

DRAG NEWS

NEWS—PHOTOS—RESULTS

NEWS

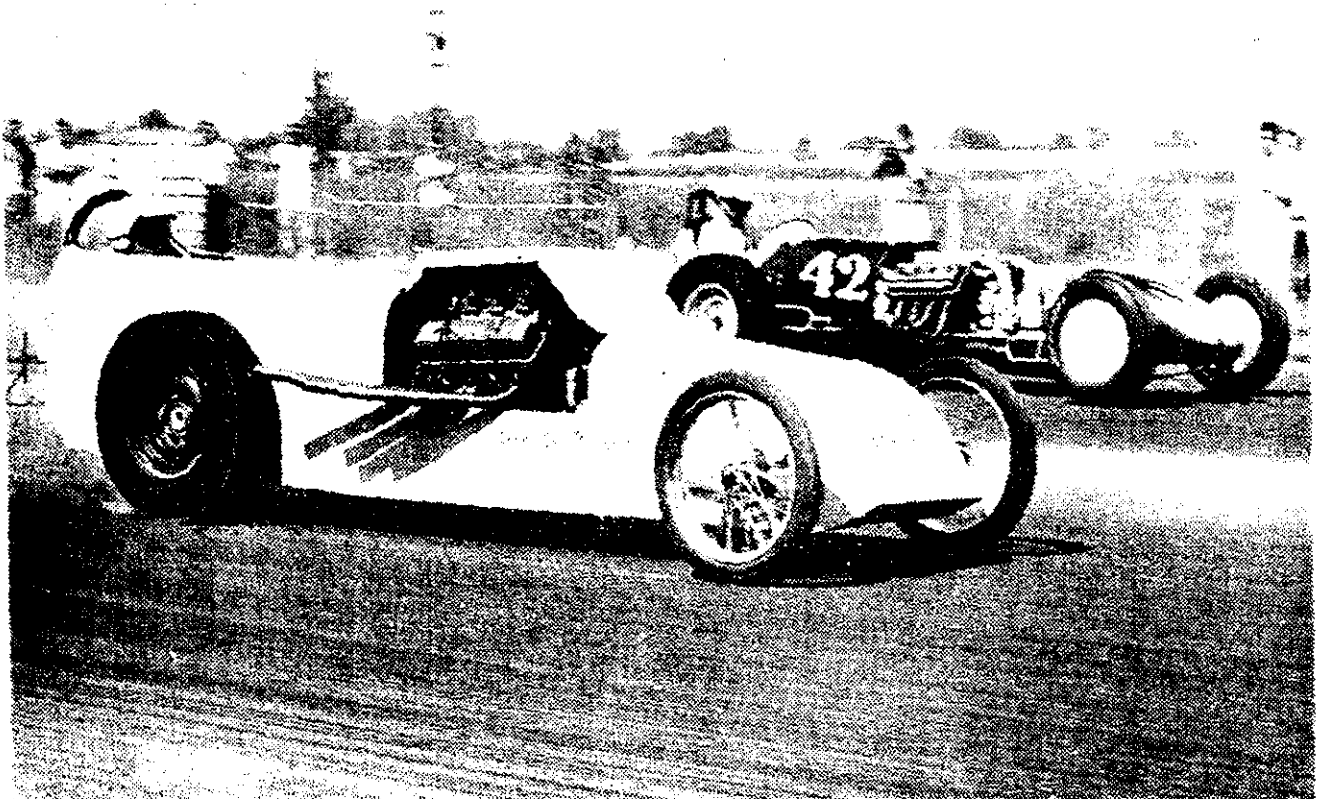
FEATURES

VOLUME THREE—No. 7

JULY 27, 1957

Price 20c

E. T. Record & A T A A Regional Honors Go To Buddy Sampson



"Race of the Champions" in A.T.A.A. Regional Championship at L.A.D.S. July 21 paired Bud Sampson, left, against Don Little driving Ken Lindley's blown Chrysler. Sampson's bid for Top Eliminator with Howard & Weiland equipped 415 C.I. Olds netted all the way victory of 133.15, E.T. of 10.17. Also set world gas E.T. record of 9.93, Top Time at 141.06.

—Staff Photo

9.93 E.T. Gas World Record By Bud Sampson Tops A.T.A.A. Regional Championship Triumph

July 20-21—Painted a brilliant yellow, and sporting some new engine equipment, but displaying an improved version of the same acceleration and speed that catapulted it into national fame just over a month ago, the Sampson-Dillon-Mudersbach Dragster from Phoenix, Arizona, once again defeated the best there was to offer, while taking all major awards in the A.T.A.A. Regional Championship at the Lions Associated Drag Strip.

Using direct drive only behind his 415 C.I. Howard and Weiland equipped carbureted Olds engine, Sampson arrived early Saturday, the first day of the meet, and began a long succession of single runs that was to end in a world elapsed time record for gas burners of 9.93 seconds. The first time such a car has made it in less than 10 seconds.

The E.T. record run came shortly after noon on Sunday and snapped the several thousand onlookers into rigid attention when all action was stopped and the clocks checked by several disinterested parties. Speed for the run was 139.75. The run also signalled the end of a long series of changes to the car calculated to reduce E.T., if at some sacrifice in speed. The wisdom of which was borne out when Sampson swept through three challenges for Top Eliminator, winning them all as well as the "B" Dragster. Then, after a quick gear change, the Top Time mark of 140.00 by Ken Lindley and driver Don Little was assaulted. This, too, fell when Sampson posted a time of 141.06.

A check of the results will show the caliber of machines present. But, what isn't so apparent is the high caliber of machines which for reasons ranging from blown parts to bad luck, and of course simply facing a faster car, did not show. Among these were Harry Duncan's Dragster, which blew the rear-end early Sunday and was forced to withdraw. Watson and Callahan got into the races for Top Eliminator with their Dragster and won their first two matches, but fell victim to a slipping clutch. The Santa Fe Service Dragster, running Frank Cannon's blown T-Bird engine, also got into eliminations, but blew the transmission on the line in the race. Among many to encounter any of several assorted engine troubles were Lonnie Butts with his new Dragster, Red Jones from Sunnyvale and his Dragster, and the Wadsworth & Bolthoff Dragster crew.

Ten vehicles, including two motorcycles, were determined eligible to run for Top Eliminator, based on E.T. and speed of their single runs, with the Santa Fe Service Dragster as an alternate starter.

