

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

Feb. 16-17. Climaxing a full day and a half devoted to single runs through a gauntlet of electronic pickups, entries in the L.A.D.S. Multiple Clotching Acceleration Test were quick to put their new knowledge of acceleration factors to use.

Twelve all-out Dragsters and 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, Emery Cook. Returning after his fantastic record performance of February 3rd, when he clocked 166.97 MPH, Cook, although not approaching his former speed, handily defeated all challengers for Dragster class, Top Time and Top Eliminator.

Nobody challenged Rich Dederian for the honor bestowed upon him, however, when during 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 run.

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 recorded.

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 Moon-eyham & Johnson carbureted Chrysler. Time for the run, which saw Rackmann lead from the line, but blow a transmission, 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

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 its starting procedure. External power is supplied to an electrical starter on the engine, and the firing up is done right on the line.

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 uncontested victory at the finish line of 127.47.

Bradley made a very creditable stand against Cook in the next round, but quickly fell behind when he missed the shift into high. It is at about the usual shift point for most cars that Cook's Chrysler begins to assert itself, anyway, and his time for this run stood as Top Time of the entire two days. 157.89 in 9.77 seconds.

A check of the pits revealed Calvin Rice out with mechanical troubles, Boz Alsenz in Ken Lindley's Miss Fire 2 out with a broken blower drive and Harry Duncan's entry, equipped with the Weeks & Noble DeSoto engine, unable to run properly. This left Walt Nicholls to face Emery Cook for Top Eliminator.

Nicholls formerly held the track E.T. record at 9.55 before Cook took it from him February 3rd with a 9.28.

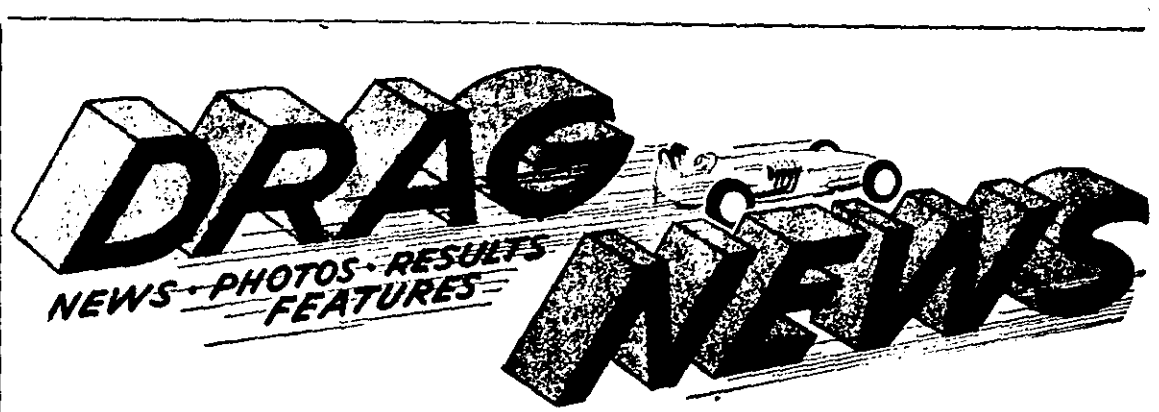
With all eyes upon them, both made perfect starts. Nicholls edged ahead, but as Cook began to pick up on him, missed his shift to high. Cook rocketed past and tripped the clocks a strong winner at 154.27 in 10.20 seconds.

Two other men drove the world's fastest car during the 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 special match against Fred Waterworth in the Waterworth & Miller "A" Comp Coupe, Kenny Arnold posted a 157.61 in 9.97 seconds.

In other class action, Jerry Epperson pulled off an upset in "C" Gas Coupe/Sedan by edging out Doug Cook at 97.82. Jack Chrisman downed an entry from the Santa Maria Draggin's club for "B" Altered supremacy at 105.63.

Safford & Shores stormed through "C" Street Roadster with ease, turning 104.16 for their trophy. Rizzio & Grey, with their beautiful Chrysler-powered

(Continued on Page 2)



VOLUME TWO—NUMBER 22

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Bradley Cops Top Eliminator In Rugged 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 California Timing Association and the Russeta 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 been better termed as the "Battle of the Blowers." At least a full dozen cars were sporting blowers of one type or another. They ran from McCulloch's to S.C.O.T. to converted 3-71 and 4-71 GMC units or a frightening combination of two blowers on one engine. Three T-Birds and at least one Corvette also were blown, along with gas sedans and Dragsters. If nothing else this meet was an excellent illustration of the growing trend to blown engines as the possible answer to faster times in the quarter mile. The noise of some blown engines was something to hear, they really screamed. The approaching time for class eliminations brought feverish activity 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 Ardun Dragster. John Bradley had trouble starting the flat head Merc, but once it cracked to life it sounded as good as ever. The start was ruled illegal after Sandoval Bros. indicated they weren't ready at the start.

Before the race could be restarted, the Ardun Merc digested a piston to put it out of action. The Ray Carlson Belly Tank and the Ted Frye Belly Tank were then run off with Ted Frye the winner at 114.35 m.p.h. It was at this strategic time that Todd Rawleigh's magneto drive quit, without warning, to put the twin blower Dragster out for good. This was in spite of the 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 irrepressible 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 head of Gene's Brake shop crossed the finish line just a few feet ahead to win the top eliminator trophy at 137.82 M.P.H.

Gas coupes and sedan class elimination runs had the capacity crowd on their feet the entire way when Tom Beatty's flat head panel truck and Million's Muffler Special finished in a dead heat at 89.02 M.P.H. Beatty

(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 ruling.

Participation costs, speed problems peculiar to drag racing with its limitations in space for drag strips—both in length and width, improved competition, and overall safer operation for contestant and spectator were among numerous reasons presented by the strip representatives.

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.

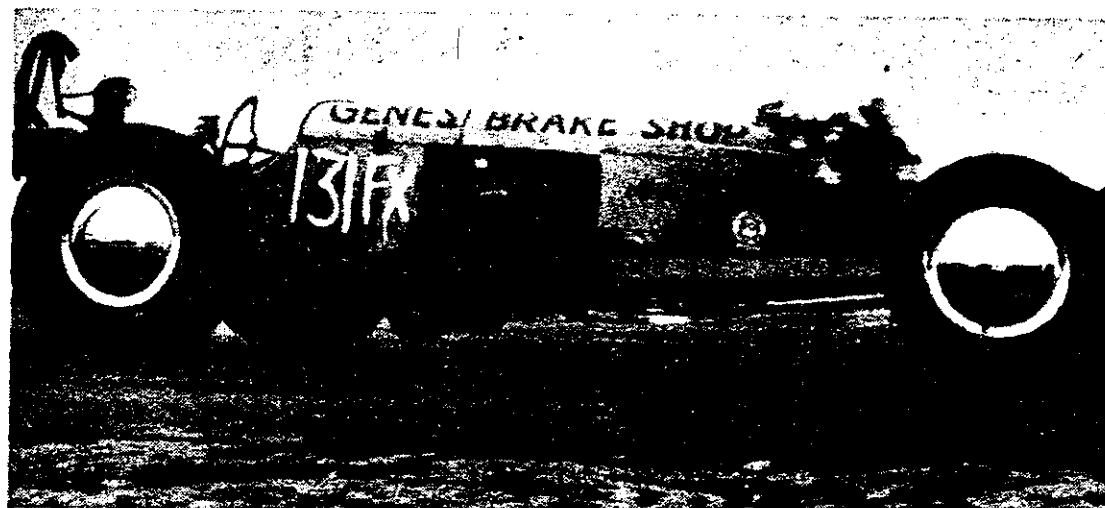
It is expected that two or more engines and supercharging in the competition classes could nevertheless be outlawed at the above strips and others, should conditions warrant.

