA 72.42	۱,
e		
e O	14 N W. L Triumph 95 90	ıł
	B-Ed Phillips, Harley 101.80	۱۱
t	C-Gary Meidinger, Triumph 104.00	1
•	D-Doug Kirk, Vincent	۱)
	Street Gas	. 1
6	R. Wright, BSA	1
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n	TANG CI IMINIMATINE	۱,
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e	Reath Auto, Chrys	i
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SAN GABRIEL

February 17. What is generally agreed to be the fastest four-barrel Dragster in the nation met all pre-race expectations to-

Dragster Invitational \$100 BOND

ELIMINATOR

3 Dragster Classes in Addition to Regular Classes.

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FEBRUARY 24TH

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day when the Smaldino & Vespa team topped all contenders with a speed of 129.87.

Turning this speed in their quest for the class trophy, the mark was also the Top Time of the day.

In the first round of Top Eliminator races, the Enderlee Hardware Dodge powered Dragster with a class win of 126.76, faced the "B" Modified Roadster of the Road Rebels. The race was short lived, however, when the Dodge engine in the Dragster blew on the line.

Into its place stepped Bob Vespa at the wheel of the renowned machine, and a few seconds later, he crossed the finish line the Top Eliminator with a time of 126.92.

The day also hosted many thrilling Sports Car races as enthusiasts journeyed in from many distant points to take part in a special Sports Car program.

Top Eliminator honors in the field went to Max Balschowsky. Driving a Buick V/8 powered Doretti, Max posted a sizzling time of 110.75.

Class trophy winner in "B" Sports Car was Bob Mandel with his Corvette at 102.15. Gordon Crowder in his AC Bristol netted "C" Sports Car at 85.40, and Earnie Horner in a Crosley Special copped "D" at 78.30.

Bruce Morgan in a '56 Chevrolet clocked 90 flat for class "A" tying the "S" '57 Chev of the Clary Bros. for Top Overall Time. Ken Larsen won "A" Modified Stock in a '57 Ford, blistering the quarter-mile marker at 95.06.

Both Pickup records fell. Don Bumpus used a '57 Dodge for his new high in "A.P.U." of 79.50. Paul Alexander relied upon a '56 Chev for his record mark in "B.P.U." of 72.75.

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ICIESS MAINE ERVIDE INDIE	\$TOCK\$ A—Bruce Morgan, '56 Chev 90.00 B—Randy Pierce, '56 Chev 87.48 C—Bob Gale, '55 Olds 81.00
CQuikway Auto, Buick 98.86	D—Norman Scarr, '49 Olds
ALTERED COUPE/SEDAN A—Short Blocks, Ford	B PU—Paul Alexander, '56 Chev *72.75 CYCLES Gas
B—Denny Carrisosa, Merc	C—Bick Thompson, Triumph
Smaldino & Vespa, Fargo	TAR PUBLICATOR
B—Road Rebels, Merc	Smalding & Vesna, Fargo 129.87

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NEW WORLD'S RECORD

Daytona Beach, Florida, February 14th. HOWARD equipped, full fendered 1938 Plymouth coupe, on PUMP GAS set a New World's Record of 150.28 mph replacing the old record of 136 mph. This Record was 14 mph faster than any of the field of 150 cars. Car is owned by Johnny Burrell and driven by Bob Ruther.

This year the approach to the traps was less than 1 mile instead of the 2 mile approach used in previous years. Reason for this was the number of cars in competition, poor condition of sand and weather. These factors held all speeds down. This record shows without a doubt that under all conditions the terrific low end torque and top and horsenower that makes up the suppliering of HOWARD CAMS.

torque and top end horsepower that makes up the superiority of HOWARD CAMS.

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The amazing speed by Cook-Bedwell February 3, upping the World Record 8 mph, electrified drag racing and drew 11 of the hottest Dragsters in challenge February 17th. Amid a mass of broken parts, wild use of fuel additives and the full rasge of valve troubles by challengers, Cook, not once, but repeatedly defeated all comers with ease.