First round paired cyclist Willie Butler against the "A" Modified Roadster of Hi-Winders-Weeks-Noble, winner of its class at 127.84. Butler shot into an immediate lead, but fell behind driver Jim Noble and his screaming Chrysler as he edged him out just before the finish. Time was 126.72 in 11.72 seconds.

Reese Adams, with the immaculate Chrysler-powered Hustings & Adams Dragster, then lost an extremely close one to Tom Watson, also running a Chrysler in the Watson & Callahan Dragster, as he pulled him through at 134.73.

The third round saw a re-start take place when cyclist Tom Auger lost the fire in his big

Vincent. On the second attempt, his opponent, Tom Bader, in the Bader & Ferreria blown Cad Comp. C S, almost smothered him with exhaust and burning rubber fumes as he blasted into the lead. It was to be short-lived, however, when Bader missed the shift. Auger then took over and clocked 116.73 to win.

Fresh from his record E.T. dash Sampson rolled forward to face the potent 123.15 M.P.H. "A" Roadster winner, entered by Durfee Auto Parts. It was Olds vs. Olds, but there the similarity ended as the Roadster didn't have a chance against Sampson's 10.29 E.T. and 136.98 speed.

Don Rowe elected to save his new engine for "C" Dragster class races, so into its place went the Santa Fe Service entry to face Don Little and Ken Lindley's blown-Chrysler Dragster.

Santa Fe managed an early lead, but Little was not to be denied, and claimed a two-length victory of 136.36 in 10.88.

Jim Noble returned to the fray, but lost an early and almost complete lead to Tom Watson, who slipped by him within

(Continued on page 14)

Jay Cheatham Clocks 149.00 On Half Moon Bay 1/4 Mile

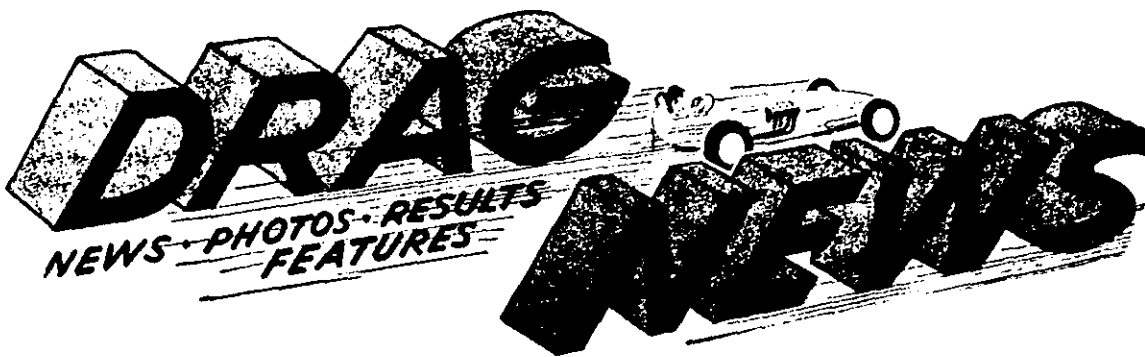
July 14—Today, Jay Cheatham at the wheel of his Cad powered Dragster received the fastest time ever recorded for a Gas burning car in a quarter-mile distance when he defeated Hank Vincent in a race for Top Eliminator. 149.00 was the speed recorded, accompanied by an E.T. of 10.80.

In the final race for Top Eliminator, Cheatham took the honor at 126.93 with 10.63 E.T., reportedly suffering in speed due to two blown head gaskets sustained during the 149.00 run.

The 149.00 speed also stood as Top Time after Jim Nelson posted a 143.00 with his famous twin Merc fuel burning Dragster entry, and then left early for the long return trip home to Lakewood, Calif.

Another very good time was the 120.00 in 11.45 by Russell Kirkby, San Francisco, astride his Harley cycle.

(Results on Page 15)



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NHRA Safety Engineer Donates Special Trophy for "Best Constructed Car" in Association's '57 Olympics of Drags

A new addition to the impressive array of awards slated to be given at the forthcoming 3rd. annual National Championship Drag Races (Oklahoma City—Labor Day weekend) was announced today by Bud Coons, Field Director for the National Hot Rod Association. The Safety Engineers' Award, a special trophy to be given to the owner of the Safest Constructed Car, will be the annual contribution of

Mr. Don Ziemer, an Aetna Insurance Company safety engineer.

Throughout the past three years, Mr. Ziemer has made it his regular weekend practice to attend one or more drag events on the west coast, working with event sponsors to improve their operating procedures. He has, on his own time, been active in

the capacity as NHRA's official Safety Advisor and, as such, his contributions have been of tremendous value to the drag racing sport.

Needless to say, Mr. Ziemer plans to be on hand at the Nationals to assist in the selection of this year's Safest Constructed Car.

Top Time to Lee Christian in Pampa, Texas Regional

July 20-21—Several thousand spectators lined the quarter-mile today to watch cars from five states perform at the Regional Championship Drags held at Pampa, Texas.

This meet was a huge success due to the joint efforts and friendly cooperation of the many timing associations that helped to put it on. They include first of all the Texas Panhandle Timing Assn., Denver Timing Assn., North Texas Timing Assn., Big Spring Timing Assn., Hobbs New Mexico Timing Assn., Sunflower Rod & Custom Club of Great Bend, Kansas and many other clubs and individuals.

Scattered thunder showers during Saturday's inspections and time trials hampered oper-

(Continued on page 7)

Drag Racers, Inc., Presents 2nd World Championship Drags September 1 and 2

46 Trophy Awards at Stake in Famosa August 4 Drags

Forty-six trophies and blue ribbons, along with several special awards, will highlight the August 4 program at the Famosa strip north of Bakersfield, California.

Top Eliminator trophies will be given in the gas and fuel divisions. A \$50 Savings Bond goes for Top Eliminator, and a \$100 Savings Bond award awaits the first driver to reach a speed of 170 M.P.H.

There will be a Best Appearing trophy and all fuel burning cars traveling 120 miles or more to Bakersfield will receive \$5 tow money.

One of the biggest undertakings each year for members and officials of Drag Racers, Inc., is their presentation of the D.R.I. World Championship Drags. This year every effort is being made to make it even more publicized and successful than last year.

A date of September 1 and 2 has been set with the Famosa strip North of Bakersfield, California, as the event site and the Bakersfield Smokers, Inc., as co-sponsors.

Forty-six separate Smokers, Inc., fuel and gas classes will be open with special trophy awards for the winners. There will be equal special prizes for the Top Eliminators of the gas and fuel divisions in addition to special trophy awards for each. More special trophies will be presented for Top Time, Best Appearing Car and Crew and Hard Luck.