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 classes.

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



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.

Pit-Views

by Dan Roulston

It was bound to happen eventually and Emery Cook was the man who did it. The long-sought 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 miles 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 there is almost as big a problem 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 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 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 to time because of the lack of finances for another gallon of nitro or alky.

The speed potential is still there. It will take a little closer tuning and finer figuring to reach the engine's peak. And the crews will have to get their speed from their tools and know-how instead of out of a can, but others have proven you can win the big ones on automotive pump gas.

Another very important point that has been brought up many times during the last few days 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 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 improvement of drag racing. The only way the sport has reached the high level it now enjoys is because everyone worked to

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 safety organizations refrain from endorsing, supporting, or participating in drag racing speed events.

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 states:

The National Safety Council opposes speed contests. Since 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 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 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 together, the strip operators, the 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 broken the guilty person must be punished.

One of the best statements I heard during the pre-ban period came from a veteran drag racer of both driving experience and years of living. He said that organized drag racing pulled the kids and older drivers off the streets and onto the strips, but that fuel was fast putting them back on the streets. I kinda agree with him.

During the last couple of Sundays before the ban becomes effective you'll probably witness another strong argument in favor of the ban.

When Emery Cook cranked off his 166.97 run everyone agreed that he must have really "dumped in a load." Too many people, running some real good engines, will feel that maybe they can really shake loose some records if they follow suit and 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 engines are going to start to blow.

Let's hope they leave a few of the good ones in running condition in order to establish some records in the re-organized classes.

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 Labor 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 many fine restaurants within the immediate area.

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 day, or for a flat fee of \$25.00 per person for the entire four-day duration of the meet!

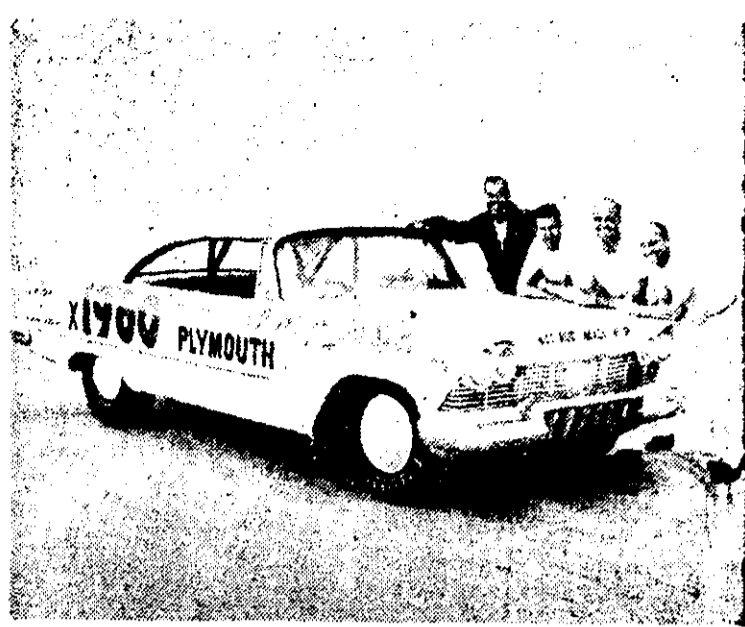
Classification and inspection of participants' machines will be conducted out at the strip, eliminating loading-unloading problems for the many trailered entries. This is more than just feasible because of the immense size of the Fairgrounds, which, in spite of its size, is located right in metropolitan 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 as the state celebrates its Golden Anniversary. At the special invitation of Governor Raymond Gary, the National Championship Drag Races will be the grand finale to the summer-long celebration. Oklahoma City's hosts to the event, the Junior Chamber of Commerce and the Oklahoma City Timing Association, are leaving nothing out in their plans to make the country's drag race fans and participants welcome. These same two groups are co-sponsors of the weekly drags which take place on this same strip throughout most of the year.

In case any real "hot dogs" are wondering about the physical properties of the strip itself, let it suffice to say that Louis Cangelose, of Kansas City, Mo., made a sortie to Oklahoma City shortly after the '56 Nationals, and while there turned in a 154 mph plus time on this same strip with his "Droopsnoot" dragster, one of the better known middle-western competition machines.

More detailed information regarding procedure for entering the event, making reservation for participants' accommodations at the strip, etc. will be forthcoming from NHRA Headquarters in the immediate future. Meanwhile, plan your vacation schedule now—for the hosts of the National Championship Drags are taking care of 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.

Northern Briefs

By DON MEIFERT

The building boom is on in the 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 Automotive is putting the final touches to a 400 C.I. Packard engine, which I believe will be used in a coupe... Dick Brumm tearing down his Chrysler engine—Ha! I got it right this time!

Noted the absence of "Head-Hunters" at Kingdon—must be preening for the Oakland Roadster Show. There will be many fine cars there this year including the famed Glass Slipper.

Romeo Palamides was a busy man getting the bugs out of the new 392 C.I. Chrysler engine. He did O.K. as the Kingdon times all show. This mill pulled 643 H.P. @ 5500 R.P.M.'s on alky and 720 H.P. on fuel, dynamometer 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 Aquelulo has added two more dates to his hectic schedule. He is to speak on drag racing Fathers and Son night at Woodland in February. Walt Fullman's beautiful '31 channeled Roadster will be taken to Woodland for the occasion. On March 24th Mario will be heard on a transcribed radio broadcast on K.C.B.S. along with Officer Guy Root of the Highway Patrol, and Corinne Brandt, Secretary of the Marin Coupe & Roadster Club. The trio will be interviewed by Doris Anderson, and 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 timing equipment will be used for all clocking.

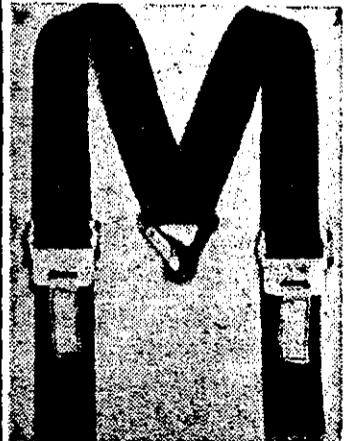
A special award of a \$100 Savings Bond has been set up for the first man to turn 160 or better at the Famoso strip.