Two other skillful drivers, Mickey Thompson and Kenny Arnold, took the wheel to experience the power supplied by the revolutionary ISKY 5 Cycle Hyperbolic Crossflow 7,000 and in the fastest quarter-mile trip of their lives, both exceeded 156 mph, E.T. below 10 seconds. After all these runs engine remained in perfect condition awaiting more unsuccessful attempts to beat it.

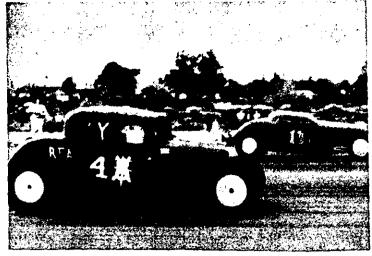
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Ronald Fisk, nearest camera, couldn't catch the Automotive Specialties' "Y" Comp C/S at San Fernando Feb. 10. Driven by Bill Fowler, the radical '34, co-owned by Rich Stricker and Automotive Special, used 304 C.I. Merc F.H. for victory of

SAN FERNANDO

February 17. A supercharged in an Olds turned 89.02 for "F" fuel burning Chevrolet V/8 in a Raymond Zagars with a T-Dragster proved the winning combination for Top Time to-day. Entered by Bickell, Caloway & Worobleff, the potent machine netted class honors as well when it posted a time of 139.89. Elapsed time for the run was 11.00 seconds flat.

Difficulty in pulling a new set of slicks gave the team trouble later on, when in the race for Top Eliminator, the Burkhart, Burns, & Erdman fuel Roadster pulled their car all the way in winning at 125,34 in 11.30 sec-

Competition in "D" Gas C/S was hot and heavy. An Olds powered entry finally won out over a host of contenders when the Storming Stockers club of West L.A. turned the trick a 93.36. Top Time in the Gas C/S division went to Mike Monte driving a Cad. His time was 96.56 accompanied by an elapsed | FH-lame Bevers, Merc. time of 13.20 seconds for class J OH-Ransom & Seaberg, Olds ROADSTER, GAS

Other very good times were turned in by Bressetti & Ike in V.O.H. Fuel Roadster using a Chrysler for a speed of 126.58. E.T. was 12.00 flat. Carry Foster posted a 104.17 with a Cad in "E" Fendered C/S Gas.

A full compliment of Stocks was on hand, and Frances Woe-

ner led the pack with a mark of 92.78 in class "FP." Ralph Glass in an Olds turned 89.02 for "F"

Bird engined Ford sto	rme
through at 86.45 for "B."	:
SAN YERMAISID	ı
	Tim
STOCK CLASSES	
A-Roger Peterson, Chev	76.9
B—Raymond Zagars, Ford (T-Bird)	86.4
C"Street Cleaners", Ford (T-Bird	88.4
0-W. Travor, Buick	86.1
E-Mike Lewis, Ford	69.4
F P. Frances Woods	89.0
C Front Ingresons Buick	92.7 85.7
U Ed Durand Olda	
n—to burano, dios	77.2
1-inrottle Queens, Ford	71.0
K—Vavid Smith, Ford	69.4
PU—Dave Capelli, Ford	78.7
	87.8
R OH—Mike Moute Cad	
C OH-William Swind, GMC	92.7
	-0.0
	104.1
G OH-H & H Garage, GMC	96.2
NON-FENDEKED C/S, GAS	
	SAM YERNAI: DO RESULTS OF FEB. 17, 1957 Class Name Engine STOCK CLASSES A—Roger Peterson, Chev. B—Raymond Zagars, Ford (T-Bird). C—"Street Cleaners", Ford (T-Bird). C—"Street Cleaners", Ford (T-Bird). F—Mike Lewis, Ford. F—Ralph Glass, Olds. F—P.—Frances Woener, Corv. G—Frank Lanzarone, Buick. H—Ed Durand, Olds. J—Throttle Queens, Ford. K—David Smith, Ford. PU—Dave Capelli, Ford. GAS CLASSES STREET C/S A FH—Tony Doyle, Merc. B OH—Mike Moute, Cad. C OH—William Swind, GMC. D OH—"Storming Stockers," Olds. FENDERED C/S, GAS E OH—Carry Foster, Cad. G OH—H & H Garage, GMC.