Of particular note is the allowing of gas Top Eliminator to enter the races for overall Top Eliminator of the meet. Thereby competing against fuel burning cars.

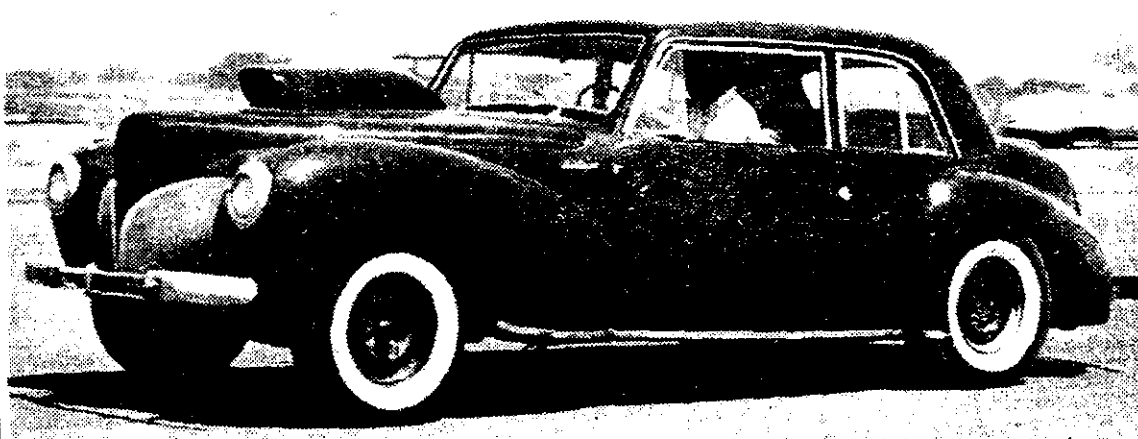
Meet officials expect this to be one of the greatest gatherings of 1957 as vehicles from all of the Western states should be on hand. The Sunday and Monday dates were selected to give Bonnevillians a chance to compete.

Sunday, the vehicle inspections will begin at 7 A.M. with the strip closing at dusk. During Sunday's activities all stocks, except super-stocks, will complete class eliminations. Although super-stock and sports cars will have their elimination races Monday, they must register on Sunday.

Monday the vehicle inspections will begin at 7 A.M. with runs commencing at 8 A.M.

The strip will not be open Saturday, August 31st.

For latest revisions on the classes or other information, contact: Bakersfield Smokers, Inc., P. O. Box 631, Bakersfield, California; phone FA 7-8040 or Drag Racers, Inc., 1975 Jaybrook Dr., San Pedro, California; phone TE 3-9693.



Three state drag rampage covering several thousand miles was waged recently by George Woolver, Marlow, Oklahoma. '41 Lincoln has need of large air scoop as 334 C.I. 6:71 GMC blown Chrysler, pulling 17 lbs. boost, provides power. Posted class win at Colton, Calif., San Gabriel, Calif., class and record of 100.67, Phoenix, Arizona, class and record of 100.00, Pampa, Texas, class and E.T. of 99.88 and 14.41.

DRAG NEWS

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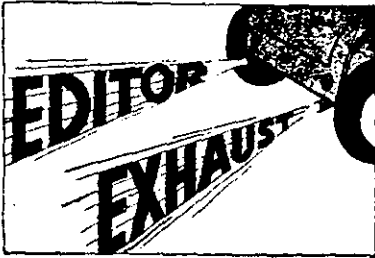
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It is with much pleasure that in this issue we are able to bring to the readers of DRAG NEWS a reprint of an article entitled "Skull Busting for Safety."

Originally published in the July issue of Sports Cars Illustrated, the article, and the unquestionable accuracy and authenticity lent by Dr. George G. Snively, Director of Medicine, Sacramento County Hospital, who conducted the tests and prepared the article, so impressed your editor that permission was asked and received to reprint it.

In doing so, it is presented with the hope that users of crash helmets will at last realize the unrivalled importance and purpose of true protection, and take all steps possible in cooperation with the helmet manufacturers, virtually all of whom have gone into emergency revisional operation, to make sure they have this protection. Never before have the manufacturers had access to such authoritative research and test results; nor have helmet users been afforded the privilege of proof without fatality of what a helmet is supposed to do... and what many fail to do.

It is sadly apparent that without incorporating the recommendations set forth in the Snell report, which even then may not do on some, nearly all of the pre-Snell report helmet designs fall in the "fail" category.

In Dr. Snively's words: "I am sure that the ultimate in head protection has not yet been devised. However, I am equally certain that at the present state of our knowledge, the principle of a non-resilient material for lining, combined with a good, strong shell (of which there are many on the market) is the best bet thus far." —The Editor

LOOK!

Over the advertisements in this issue. Notice how many of the leading manufacturers and others in the speed, power and equipment business, select DRAG NEWS for their advertising.

Each is in the very best of company, putting their products and services alongside the latest and best coverage of drag racing. Read by thousands throughout the nation. More and more companies are joining this natural combination.

Write for information, or ask your advertising agency for details.



This is the 36-inch perpetual Maremont Trophy which carries the names of the top winners at all ATAA World Series of Drag Racing events. Winners also receive a \$1,000 university scholarship. They have been, so far: 1954, Art Arfons' Green Monster; 1955, Lloyd Scott's Bustle Bomb; 1956, Art Arfons' Green Monster No. 6. Who will it be at this year's fourth World Series at Moline, Illinois?



More than 60 trophies like this one—all, over 20 inches in height—will be presented to class winners at ATAA's fourth Annual World Series of Drag Racing. The trophies are in addition to more than 100 merchandise awards. The top prize of a \$1,000 university scholarship and the Maremont Trophy will go to top speed winner at the event.

Pomona Hosts 2nd Annual JayCee Dragorama August 4

On August 4 the second annual Dragorama will be presented at the Pomona Drag Strip.

The El Monte and West Covina Junior Chamber of Commerce are co-sponsors and will be presenting many special awards and prizes.

There will be trophies given in all classes; Top Time, Top Eliminator plus merchandise gifts. Time for qualifying begins at 9 A.M. August 4. For added information contact Jacques Richer, El Monte chairman. Phone ED. 2-4622.

Last year's champion of the Dragorama, the Nesbitt's Orange Special, owned by Armstrong and Richer, will be on hand to defend its title.