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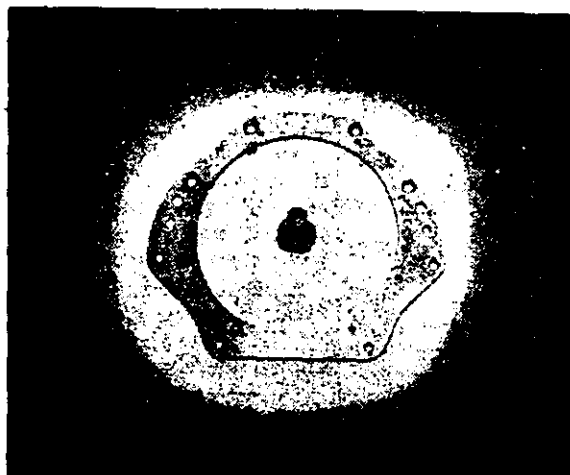
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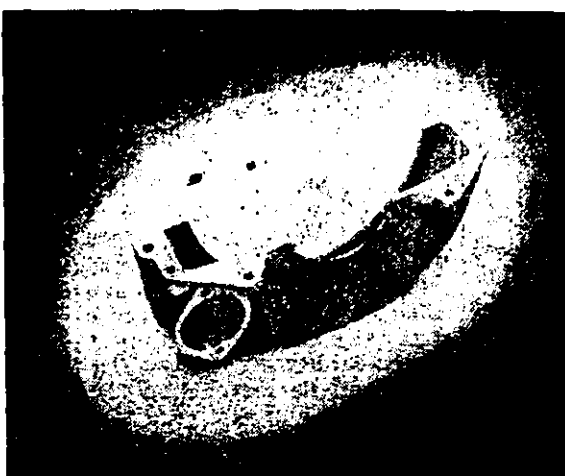
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Cadillac-Oldsmobile Engine Adaptor

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 3/8" thick steel, the HILDEBRANDT transmission adaptor assures a precision fit, both sides being surface-ground. The four upper adaptor to bell-housing bolt holes have been counter sunk utilizing Allen Head Counter Sunk cap-screws. This allows the transmissions to adapt without being altered for bolt 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.

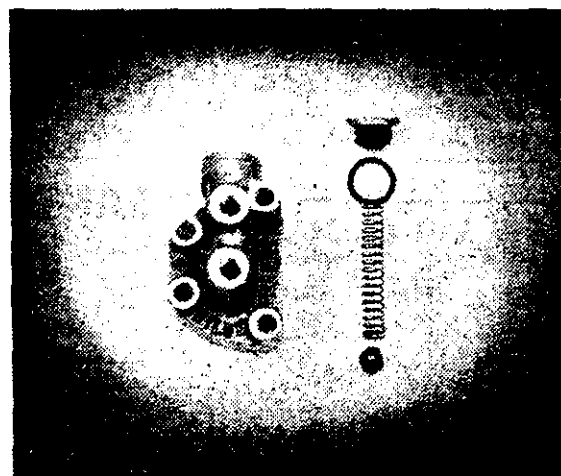
54-1 Adaptor \$35.00



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

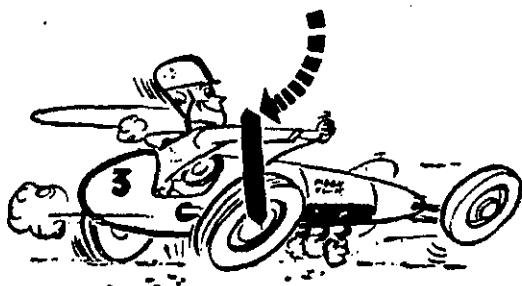
When switching starter to the right side-of the engine, the oil filter has to be removed. If no oil filter is to be used, the Ford oil pressure sending unit may be installed in openings of the By-Pass Plate. By using the HILDEBRANDT By-Pass Plate the Oil Filter on all Old's OHV, V-8 engines, may be eliminated. 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.

#55-1 Oil By-Pass Plate \$9.50

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**. Part Number #9,000.

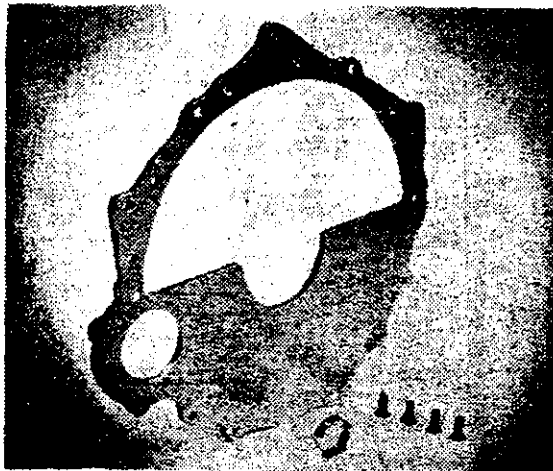
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Manufactured from Aircraft quality Chrome-Moly, these 1/4" and 5/16" square keys are heat treated to Aircraft specifications. Have many times the strength of stock Ford axle keys but will not harm axles and hubs if broken such as tool steel bits do. 1/4" keys fit from Model "A" to 1948 Ford and Mercury rear ends. 5/16" keys fit Model "T" Truck and most all special large axles in racing rear ends. Ideal for OHV, V-8 engine installations in earlier Ford and Mercury chassis. Also pick up trucks. Used by all the nation's top drag machines.

#55-2 1/4" square keys Per Pair \$1.50
#55-2L 5/16" square keys Per Pair \$2.50

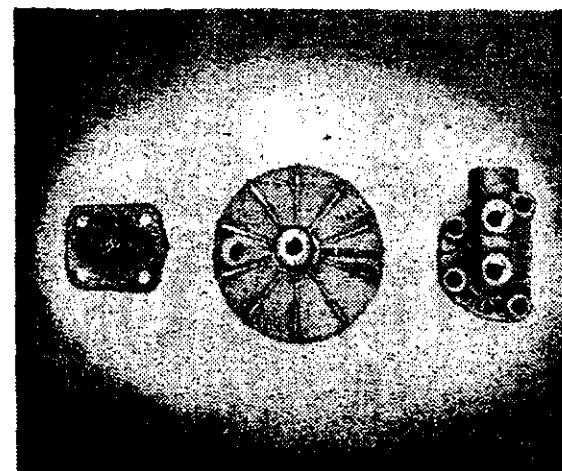


CHEVROLET ENGINE ADAPTOR

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 3/8" 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 adaptation 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.

#55-1 Oil By-Pass Plate \$9.50
#55-6 Oil By-Pass Plate \$5.00
#55-3 Oil By-Pass Plate \$7.50

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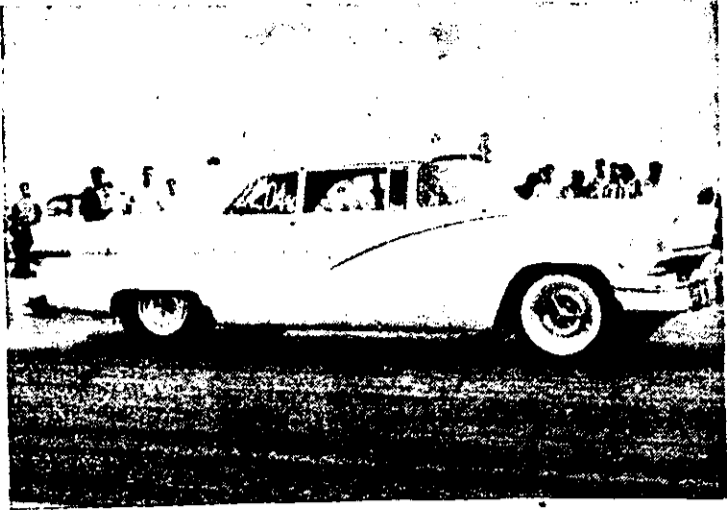
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Potent 312 C.I. three-carb Ford engine, equipped with Mc Culloch blower, pulled Gary Primm to impressive class victory at Santa Ana Feb. 10. Hit 95.23 for Post-War Gas, O.H. honors.