ı	KUMDSICK, UND	
١	K FH-Paul Weightman, Merc	86.20
	STREET ROADSTER, GAS	,
ı	M OH-Gary Scherer, GMC	84.19
I	N OH-Cedarquist Racing Team.	
i	Dodge	102.00
١	FOUR BARREL	- 4
	0-Jim Bowden, Ford	81.00
	ROADSTER FUEL	
	V FH-Burns, Burkhart, Erdman,	
	Merc	125.34
	VX OH Bressetti & Ike, Chrys	126.58
	DRAGSTER FUEL	
	Z-Bickel, Caloway, Worobieff,	,
	Chev - Bin	139.89
	CYCLES	
	B. Bonner Bros., Triumph	95.84
	C-Max Kelley, Triumph	110.53
	E—Ewing & Siebuhr, Triumph	109.22
	SPORTS CARS	

SANTA MARIA

ular monthly Santa Maria Dragon hosted drag meet at the Airport strip.

The San Luis Obispo speedster was clocked at 129.49 MPH to claim the Top Time trophy. His elapsed time on the run was

Van annexed the Top Eliminator award with a clocking of 127.65 MPH, with an elapsed time of 11.67 in his new Oldsmobile Dragster.

Seven new strip records were set during the afternoon's competition, three of them in the Stock class.

In Stock "S," Gib Gibson drove a Home Motors 1957 Chevrolet entry to a timing of 98.36 MPH. bettering the old mark of 93.74 MPH. In class "C," John Pereira, Nipomo, hit 87.80 MPH in a 1955 Chevrolet, to top Ronnie Ras-mussen's old record of 85.11 MPH.

In class "E" Stock competition, Jack Hathway, San Luis Obispo, gunned his 1950 Olds to a clocking of 76.27 MPH, eclipsing the old record of 73.46 MPH.

In the "B" Gas class, Art Herold, driving a Patterson Ford entry, was timed in 111.11 MPH, bettering the old record of 107.14. Bill Lindsey set a new record in "B" Roadster competition driving his 1929 Roadster, powered by a 258-cubic-inch Mercury to a 109.75.

In Sports Car competition, Dale Schneider, San Diego, streaked to a new top time of 101.12 MPH, erasing the old record of 98.90 set by Monte Williams of Oakview.

Van added another trophy in the Dragster division by reaching 129.49 MPH, bettering his old record of 125.87.

FENDERED C/S, GAS	SANTA MARIA
E OH—Carry Foster, Cad 104.17	
C OU U P U Cornea CMC 0C 25	Class Name Engine Time
G OH—H & H Garage, GMC 96.25	Class Name Engine Time GAS CLASSES
NON-FENDERED C/S, GAS	
I FH-Lame Bevers, Merc	A Gary Boerman, Cad 109.75
S OH—Ransom & Seaberg, Olds N.T. ROADSTER, GAS	B—Patterson Ford, Ford 111.11
K FH—Paul Weightman, Merc	
STREET ROADSTER, GAS	D—Doug Hillman, Chev
M OH-Gary Scherer, GMC 84.19	ALTERED COUPE/SEDAN
N OH—Cedarquist Racing Team.	B-Latham & Doeckel, Ford 107.78
Dodge 102.00	
EOUR RAPPEI	STREET ROADSTERS
0-1im Rowden Ford 81.00	A-Wally Guggliemelli, Merc, Bln., 97.82
ROADSTER FUEL	ROADSTERS
V FH-Burns, Burkhart, Erdman,	A-Coachman, S. Cal., Merc 105.26
Merc 125.34	B-Bill Lindsay, Merc 109.75
VX OH Bressetti & Ike, Chrys 126.58	FUEL CLASSES
DRAGSTER FUEL	COUPE/SEDAN
Z-Bickel, Caloway, Worobieff,	B—Jack Mendenhall, Ford
Z—Bickel, Caloway, Worobieff, Chev - Bin	MOD, ROADSTERS
CYCLES	B—Milt Alley, DeSoto
B—Bonner Bros., Triumph	DRAGSTERS
C-Max Kelley, Triumph 110.53	A—Merlyn Van, Olds
E-Ewing & Siebuhr, Friumph 109.22	SS—Patterson Ford, '57 Ford 92.30
SPORTS CARS	A—Jessie Garia, '56 Ford
A—Tom Law, MG	B—Randy Pierce, '56 Chev
D-Water Ferguson, Triumphilian 74.00	C-Ronnie Rasmussen, '55 Olds 87.37
C—"Storming Stockers", Corv 105.56 D—Pete Peters, T-Bird	D—Kenny Van Valgren, '53 Olds 77.58
TOP ELIMINATOR	E—Jack Hathaway, '50 Olds 76.27 SPORTS CAR
Burns, Burkhart, Erdman, Merc. 125.34	SPORTS CAR
TOP TIME	MY-Jul Millingil Laire
Bickel, Caloway, Worobieff.	BK-D. Schneider, Buick 101.12
Bickel, Caloway, Worobieff, Chev - Bin	CYCLES
	Lken kelley, inglan 93.94
CANTA MADIA	M-Black & Scott, Triumph 108.43
SANTA MARIA	O—Poliorena & LaPallci, Trilmph 94.73
Feb. 3 - The old pro, Merlyn	TOP ELIMINATOR Merlyn Van, Olds
Van, again made a clean sweep	TOP TIME
of speed trophies during the reg-	Merlyn Van. Olds