To climax the day's events, a queen will be chosen from the San Gabriel Valley communities, who shall bestow the trophies and gifts to the day's winners.

Compton, Calif. Elks Lodge Boosts Cerebral Palsy Fund

An extremely worthwhile cause and an outstanding prize are the major ingredients of a drive currently being sponsored by the Compton, California, Elks Lodge No. 1570 to raise funds for the Cerebral Palsy fund.

The Elks Lodge, who also sponsor the Squires Car Club of Compton, California, will award a beautiful fully customized and power-packed 1952 Pontiac Catalina automobile upon the completion of the drive and the drawing September 8, 1957.

Ticket donations are \$1.00 apiece and the winner need not be present. In fact, the car will be delivered to his door be it anywhere in the United States for the cost of gas alone.

Readers of the July issue of Car Craft Magazine will remember the car, and additional details about it may be found in the advertisement on page 13 of this issue.

Archie's "A" Fuel Coupe Turns 137.40 at Colton

July 20 — In a very unique night that saw most of the top cars blow up, the Gas Top Eliminator turned a faster top speed than the Fuel Top Eliminator. The Epling DeYoung and Lowery DeSoto-powered Dragster pulled them to the Gas "top dog" award with a top speed of 116.88. Dick Kelly took the Fuel Top (Continued on Page 8)

NOTICE

Due to unforeseen difficulties William Carroll will not be able to continue his column "Your Car".

A. T. A. A. News

With the Regional Run-Offs over, the crew is devoting its full time for the completion of the details for the 4th Annual World Series of Drag Racing, which as you know is set for the Quad City Drag Strip at Cordova, Illinois, just 20 miles north of Moline, August 21 through 25.

Trophies in all 31 classes for both top time and top eliminator, Top Eliminator Trophies in both Gas and Fuel Divisions, and the huge award presented to the man holding Top Time of the meet by Maremont Mufflers of a \$1,000.00 Scholarship and the Maremont Trophy should pull in the hottest machinery from all over the U. S. A. Already most sections of the nation are represented in the entry lists.

Activities will fire up at 10:00 A.M. Wednesday, the 21st and time trials will be the order of the day Wed., Thurs., Fri. and Sat. till 5:00 P.M. An extra feature this year will be the running of time trials under the lights on Friday night. With the strip located approximately one mile from the Mississippi River, and a correspondingly high humidity, some interesting times should be turned in. Stock eliminations will be run off under the lights Saturday night at 7:00 P.M. Eliminations in the modified classes will be run off on Sunday the 25th with trophy presentation to begin at 4:00 P.M.

One of the biggest attractions for the fellows this year is the 55-acre pit and camping area for the contestants. Hot meals for less than one dollar will be served around the clock. Showers will be installed for the benefit of those who wish to clean up before seeing the sights in nearby Moline, Rock Island, Davenport, or Clinton. A lighted garage area has been set aside in the pits for those who wish to make some last minute repairs or changes. Spectators will find acres of free parking as well as seating and concessions available for the entire quarter mile.

The strip itself is 3700 feet long and 60 feet wide with 100 feet on each side as safety lanes between the pits and spectators. An additional one mile is available at the end of the strip just in case a driver has trouble. Thus, the strip is one of the safest in the country and well able to handle speeds over the 160 mark.

Speeds of near 170 are expected and the technical requirements will be followed to the letter. The crew this year will be hardened veterans of various strips, trained to notice the little things. Anyone wishing pre-Series inspections are urged to attend the drags held at the Quad City strip on Sunday, August 18th.

The crew is ready, the strip is ready, and by this reading we hope you are ready to attend the biggest and best of all

EASTERN TOPICS

by Bud Groner

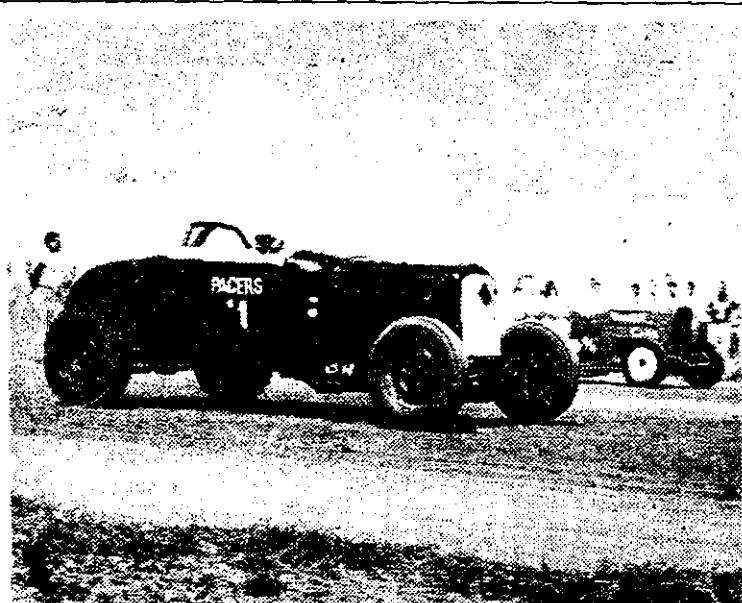
The "hottest" news for the East has been the opening of new drag strips all along the Eastern Coast. Word has even been received as far west as Warren, Ohio, on the opening of the new Howland drag race strip, located on Route 46, four miles north of Route 422, five miles east of Warren, Ohio. Drag Races will be held every Sunday, after July 7th. Anyone in the Ohio area is urged to attend this fine strip.

The Exton, Pennsylvania, drag strip is getting under way very nicely. Plans are being made by the Pennsylvania Timing Association for preparation of the new opening about mid-August. The Exton, Pennsylvania, drag strip is located just four miles from the Downingtown interchange of the Pennsylvania Turnpike, on Route No. 30. This new strip is not a converted airport, but is being built just for dragging. It will be modern in every detail, with every available safety precaution. It will be under the banner of the Eastern Hot-Rod Association.