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.

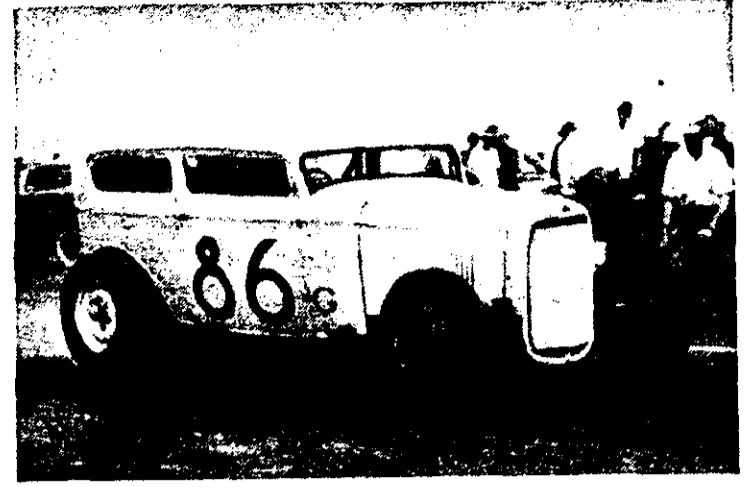
In the Eliminator run though his engine was cutting out the length of the strip and Itow's won without any effort at 115.82.

In preparation for the all-gas competition several new classes were announced by owner C.J. Hart. The Dragsters will compete in three classes. 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.



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.

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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 fuel. 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.

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SANTA ANA RESULTS OF FEB. 10, 1957

Class	Name	Engine	Time
ROADSTER			
A	Ed Slack, Merc.		94.33
A	DH—Tom Ivo, Buick		83.10
C	Itow & Rowe, Merc.		117.19
COUPE, MOD.			
	Ferreira & Bader, Cad.		123.97
	Seevers Carb Shop, Hudson		91.46
	Russ Rust, Merc.		86.97
	Gary Dubach, Olds.		89.90
	Grieco & Smith, Merc.		105.70
	Itow Auto, Merc.		*106.00
		POST WAR GAS, F.H.	

Henry Tsukashima, Merc.	95.40
POST WAR GAS, O.H.	
Gary Primm, Ford-Bln.	95.23
FOUR BARREL	
Joe Reyes, hev.	51.22
SPORTS CAR	
B—Chuck Renner, Aust-Hea.	81.74
C—W. Sims, Jag.	83.14
E—Bill Volnerding, T-Bird.	86.20
M—Bob Mandel, Corv.	101.01
CYCLES	
30-50 Gas	
Russ Moynagh, Triumph.	97.40
40 Gas	
Max Kelly, Triumph.	110.50
61 Gas	
Polfus & Murrils, Indian.	104.16
21-inch	
Gordon Hop, Lambretti.	50.00
STOCKS	
A—Jeff Jahns, '49 Ford.	69.92
B—Jerry Wyatt, '54 Dodge.	74.37
CX—Hart's Texaco, '56 Chev.	89.28
C—Stick—Russ Robinson, '55 Chev.	80.21
C—Auto—Dean McIntyre, '52 Olds.	78.31
CAX—Tom Reed, '56 Chev.	81.96
D—Richard Smith, '56 Buick.	83.56
E—Jim Nelson, '56 Ford (Cad).	95.23
F—Fullerton Muffler, '55 Chev.	92.88
S—Tom Ritchie, '57 Chev.	94.30
XX—Rodney, Cooley, '57 Ford.	91.18
XX—Fullerton & Tyree, '57 Chev.	84.04
XXX—Len Kennedy, '57 Buick.	*90.09
TOP ELIMINATOR	
Itow & Rowe, Merc.	115.82
TOP TIME	
Ferreira & Bader.	123.97

* Denotes Record.

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		
A	Walter Ballard	96.35
B	J. P. McCrary	90.63
C	Johnny Leiban	91.44
D	August Hartcoph	96.35
ALTERED COUPE/SEDAN		
A	Edward Feland	93.45
B	Gilbert Goodlett	100.55
C	Jack Cragdon	76.43
STREET ROADSTERS		
A	Danny Foye	84.66
OPEN GAS		
A	Bobby Waltersdorf	97.93
B	Tommy Abbott	84.33
FUEL CLASSES COUPE/SEDAN		
A	Cowart & Kretzer	100.11
A	Doyle Howe	97.42
B	Henry Garner	99.66
HOT ROADSTERS		
A	Don Wilson	106.13
B	Santos Gonzales	100.00
MOD. ROADSTERS		
A	Bobby Joe Rutledge	123.11
B	Walter Schrank	97.26
DRAGSTERS		
A	Roland Rodriguez	109.07
STOCKS		
S	Tommy Wilson	88.42
A	Ray Trebathon	86.45
B	Buddy Taylor	83.72
C	L. V. Benoit	75.31
D	J. E. McGrand	75.63
E	Craig Hayden	69.11
X	Steve Tunnel	86.97
SPORTS CAR		
A	Dale Wood	87.44
B	Leslie Reed	74.38
C	Orth Woodruff	69.60
D	O. K. Jerden	65.07
CYCLES		
A	W. J. Bochot	106.12
B	J. Thompson	105.00
C	C. E. Spaks	99.66
D	Don Amsler	94.10
E	J. M. Thompson	103.05
TOP ELIMINATOR		
	Bobby Joe Rutledge	123.11
TOP TIME		
	Bobby Joe Rutledge	123.11

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 turned 139.85 at Laredo, Texas in his Ardu-Merc injected, 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 Ardu 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.

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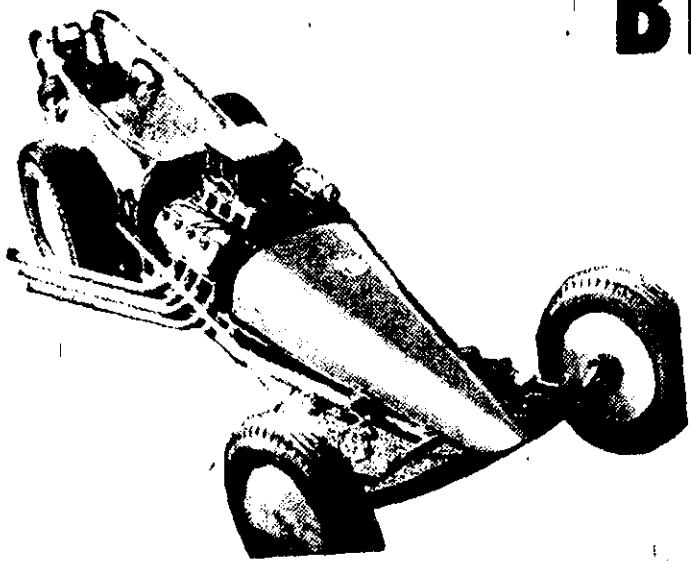
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"Never used anything like them before," says Emery Cook, veteran of six years with dragsters. This Cook-Bedwell-Hallet dragster made six runs at the Lions Associated Drag Strip on Feb. 3rd, averaging 160.43, when Cook also made a low Elapsed Time for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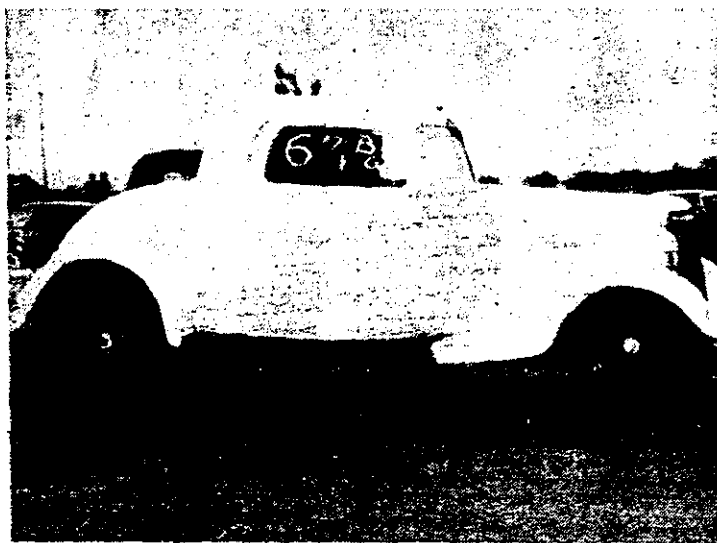
COLTON