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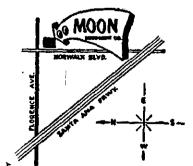
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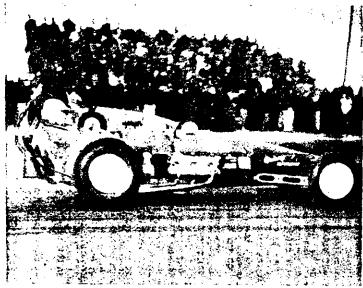


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One of the many exciting Top Eliminator races at L.A.D.S. Feb. 16-17 matched Walt Nicholls, in Quincy Auto Special, nearest camera, against Maurice Richer, in Armstrong & Richer Nesbitt's Orange Special. Nicholls, with 371 C.I. Olds engine, won race in 10.11 seconds. No trap time was obtained.

L.A.D.S.

February 10. Trouble came in big bunches for an awful lot of participants during today's drags. Six of the top cars competing dropped out of competition before the Top Eliminator run was made.

The cars that stayed in the running turned in some real good times though. The Top Eliminator award went to the "B" Dragster entered by Lee's Auto and driven by Ron Reir, They turned 132.54 in 10.49 seconds elapsed time to edge Bill Johnson's Triumph and cop the award.

Top Time of the day was turned in by Calvin Rice at 156.79 with a 9.92 ET.

Lee's Auto had to make three runs before clinching the Top Eliminator award. Two of the runs were against Bill Johnson

In the first run-off Lee's Auto lined up against Lakewood Auto Earlier Dave Crowe had set a new "A" Competition Coupe rec ord in the Lakewood Auto Chrys-a top speed of 133.13.

During the elimination run Lee's came off the line good, while Lakewood faltered, and that proved to be the difference. Lee's won it at 133.13 with a 11.57 ET.

In the first run with Johnson, Lee's got off on a false start, without knowing the flagman had dropped the red flag, and turned in a second straight 133.13.

At their second try Johnson missed a shift and Lee's won at a slightly slower 132.54 with a 10.49 ET.

Glen Ward, driving an "A' Gas Coupe, set a new record in that class when he hit 107.14.

The cycles had a very good day, with all class wins topping the 100 mark. Joe Smith started things off with a 111.33 run to win "A" Gas with a Harley. Ewing and Siebuhr took "B" with a slightly slower 106.50 on a T umph. The slowest class-winning cycle speed of the day was turned in by Karnes and Fontaine, also with a Harley, at 101.35 for the "C" Gas trophy.

Things picked up in the fuel classes. Tucker and Pico took "A" Fuel with their potent Harley. Their top speed was a very healthy 133.72 in 10.55 ET. Papby and Johnson followed in "B" with a 118.56 run on a Triumph. Sunny Scott rounded things out with a class "C" Fuel win at 112.50 on a BSA.