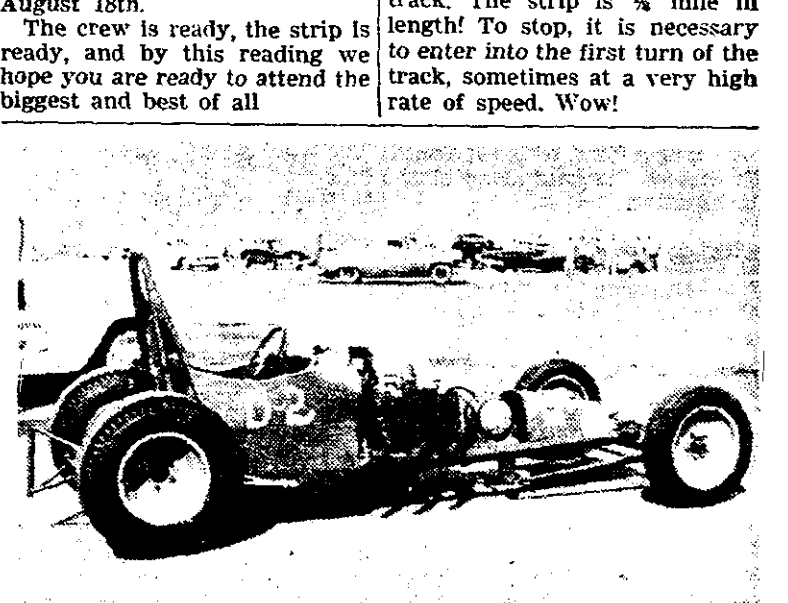
Word from up Lancaster, Pennsylvania drag strip is the new track record set July 6th by the entry of the Custom Auto Parts of Marietta, Penna. This new record is 11.113 seconds. The Custom Auto Parts entry is a Fiat body coupe with a Flathead Ford mill.

Anyone in the Tri-State area with any information in regards to new strips opening, special events in the Hot-Rod field, official records, are urged to drop a letter to: Bud Groner, Eastern Correspondent for Drag News, 1808 W. Super Highway, Langhorne, Penna. Fellows, we need news to make your DRAG NEWS a better paper with complete coverage for the East as well as the West. A word of thanks to those who have taken the time already to let us know about new strip openings, actual records, and other important information that we can use. Just drop a note to the above address and we'll do the rest. If we don't find out the news, we can't print it!

Drag Racing has probably been run about everywhere, but here is one place that probably no one has thought of before. Hatfield Speedway, Hatfield, Pennsylvania, has a very fine 1/4 mile asphalt race track and the promoter thought it needed a few drag boys to put on a show. Drag Races are now being held every Sunday afternoon on the Straightaway of this 1/4 mile track. The strip is 1/4 mile in length! To stop, it is necessary to enter into the first turn of the track, sometimes at a very high rate of speed. Wow!



Pacers club "B" Roadster, nearest camera, managed early lead as their 283 C.I. Chev V/8 gave its all during class race in A.T.A.A. Regional. Opponent Boyd Pennington's Chrysler took command, however, to post final class winning speed of 116.43.



Mechanical trouble kept speed down, but Lee Christian, Lubbock, Texas, managed Top Time of Pampa, Texas Regional. Injected Olds engine turned in a speed of 126.76 in 11.90 under Lee's steady hand. —Photo by Chuck Oliver

Pit-Views

by Dan Roulston

With the arrival of the summer months the entire drag race fraternity has begun preparation for the "big meets." The ATAA "World Series" will be held in Cordova, Ill., in late August, while the NHRA holds forth at the Oklahoma City Fairgrounds a week later. Both organizations are busy lining up the competition for their meets as their representatives are seen at various strips making notes here, and chatting a few minutes there and looking over the various prospects.

Present plans call for complete DRAG NEWS coverage of both meets, with the very enjoyable assignment going to this writer.

In preparation for the big ones, several smaller "special" meets are scheduled immediately prior to the "spectaculars." Here in Southern California the 2nd Annual "Dragorama" will be held at Pomona on August 4. The meet will be under the joint sponsorship of the El Monte and West Covina JayCeers. All proceeds from the meet will go to further the groups' boys work.

In addition to a wide array of merchandise prizes and special trophies, the "Dragorama" will feature a beauty contest to name "Miss Dragorama." The four very lovely contestants have been visiting various strips in the area ballyhooing the big meet. The first presentation by the group was held last year at San Gabriel and was a rousing success.

"Deep in the Heart of Texas," the New Braunfels Timing Association will put on their South-Central Texas Regional Championships on August 14. This will be the groups largest undertaking since the strip opened. The strip is located five miles southeast of New Braunfels on the Seguin-New Braunfels Highway 25. NHRA gas and fuel classes will be run. The New Braunfels JayCeers are now cooperating in the presentation of the drags.

As a warmup for the '57 "Nationals" the Corpus Christi Timing Association (still in Texas) has scheduled a big drag for Sunday, August 25 at the Rockport, Texas strip. All NHRA gas and fuel classes will be run.

While we're on the subject of the big meets I got a note from Lou Sales of the Transmission Specialists of L.A. Lou has three cars that he is taking back to Okie City and has an automobile transport truck. If anyone is interested in joining him in this venture give him a call at PL. 9-5115 or PL. 3-2585. According to Lou it is a lot cheaper to haul a car back there on one of these big transports than it is to tow them. He isn't making any money on the trip, just expenses.

There have been a lot of heads shaking in the last few days since the report arrived in the States that Emery Cook blew out a couple of Bruce's slicks over in Hawaii. In an effort to answer some of the questions that occurred to us, and to our readers, we chased down the facts and here is what happened.

Emery arrived in the Islands with the much talked about new slicks. One of the Islanders convinced Emery to sell him a pair of them. Emery put another set on his car for the first runs. On the final day's action Emery asked the Honolulu drag racer if he could borrow them back for a run.

Without checking too closely Cook put the tires on the car and blasted off down the strip. The other fellow had mounted the slicks on steel rims and under the tremendous acceleration

of the Dragster the tubes slipped and cut off both valve stems. Naturally the air came out of the tires and Cook rolled to a stop. A detailed check revealed that neither tire had blown and only the tubes were ruined.

Over in Arizona, well-known J. R. Bloom is finally retiring his old "straight eight" Buick. He is now working on a '23 Ford touring car and is going to use a Buick V-8 powerplant. In retiring the in-line engine he said, "The old straight eight came a long way with me. I have lost three trophies out of 25 runs and hold five track records. At the July 7 meet I tried 98% nitro and 2% benzol to see if it could stand the strain and it did. I have tached 6200 in second gear five months straight with no ill signs so I guess the old dog deserves to rest."

In addition to retiring the "straight eight" J. R. is also retiring the "can." In explaining his choice of fuel in the past J. R. said he was unable to afford a V-8 so he had to run his \$98.60 Buick eight and try fuel to run with the boys. "I'm quitting while I'm ahead and will be back when the new car is finished."