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 as well.

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.

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.



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.

COLTON RESULTS OF FEB. 17, 1957			
Class	Name	Engine	Time
GAS CLASSES COUPE/SEDAN			
A	Short Blocks, Ford		90.43
B	Lords of Tuscon, Cad.		91.54
C	Roland Keck, Chev		88.92
D	R. Tillack, Chev		86.54
E	Russ Vaughn, Olds		80.57
OPEN GAS			
A	Barlcow Bros., Dodge		103.42

B	Epling-DeYoung-Lowery, DeSoto		118.73
JALOPY			
	George Kilger, Ford		73.80
HOT ROADSTERS			
A	4th St. Rock Crushers, Merc		108.62
B	Willy Duster, Merc		104.57
STOCKS			
A	G. McRiley, Ply		92.23
B	Leonard Jost, Pont		84.98
C	Ram Rods, Dodge		82.93
D	Mike Martin, '56 Ford		74.53
E	Chuck Nelson, '53 Ford		70.43
F	Burt Beard, '48 Ply		64.58
Super	Paul Kares, '57 Chev		90.00
SPORTS CAR			
A	W. F. Nevins, '56 Corv		89.43
B	Paradee, '55 Porsche		73.54
A	Mod.—Poncho Konher, T-Bird		91.73
CYCLES			
A	Dave Bartels, Harley		91.43
B	H. Nicholson, Triumph		99.88
C	Vesco, Triumph		98.47
B	St.—Kendrew, Indian		80.47
TOP ELIMINATOR			
	Epling-DeYoung-Lowery, DeSoto		118.20
TOP TIME			
	Epling-DeYoung-Lowery, DeSoto		118.73

POMONA RESULTS OF FEB. 17, 1957			
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 COUPE, SEDAN			
A	Don Montgomery, Chrys		125.89
HOT ROADSTERS			
A	Thayer & Trobee, Chrys		108.50
STOCKS			
A	Carl Smithson, Chev		87.20
B	R. R. Slooam, Ply		83.73
C	Robert Duncan, Olds		82.34
D	Bill Kendall, Ford		73.52
E	Al Flegelman, Chev		95.03
SPORTS CAR			
A	Ray & Eddy Union, Mercedes		96.85
B	Mitchell Duncan, MGA		71.50
A	MOD.—Bill Abella, T-Bird		101.00
CYCLES			
Gas			
A	Bob Baker, Triumph		92.97
C	Doug Kirk, Vincent		108.56
Fuel			
A	Bob Durr, Triumph		99.46
C	Clemmons & Stelles, Harley		94.63

TOP ELIMINATOR	
Doug Kirk, Vincent	107.27
TOP TIME	
Don Montgomery, Chrys	125.89

* Denotes Record.

POMONA

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.C.O.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 "C" Gas.

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 "n 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.

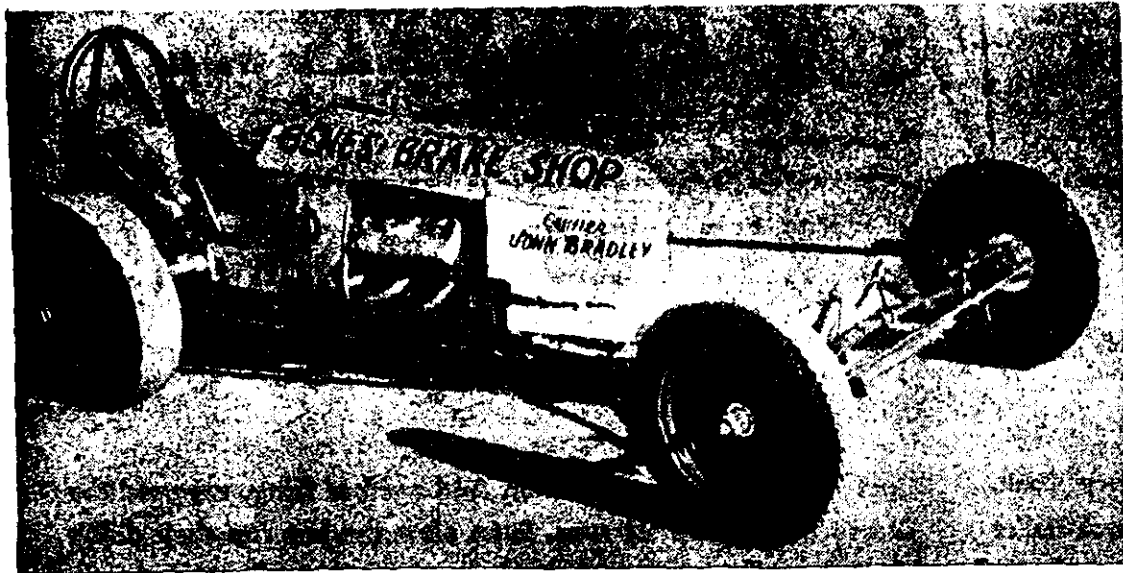
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"Mr. Flathead"

Photos by Don Nickles
Story by Dan Roulston



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. 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 performances 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

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 time, a very healthy 145.46. His best elapsed time for the quarter mile to date is a 10.18.

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 3/8-inch bore and 4 1/2-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 exhaust.

Fuel is fed into the engine by means of four 97 Stromberg carbs. A Harman-Collins magneto 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.

Compared to the construction time of many of his competitors, Bradley's car was "thrown together" in just three months; but the over-all know-how of the

builders is evident throughout.

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 soundly constructed. In addition 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.