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١į		
f	Class Name Engine	Time
3	GAS CLASSES	
-	COUPE SEDAN	
٠,	A-Glen Ward, Cad	107.14
r	8—Richard Gonzoles, Cad	100.44
	C-Merlin & Wiedhen, Buick	98.90
	D—Larry Hale, Cad	91.37
=	ALTERED COUPE/SEDAN	
I	A—Transmission Spec, Merc	105.50
)	B-Belthoff & Wadsworth, Ford	102.85
9	STREET ROADSTERS	
ŝ	B—Heliker & Harrington, Merc	91.64
٠.	ROADSTERS	
-	A-Jerry Norek Cad	118 42

L.A.D.S.

e	ALTERED COUPE/SEDAN	31.37
ľ	A—Transmission Spec, Merc	105 50
	n-141151111551011 Spec, Metc	102.50
p	B-Belthoff & Wadsworth, Ford	102.85
e '	STREET ROADSTERS	
ŝ	B-Heliker & Harrington, Merc	91.64
٠.	ROADSTERS	
ا - ا	A form Morely Ord	
	A-Jerry Norek, Cad	
1	B-Mel Jacobson, Chev	108.95
ę l	OPEN GAS	
	A-Airth Bros. & Keeter, Chrys	90.09
_	BMilt Wright, Merc.	107.01
5		
t	FUEL CLASSES	
	COUPE/SEDAN	
e	A-Hart's Texas, Olds	116 27
р	B-Jack & Tom, Ford	106.00
e P	B—Jack & Tom, Ford	106.00
e	B—Jack & Tom, Ford C—Airth Bros., Merc COMP. COUPE/SEDAN	106.00 97.08
e 1.	B—Jack & Tom, Ford	106.00 97.08 141.28
e 1. 0	B—Jack & Tom, Ford C—Airth Bros., Merc COMP. COUPE/SEDAN	106.00 97.08 141.28
e 1.	B—Jack & Tom, Ford	106.00 97.08 141.28
e 1. 0	B—Jack & Tom, Ford	106.00 97.08 141.28 101.80
e 1. 0 2. a	B—Jack & Tom, Ford	106.00 97.08 141.28 101.80
e 1. 0	B—Jack & Tom, Ford	106.00 97.08 141.28 101.80 133.13

O-191 3: 13411, 3% Cdu	/4.31
D—Rona E. Hodges, '40 Ford	69.87
D—Rona E. Hodges, '40 Ford E—Vincent Spinosa, '55 Chev	74.87
F-Bob Fleming, '56 Chev	89.54
X-Hart's Texaco, '57 Chev	87.71
A-Haits IEAGCU, J/ Giley	97.71
SPORTS CAR	
A-Clarence Lind, Porsche	74.34
B-W. H. Vincent, '54 Jag	88.66
C-Art Koopman, Cory	
B Brees Brewer Cont	100.00
D—Racer Brown, Cory	104.53
CYCLES	
Gas	
A-Joe Smith, Harley	111 22
B Ewing & Siebuhr, Harley	
CKarnes & Fontaine, Harley	101,35
Fuel	
A-Tucker & Pico, Harley	133.72
B-Pappy & Johnson, Triumph	188 56
D - app) a jointson, triango,	110.50

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Calvin Rice, Chrys.

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Lee's Auto, Merc......TOP TIME



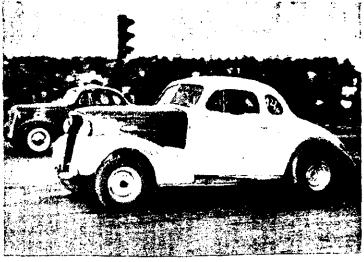
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Jerry Epperson, nearest camera, scored upset in "C" Gas trophy race at L.A.D.S. Feb. 17 by downing Doug Cook and his Chev V/8. Used 306 C.I. Olds for winning speed of 97,82.