A big bunch of orchids to the Colton Drag Strip for their newly installed timing lights and wiring systems, with a special pat on the back for their new oil surfaced return road. The cycle riders will not longer be afraid of falling into one of the chuck holes and getting lost on their return trip. (It wasn't really that bad Rex!)

While we're in the name dropping mood Ollie Morris has a new speed shop that has just been opened. Ollie is famous for his early day experimentation with the Chevrolet V-8 engine in his hauling little "606" Dragster. His new shop, Ollie Morris Equipment Corp., is located at 1711 Pomona, Costa Mesa. His eye-catching business card, featuring the famous "606", declares "The Most Specialized Line of Power and Speed Equipment Anywhere."

Thought you would be interested in the following statement. "A Handicap that all racing helmet manufacturers face is the same problem faced by other small manufactures in almost any field where the product being made requires scientific knowledge, fitted to production techniques, in order to come up with the best compromise between ultimate in design and acceptable costs.

Practically all helmet manufactures have developed manufacturing skills that are very interesting and quite effective in producing parts in the design they have chosen to produce. However, I know of no racing helmet manufacturer, including ourselves, with the engineering and scientific background to design a helmet with the ultimate protection. Or to plan a practical method of making an accurate comparison between helmet types.

It is my opinion that all helmet designers have a moral obligation, as we are advertising a product that is described as a safety item. As in most things, safety is a matter of comparison. Ten years ago there were helmets saving lives, yet due to improvement in design and changes in conditions, these helmets are not considered safe today. This should point out that we have made progress and should indicate to a manufacturer there will continue to be progress and a

need for improvement.

As a manufacturer with a desire to improve design, we were very interested when Dr. Snively started to conduct his tests in Sacramento. This was a golden opportunity for us to receive the benefit of Dr. Snively's equipment and his medical knowledge in analyzing the results of the test, which was a direct comparison of the latest developments in protective head gear.

After the test, our first contact was made with Toptex and application was made for a license to use their patent in our helmet, which they granted with no difficulty. We then began the development of the new Bell 500TX.

Confidence in Dr. Snively's test and the non resilient liner principal was well founded, as on May 18th, 1957 all the major racing helmets were again tested before a large group of helmet manufacturers, racing association representatives and many members of the motor sport press. The Bell 500TX is the first full face helmet approved by the Snell Fund Study.

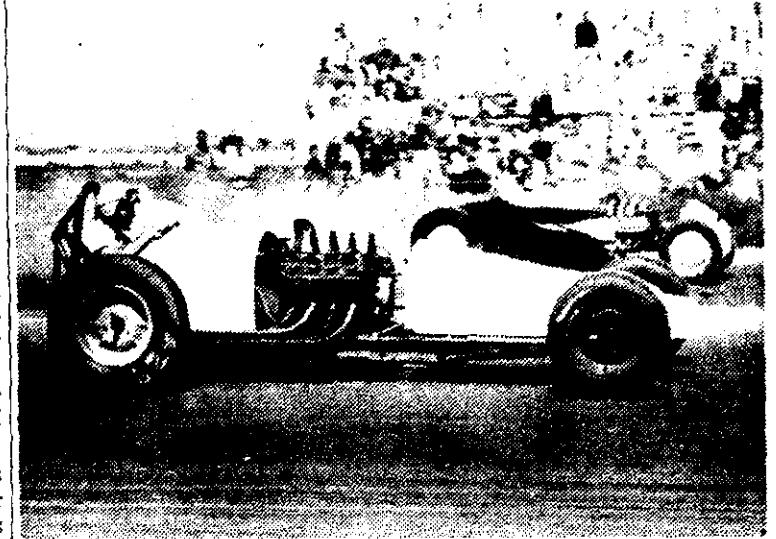
We cannot help being pleased from a humanitarian standpoint, also, as this new helmet design will, without a doubt, save many lives that would have in the past been lost because of inferior protection."

Signed: ROY RICHTER
Bell Auto Parts

Here at the DRAG NEWS office we receive many different club and association publications. One of the finest I've seen is "The Timer," the official publication of the Gopher State Timing Association in Minneapolis. The six-page magazine carries a wide range of informative articles on club activities, plus some very savvy editorials by editors Edward Hess and Ronald Johnson. One of the outstanding features is the "Car of the Month."

ATTENTION CAR CLUBS:

We don't have a society section in the paper, and we don't anticipate the addition of one, but if your club does anything of special interest, in addition to their drag racing activities, then drop me a line here at the office and we'll give credit where credit is due. Remember, everything you do when you have on a club shirt or jacket is noticed by the public. Your actions can either be good public relations or bad. We're interested in the good news. A recent recommendation by a California official sums it up real good, "Let's get the boys off the front pages and onto the sport pages."



Tom Watson, nearest camera, and Roadster chauffeur Jim Noble, stopped the show in A.T.A.A. Regional by remaining wheel-to-wheel to within inches of finish line during Top Eliminator round. Watson's 396 C.I. Chrysler finally pulled ahead for win of 131.19 in 11.19. It took the new L.A.D.S. electronic winner system to call it.

Drag Races Half Moon Bay Airport

JULY 28

\$50 Bond To Top Eliminator
\$50 Bond To Top Time

FUEL & GAS CLASSES

38 Classes | Pit Gates Open 7:30 A.M.
Trophies All Classes | Cheater Class Stock Cars
Grudge Racing Until Dark | Motorcycles Invited
HALF MOON BAY, CALIFORNIA
24 Miles South of San Francisco on Coast

Summer Specials

Four Barrels—Gas C/S—Roadsters
A Special Meet for Each . . . Regular Drags at Same Time
July 28—Four Barrel Open Meet. Classes: Comp Body, Mod. Stock Body, Stock, Vintage.
Aug. 11—Gas C/S Open Meet. Five Classes.
Sept. 8—All Roadsters Open Meet. Roadster, 3 Classes; Mod. Roadsters, 2 Classes; St. Roadster, 2 Classes.
Special Trophies These Classes Each Date—Regular Drags & Trophies All Others
San Gabriel Drag Strip
2 MI. N. OF SAN BERNARDINO
FREEWAY ON RIVERGRADE ROAD
DRAGS EVERY SUNDAY