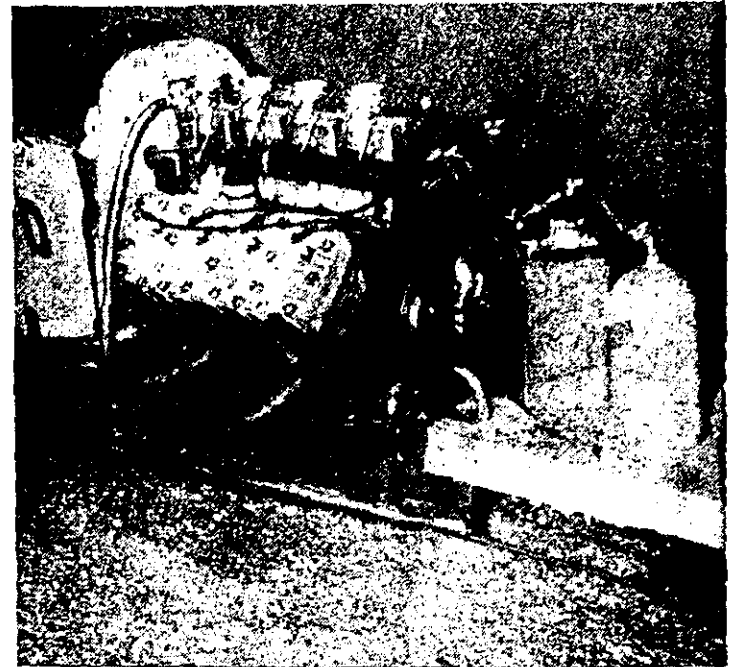
The flathead engine is located the maximum rearward distance, with only a 5-inch drive shaft. A 11-inch Power-Bilt Clutch with 2700 pounds pressure and a 15-pound Ford flywheel connect to the Model A rear-end, equipped with Halibrand center section and running unlocked. Usual gear choice is 3:48-1.

An unknown '29 Model A Ford contributed its steering to the construction of the winning combination. Lincoln Bendix 12-inch brakes provides the stopping power after one of the sizzling runs.

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



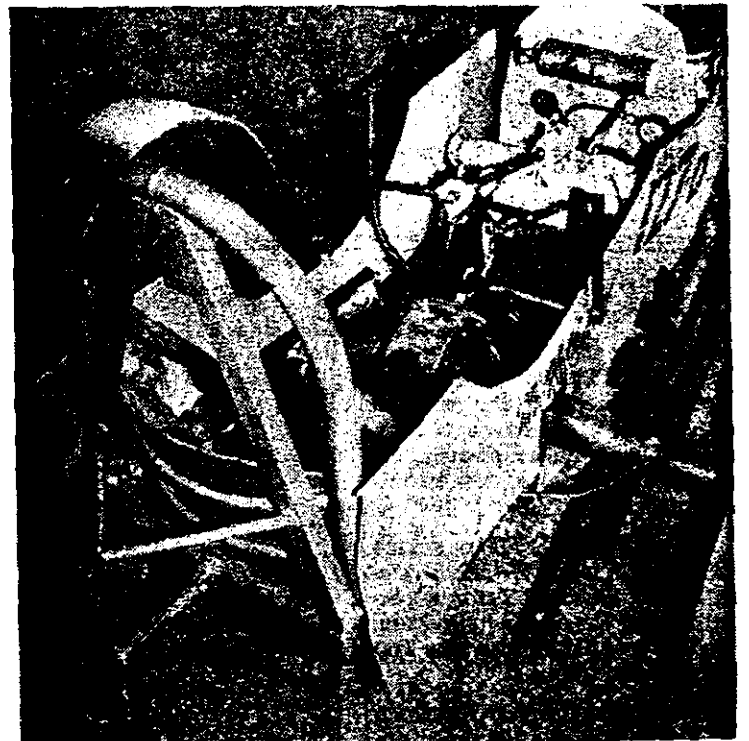
"Rocket Like" fuel tanks contain "rocket like" nitromethane. Used in quantity for power delivery through 2700 pound pressure Power-Bilt clutch and 15 pound Ford flywheel. Magneto is Harman Collins incorporating manual advance.

near his San Bernardino home and the competent management of the strip.

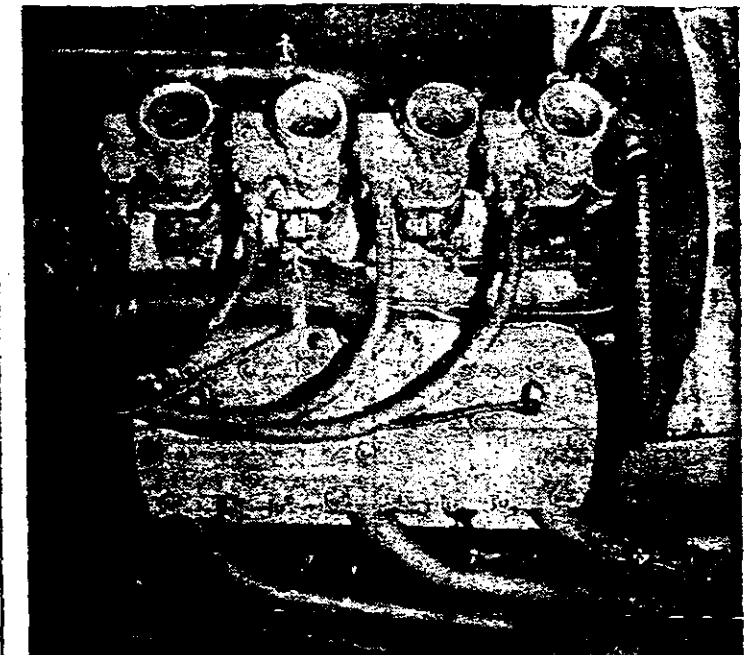
John is always assured a cheering section regardless of the strip he attends. His wife and three very active boys are always on hand to cheer him home. And the boys are always available for advice on repairing any difficulties and providing

choice bits of information about the car.

John hasn't completely ruled out the possibility of someday, maybe just "looking" at an overhead and making a few quick mental notes, but right at the present time he is very satisfied with his 145.46 miles per hour Dragster and his title of "Mr. Flathead."



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 3 3/8 x 4 1/2 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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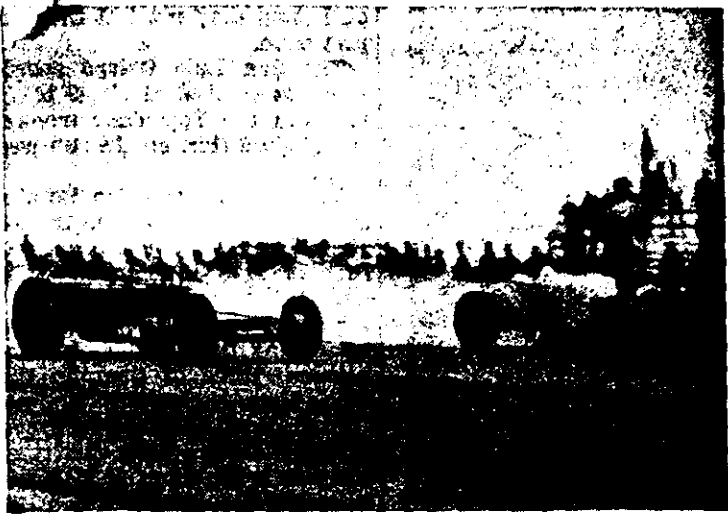
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Bob Vespa, left, in Smaldino & Vespa 214 C.I. O.H.V. Four-Barrel Dragster and Terry Ricker for Road Rebels club set forth in exciting Top Eliminator race at San Gabriel Feb. 17. Vespa posted Top Time of 129.87 for class, and won this match at 126.92.

SAN GABRIEL

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 Broilier in the second round with a 128.93 top speed and 11.16 ET.