ľ	L.A.D.S.	1	SAN FERNANDO, FEB. 10, 1957
1	RESULTS OF FEB. 17, 1957 Class Name Freine	Time	Class Name Engi ne Time
J	Class Name Engine GAS CLASSES	Time	STOCK COUPE/SEDAN
_ [COUPE/SEDAN	!	B—Diyorio Special, '56 Chev
1	A—Tania Bros. & Morris Buick	97.40	C-R. W. Lawrence, '57 Pont 90.56
İ	A—Tapia Bros. & Morris, Buick B—Short Blocks, Chev	101.52	D—Performance Associates, '56 Ford N.T.
i	C-Jerry Epperson, Olds	97.82	GAS COUPE/SEDAN
Į	C—Jerry Epperson, Olds D—Jr. Thompson, Chev	92.02	E—Tom Beatty, Merc
e i	ALTERED COUPE SEDAN	i	F-Dick Harryman, Olds 103.21
	A—Balthoff & Wadsworth, Olds	104.04	G-Mason & Cook, Chev 92.59
- !	B-Jack Chrisman, Chrys	105.63	GX-Ray Pietrzyk, Chrys 105.88
4	STREET ROADSTERS .	00.00	ALTERED GAS COUPE/SEDAN
الأ	Alim Cassedy, Cad	92.30	H—Geo. Kirkjian, Ford
ŏ	C-Safford & Shores, Chev	104.16	
	ROADSTERS A—Jerry Norek, Cad		SPORIS CARS
- 1	B—Larry Reed-Pacers, Chev	102 72	K-S.I.T.A.W.P. Racing Team, Ferr 77.58
0	OPFN GAS		L—Porter & Yates, Corv
5	A-Joe Taylor, Olds	129.31	m-mea Daischowsky, Duick 100.70
1	B Barrett & Voogt, Merc	101.91	STREET ROADSTER
4	FUEL CLASSES		N—Leithold & Leithold, GMC 96.87
- {	COUPE/SEDAN		GAS ROADSTER
2	A-Rizzio & Grey, Chrys	114.50	P. Ruckhart Rurns & Frdman
5	B-Hill & Glidden, Chev	95.04	Merc 111.94
٦	C-Airth Bros., Merc	97.50	S-Gary Cagle & Pingry, Chrys 113.65
9	COMP. COUPE/SEDAN	130.20	FUEL COUPE SEDAN
1	A-Waterworth & Miller, Olds	138.38	U-Seabridge & Johnson, Merc 109.35
ı	B—Reath Auto, Chrys.	131.96	V-Carlson & Sinclair, Merc 114.39
	"Merrymen," FOUR BARREL	03.45	FUEL ROADSTER
7	HOT ROADSTERS	20.40	X-Dudley & Stauffacher, Chrys 124.30
ń	A-Dale Lambrose, DRI, GMC	124.82	COMPETITION COUPE/SEDAN
8	MOD. ROADSTERS		Y-Automotive Specialties, Chrys 123.62
- 1	A-Hughs Auto, Chrys	136.15	MODIFIED ROADSTER
8	DRAGSTERS		AX-David Raff, Merc 107.65
0	A Cook & Bedwell, Chrys	157.83	GAS DRAGSTER
	B—Gene's Brake Shop, Merc	139.53	BX-Hart, Smith & Taylor, Olds 130.43
ا ,	STOCKS	ne	FUEL DRAGSTER
3	A—Clay's Chev., Chev.	86.20	EX-Lowry & June, DeSoto N.T.
o	C larry Ennergy (52 Alda	86.04	FX-Gene's Brake Shop, Merc 138.67
8	B—Ashleigh Buckan, '55 Buick	01.07	
Ī	G.Al Hissine '57 Olde	76.1C	Todd Rawleigh, Olds, Bln
7	SPORTS CAP	99.V 9	Care's Broke Chee Mare Ell 138 67
	A-W. H. Vincent, Jag	86.70	Sche a Diega Such, Meic' L'ur" 130'01
4	A.W. H. Vincent, Jag B. Proctor & Neumeyer, Corv	104.78	W//44/
1	CYCLES		
1	Gas	•	
4	A Augar & Martz, Vincent	114.01	7/ INSIST ON
5			
0	C Karnes & Fontaine, Harley	98.36	70ffenhauser
9	C—Steve Brackett, Must		1
. !	TOP ELIMINATOR	31.00	"The Finest Name
	Cook & Bedwell, Chrys	154 27	in Power Equipment "
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