WEIAND WORLD E. T. RECORD

145.16
M.P.H.
With
WEIAND
DRAG
STAR



9.93 SECONDS IN 1/4 MILE ON GAS

Special Introductory offer: \$78.50
Buick, W86
Cad., WCA6
Dodge, WD6
DeSoto, WDS6
Olds, W06
\$80.00
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L.A.D.S. July 21—Bud Sampson, using the NEW WEIAND DRAG STAR 6 carb. log-type manifold, made a clean sweep when he set World Record on Gas of 9.93 seconds . . . Took Class, Top Time, Top Eliminator, and lowest E.T. of two-day meet.
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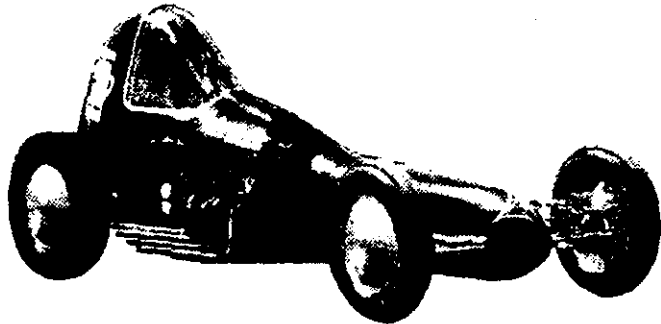
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20TH CENTURY LIVING DEMANDS PROGRESS!! Only Ed Iskenderian has met & exceeded this demand with the introduction of the 5th cycle Hyperbolic cross-flow 7,000 cam & kit. A new cam design for today's winners such as the Cook & Bedwell Dragster.

THIS CAR ISSUES A \$1,000.00 CHALLENGE TO ALL COMERS. Race to be run on Fuel supplied to each contestant—Cook and ?—from same barrel in full view of any onlookers. Each driver puts up \$500. Offer expires Sept. 3, 1957.

WORLD'S FASTEST - CHEV V-8 160.71 M.P.H.



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ISKENDERIAN equipped V-8 uses Isky E-3 Cam and Kit. Cortapossi-Riddle 303 C.I. "Glass Slipper" stunned entire world with international victory. Made three runs over 155 mph. 155.17, 156.42 and a fabulous high of 160.71 in 9.97 seconds.

DOUG COOK'S RECORD HOLDING CHEV V-8 COUPE



365 C.I. Chev V-8 with the Isky E-2 revmaster cam and kit has set this car in the record books. Plus a room full of trophies. The head bolts on the '55 Chev engine are literally worn out from being protested by multitudes of suspicious losers. Top speed for car is 100.44 with best E.T. of 13.30. A consistent E.T. of 13.70. Current records are as follows. San Diego 95.36, Inyokern 95.45, Santa Ana 98.03 and Pomona 98.76.

ALLEN-VILLA GARAGE'S ELIMINATING CHEV COUPE



This 1939 Chev coupe is owned by Rodger Bursch, entered by Allen-Villa Garage, and driven by Larry Head. Engine is a 1957 Pontiac with stock valves, pistons, bore, stroke etc. The only engine change is an ISKENDERIAN E-2 cam and kit and a Crower U-Fab manifold. Car races at all big meets where there is a "B" Gas Class and has never been beaten in eliminations. Best time to date is 109.35 (L.A.D.S. Record). Best E.T. is 12.46.

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SANTA ANA

July 14 — Approximately 50 cars from the Valley Timing Association turned out for their "day" at the Orange County Airport. In addition to many class winners the V.T.A. took home the "big one" when Earl Smith rolled to the Top Eliminator title unopposed. He turned 117.92.

The Top Time of the day went to another V.T.A. entry, the Tarzana Auto Parts Dragster, entered by the "Throttle Merchants." The Olds-powered Dragster turned 122.95. Both the Top Eliminator and Top Time machines were running Olds engines.

The "Throttle Merchants" were knocked out of action when they lost a clutch during a single run for time.

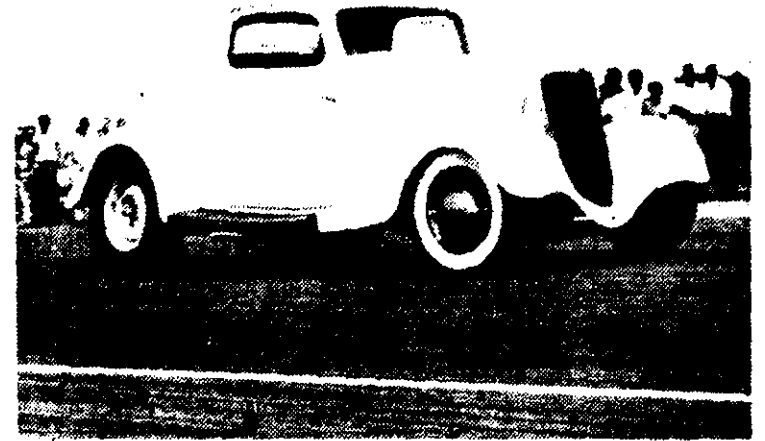
A newcomer to the drag racing scene made a shortened appearance at the strip with a veteran driver at the wheel. Fred Inman unveiled his new 456 C.I. Olds Dragster, featuring a cross-flow intake manifold. The car was plagued with "first time" mechanical bugs and never got a real good run off the line.

In its only passable run Inman edged out Tom Ivo's hauling Buick-powered Street Roadster at 102.74 in an elimination run. The Dragster came off the line good and built up an early lead. On the top end, however, the Dragster lugged down, but Ivo couldn't close the gap in time.

After a try at running a Dragster Ivo dropped his Buick engine back into his Street Roadster and set a new strip record for the class. He turned a top run of 119.04.

Three other new strip records were broken during the day's action. Tom Jandt drove his Olds-powered Light Gas Coupe to a new mark of 111.11. Two stockers then came in for record-breaking recognition. Clark and Hart's Texaco upped the "CA" mark to 88.23 with their '56 Chevrolet. Another Hart's Texaco car, driven by Tom Strunk, took "F" Stock and broke that record as he turned 93.74. Tom normally competes in "CAX" class, but was ineligible because he won last week. He then entered the hotter "F" class and broke that record.

After eliminating Ivo the Inman Dragster withdrew from competition and Smith made his victory run unopposed. Smith had won the "B" Dragster class with a run of 117.92. This just beat out the Hart's Texaco-Walker and Rurup flathead Dragster's "A" Dragster class winning speed of 117.61. The flathead Dragster was withdrawn from competition after unknown mechanical difficulties developed.



Earning the title of the "Big Shock" Ward & Taylor's blown Cad '34 Coupe chalked up another class win July 14. Paced Santa Ana "B" Comp C/S field with time of 113.63.