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
GAS CLASSES			
COUPE/SEDAN			
A	Walters-Week	Merc	97.40
B	Nelson-Whiteman	Chrys	86.70
C	Jerry Epperson	Olds	97.67
D	Art Kijek	Corv	92.58
ALTERED COUPE/SEDAN			
A	Short Blocks	Ford-Bln	112.63
B	Road Rebels	Merc	98.00
STREET ROADSTERS			
A	Jim Cassidy	Chrys-Bln	112.35
B	Safford-Shores	Chev 6	105.35
ROADSTERS			
A	Chuck Grieme	Chrys	113.30
OPEN GAS			
A	Denny Carrisosa	Merc	103.00
COMP. COUPE/SEDAN			
A	Miller Cam Spl.	Olds	139.95
B	Reath Auto	Chrys	132.50
FOUR BARREL			
	Gary Perigan	Ford	59.00
HOT ROADSTERS			
B	Grohs' Texaco	Merc	115.94
STOCKS			
A	Roger Bursh	'57 Pont	90.76
B	Davis-Osterman	'56 Chev	79.29
C	Bob Duncan	'53 Olds	81.16
D	Bob Green	'38 Buick	75.37
E	Stan Caress	'57 Chev	92.00
APU	Ed Rhodes	'56 Chev	76.32
BPU	Ted Rosmussen	'50 Chev	71.03
SPORTS CAR			
A	Pete Peters	T-Bird	108.95
B	Joe Altzman	Corv	102.82
C	Short Blocks	MGA	72.42
CYCLES			
Gas			
A	Barry Wetmore	Triumph	86.20
B	Ed Phillips	Harley	101.80
C	Gary Meidinger	Triumph	104.00
D	Doug Kirk	Vincent	108.32
Street Gas			
R	Wright	BSA	94.00
Fuel			
A	Don Stevens	Velo	88.94
TOP ELIMINATOR			
	Reath Auto	Chrys	129.49
TOP TIME			
	Miller Cam Spl.	Olds	139.95
* Denotes Record.			

SAN GABRIEL

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

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MORROW AIRFIELD WEST OF COLTON

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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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 end horsepower that makes up the superiority of HOWARD CAMS.

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SAN GABRIEL RESULTS OF FEB. 17, 1957			
Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	E. Palmquist	Merc-Bln	106.02
B	Dick O'Shann	Olds	94.75
C	Quikway Auto	Buick	98.86
D	Larry Hale	Cad	91.80
ALTERED COUPE/SEDAN			
A	Short Blocks	Ford	114.50
B	Road Rebels	Merc	98.00
OPEN GAS			
B	Denny Carrisosa	Merc	103.80
COMP. COUPE/SEDAN			
B	Ron Miller	Merc	110.48
FOUR BARREL			
	Smaldino & Vespa	Fargo	129.87
HOT ROADSTERS			
B	Robinson	Merc	108.00
MOD. ROADSTERS			
B	Road Rebels	Merc	119.00
DRAGSTERS			
A	Enderlee Hardware	Dodge	126.76

STOCKS	
A	Bruce Morgan, '56 Chev..... 90.00
B	Randy Pierce, '56 Chev..... 87.48
C	Bob Gale, '55 Olds..... 81.00
D	Norman Scarr, '49 Olds..... 74.93
E	Chuck Eye, '38 Buick..... 76.00
PS	Clary Bros., '57 Chev..... 90.00
A MOD	Ken Larsen, '57 Ford..... 95.06
A PU	Don Bumpus, '57 Dodge..... *79.50
B PU	Paul Alexander, '56 Chev..... *72.75
CYCLES	
Gas	
B	Jim Phillips, Harley..... 100.33
C	Dick Thompson, Triumph..... 84.80
D	Joe Smith, Harley..... 111.80
ST	Road Rebels, BSA..... 96.31
TOP ELIMINATOR	
	Smaldino & Vespa, Fargo..... 126.92
TOP TIME	
	Smaldino & Vespa, Fargo..... 129.87
* Denotes Record.	

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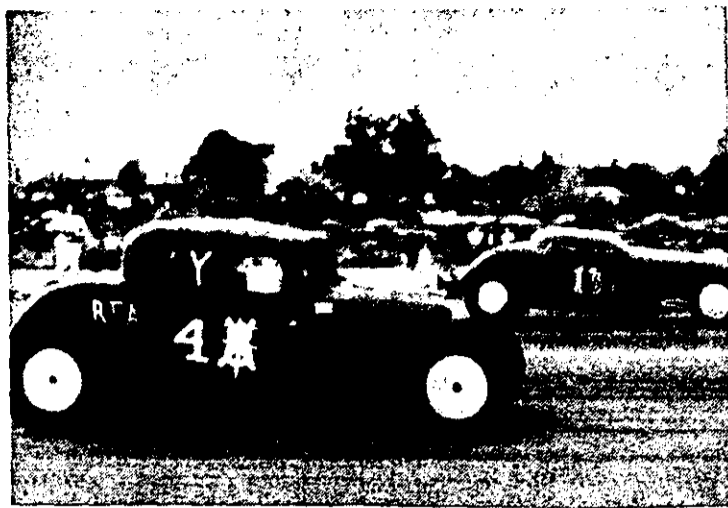


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Ronald Fisk, nearest camera, couldn't catch the Automotive Specialties 'Y' Comp C/S at San Fernando Feb. 10. Driven by Bill Fowler, the radical '34, co-owned by Rich Stricker and Automotive Special, used 304 C.I. Merc F.H. for victory of 123.62.

SAN FERNANDO

February 17. A supercharged fuel burning Chevrolet V/8 in a Dragster proved the winning combination for Top Time today. Entered by Bickell, Caloway & Worobieff, 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 Burkhardt, Burns, & Erdman fuel Roadster pulled their car all the way in winning at 125.34 in 11.30 seconds.

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 at 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 time of 13.20 seconds for class "B."

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 "F.P." Ralph Glass in an Olds turned 89.02 for "F" and Raymond Zagars with a T-Bird engine Ford stormed through at 86.45 for "B."

SAN FERNANDO RESULTS OF FEB. 17, 1957

Class	Name	Engine	Time
STOCK CLASSES			
A	Roger Peterson, Chev.		76.92
B	Raymond Zagars, Ford (T-Bird)		86.45
C	"Street Cleaners", Ford (T-Bird)		88.40
D	W. Travor, Buick		86.12
E	Mike Lewis, Ford		69.49
F	Ralph Glass, Olds		89.02
F.P.	Frances Woenner, Corv.		92.78
G	Frank Lanzarone, Buick		85.71
H	Ed Durand, Olds		77.25
J	Throttle Queens, Ford		71.09
K	David Smith, Ford		69.49
PU	Dave Capelli, Ford		78.74

GAS CLASSES			
STREET C/S			
A FH	Tony Doyle, Merc		87.83
B OH	Mike Moute, Cad		96.56
C OH	William Swind, GMC		92.78
D OH	"Storming Stockers", Olds		93.36

FENDERED C/S, GAS			
E OH	Carry Foster, Cad		104.17
G OH	H & H Garage, GMC		96.25

NON-FENDERED C/S, GAS			
I FH	Lane Bevers, Merc		N.T.
J OH	Ransom & Seaberg, Olds		N.T.

ROADSTER, GAS			
K FH	Paul Weightman, Merc		86.20
M OH	Gary Scherer, GMC		84.19
N OH	Cedarquist Racing Team, Dodge		102.00

FOUR BARREL			
O	Jim Bowden, Ford		81.00

ROADSTER FUEL			
V FH	Burns, Burkhardt, Erdman, Merc		125.34
VX OH	Bressetti & Ike, Chrys.		126.58

DRAGSTER FUEL			
Z	Bickel, Caloway, Worobieff, Chev - Bln		139.89

CYCLES			
B	Bonner Bros., Triumph		95.84
C	Max Kelley, Triumph		110.53
E	Ewing & Siebuhr, Triumph		109.22

SPORTS CARS			
A	Tom Law, MG		71.20
B	Walter Ferguson, Triumph		74.68
C	"Storming Stockers", Corv.		105.56
D	Pete Peters, T-Bird		107.96

TOP ELIMINATOR			
	Burns, Burkhardt, Erdman, Merc.		125.34
	Bickel, Caloway, Worobieff, Chev - Bln		135.23

TOP TIME			
	Bickel, Caloway, Worobieff, Chev - Bln		135.23

ular monthly Santa Maria Drag-on 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 11.21.

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," Glib 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 Rasmussen'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 73.40 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.

SANTA MARIA RESULTS OF FEB. 3, 1957

Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Gary Boerman, Cad		109.75
B	Patterson Ford, Ford		111.11
C	Jack Poole, Chrys, Bln		97.29
D	Doug Hillman, Chev		84.11
ALTERED COUPE/SEDAN			
B	Latham & Doeckel, Ford		107.78
C	Bark Brown, Ford		82.56

STREET ROADSTERS			
A	Wally Gugliemelli, Merc, Bln		97.82
ROADSTERS			
A	Coachman, S. Cal., Merc		105.26
B	Bill Lindsay, Merc		109.75

FUEL CLASSES			
COUPE/SEDAN			
B	Jack Mendenhall, Ford		98.36
MOD. ROADSTERS			
B	Milt Alley, DeSoto		112.50

DRAGSTERS			
A	Merlyn Van, Olds		129.49

STOCKS			
SS	Patterson Ford, '57 Ford		92.30
A	Jessie Garcia, '56 Ford		89.10
B	Randy Pierce, '56 Chev		88.66
C	Ronnie Rasmussen, '55 Olds		87.37
D	Kenny Van Valgren, '53 Olds		77.58
E	Jack Hathaway, '50 Olds		76.27

SPORTS CAR			
AK	Jim Kimball, Volvo		71.52
BK	D. Schneider, Buick		101.12

CYCLES			
L	Ken Kelley, Indian		93.94
M	Black & Scott, Triumph		108.43
O	Poliforena & LaPallci, Trlmp		94.73

TOP ELIMINATOR			
	Merlyn Van, Olds		127.65
TOP TIME			
	Merlyn Van, Olds		129.49

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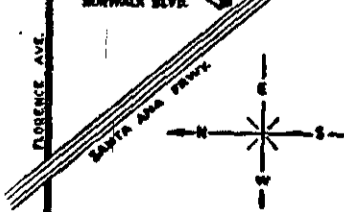
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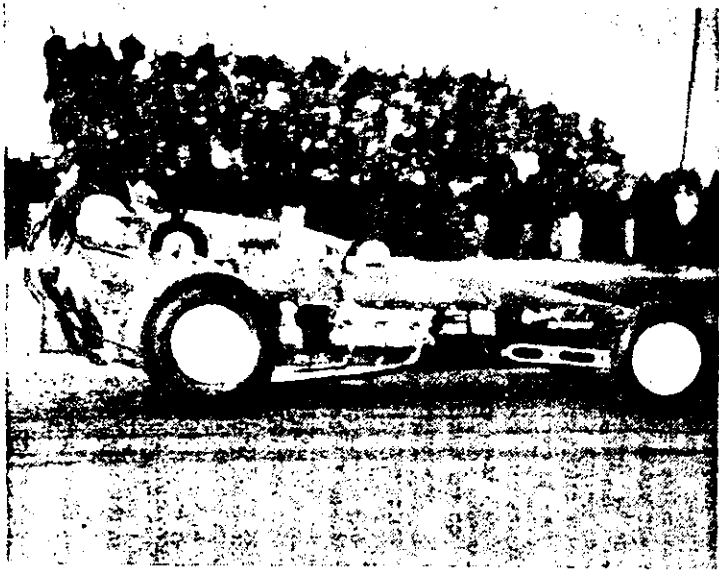
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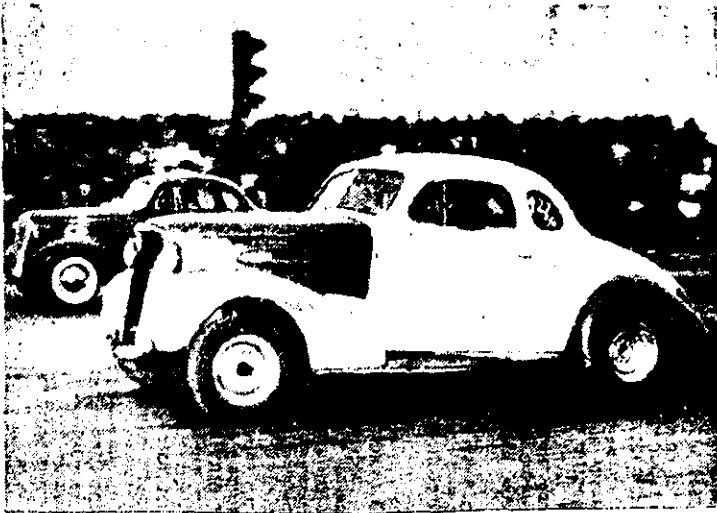
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One of the many exciting Top Eliminator races at L.A.D.S. Feb. 16-17 matched Walt Nicholls, in Quincy Auto Special, nearest camera, against Maurice Richer, in Armstrong & Richer Nesbitt's Orange Special. Nicholls, with 371 C.I. Olds engine, won race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



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.

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 record in the Lakewood Auto Chrysler-powered coupe with a run at 141.28. Lee's won its class with 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 Triumph. 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. Pappy 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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L.A.D.S. RESULTS OF FEB. 10, 1957

Table with columns: Class, Name, Engine, Time. Lists results for various classes including Gas Classes, Altered Coupe/Sedan, Street Roadsters, Roadsters, Fuel Classes, Sports Car, and Top Eliminator.

L.A.D.S. RESULTS OF FEB. 17, 1957

Table with columns: Class, Name, Engine, Time. Lists results for various classes including Gas Classes, Altered Coupe/Sedan, Street Roadsters, Roadsters, Fuel Classes, Sports Car, and Cycles.

SAN FERNANDO, FEB. 10, 1957

Table with columns: Class, Name, Engine, Time. Lists results for various classes including Stock Coupe/Sedan, Gas Coupe/Sedan, Altered Gas Coupe/Sedan, Sports Cars, Street Roadster, Gas Roadster, Fuel Coupe/Sedan, Fuel Roadster, Competition Coupe/Sedan, Modified Roadster, Gas Dragster, Fuel Dragster, Top Time, and Top Eliminator.

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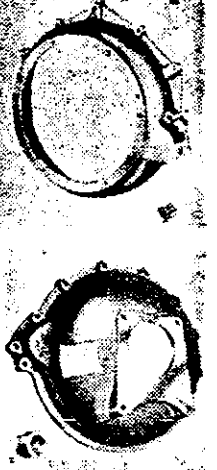
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