SANTA ANA			
Results of July 14			
Class	Name	Engine	Time
DRAGSTERS			
A	Hart's Texaco, Merc		117.64
B	Earl Smith, Olds		118.92
ST. ROADSTER			
A	Bob Law, Merc		87.71
B	Tom Ivo, Buick		*119.04
LIGHT GAS			
	Tom Jandt, Olds		*111.11
HEAVY GAS			
A	George Hanvey, Chev		94.03
B	Les Ellis, Chrys		100.33
POST WAR GAS			
A	Hart's Texaco, Chev		96.77
B	Chris Begnamind, Olds		96.15
COMP. COUPE			
A	Sparks Spec., Ford		100.00
B	Ward & Taylor, Cad-Bln		113.63
STRIP COUPE			
A	LaVars, Merc		100.66
FLATHEAD			
	Hart's Texaco, Merc		94.63
FOUR BARREL			
	Road Kings, Ford		71.94
SPORTS CAR			
A	Hart's Texaco-Hayden, Corv		104.90
B	Henry Bobitch, Corv		102.39
C	Morrie Marolla, T-Bird		88.20
E	Bob Cahow, Triumph		76.92
S	Accelerators, Porsche		69.44
CYCLES			
30-50 St	Karns-Fontaine, Harley		101.46
40 Gas	Shorts Cycle Shop, Tri		90.90
40 Comp	Tim Durkee, Triumph		97.08
51 Gas	Al Wills, Harley		86.26
STOCKS			
A	Bill Landman, '51 Ford		72.46
B	Al Pulliam, '50 Olds		75.62
C	Stick—Vince Governale, '52 Olds		79.16
CA	Keith Montee, '55 Chev		78.74
CX	Hart's-Texaco, Clark, '56 Chev		*88.23
CAX	Gary Pryor, '56 hev		84.04
D	Hart's Texaco, '56 Olds		85.50
E	Joe Coia, '57 Olds		92.84
F	Hart's Texaco, Strunk, '57 Chev		*93.74
X	Gene Kibler, '57 Chev		87.97
XX	Hart's Tex., Benson, '57 Ford		85.22
XXX	Lynn Kendy, '57 Buick		89.55
PU	Charles Thomas, '56 Ford		76.93
S	Ronny Saffel, '57 Chev		96.72
TOP ELIMINATOR			
	Earl Smith, Olds		117.92
TOP TIME			
	Tarzana Auto Parts, Olds		122.95

transmission on the line, and Hart's went on to win at 109.99.

The next run brought the Dragster back to the line to meet the challenge of Ken Staggs' '30-50 Cycle. Staggs had won his class at 99.88. The Hart's Dragster "A" winning speed was 117.64.

Staggs shot off to an early lead, but Hart's closed the game and won a real close race at 108.69.

Three new records were set during the day. George Hanvey drove his "A" Heavy Gas Chevrolet through at 98.67 for the first new mark. He was followed by an "F" Sports Volvo entered by Hart's Texaco. The little Swedish-built car hit a top speed of 71.42.

Tim Durkee completed the record-breaking performance when his rode his 61 inch Street Triumph through at a top speed of 97.90.

SANTA ANA			
Results of July 21			
Class	Name	Engine	Time
DRAGSTER			
A	Hart's Texaco, Merc		117.64
B	Larry Steingger, Buick		122.87
ROADSTER			
A	Lugo Bros., Merc		105.26
LIGHT GAS			
A	Hart's Texaco, Merc		100.00
B	Phil's Hudson, Hudson-Bln		101.01
HEAVY GAS			
	George Hanvey, Chev		*98.67
COMP COUPE A			
A & M Auto, Merc			96.15
MOD. COUPE			
	Safford & Shores, GMC		100.00
POST WAR GAS			
A	Hart's Texaco, Chev		95.24
B	Fullerton & Kirk, Chev-Bln		102.39
FLATHEAD			
	Altizer & Kibler, Ford		92.32
FOUR BARREL			
	Earl Tanner, Ford		51.73
SPORTS CAR			
A	Bailey Bros., Corv-Bln		111.11
B	Hart's Texaco & Hayden, Corv.		104.90
F	Hart's Texaco, Volvo		*71.42
CYCLES			
30-50 St	Don Gaskins, AJS		81.98
40 St	Shorts Cycle, Triumph		90.90
51 St	Tim Durkee, Triumph		*97.90
30-50	Ken Staggs, Triumph		99.88
STOCKS			
A	Larry Perkins, '50 Merc		71.42
B	Ed Vogelmann, '50 Olds		76.92
C	Stick—Walter Witt, '57 Chev		79.13
CX	Elan Roehm, '55 Chev		85.47
C-Auto	Gene Walsch, '53 Olds		77.32
CAX	Bob Dill, '56 Chev		83.56
D	Morris Wade, '56 Buick		84.50
E	Joe Coia, '57 Olds		92.59
F	Hart's Tex., Strunk, '57 Chev.		93.56
S	Barry Crawford, '57 Chev		94.93
X	Jim Grasham, '57 Ford		86.20
XX	Lee Vest, '57 Ford		85.84
XXX	Stokes Olds, '51 Olds		87.97
PU	Jim Scott, '56 Ford PU		74.62
TOP ELIMINATOR			
	Hart's Texaco, Merc		108.69
TOP TIME			
	Larry Steingger, Buick		122.67

* Denotes Record.

SANTA ANA

July 21 — The varied Hart's Texaco associated cars took home six trophies for the day, including the Top Eliminator award. The "team's" entries ranged from Dragsters and Roadsters through stockers and sports cars. The group kept Jack Hart, organizer, backer and father confessor, on the run all day. It paid off, however, when the group collected their trophies.

In the elimination run-offs, the Hart's Texaco "A" Dragster went off against Larry Steingger's Buick-powered "B" Dragster. Earlier in the day the Dragster had posted the Top Time of the meet at 122.87.

On the run against Hart's, though, the overhead blew a

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SUNDAY—Open at 7 a.m. for inspection. Single runs start 8 a.m. Sunday afternoon; all stock cars will have eliminations except Super-Stock and Sport Cars. Strip will close at dusk. Single runs all day for competition cars.

MONDAY—Open at 7 a.m. for inspection and single runs. Super-Stock and Sport Cars eliminations begin at 9:30 a.m., but must be signed in Sunday. All other cars will have single runs until 12 noon, when eliminations will begin.

RIDE—WALK—RUN—FLY

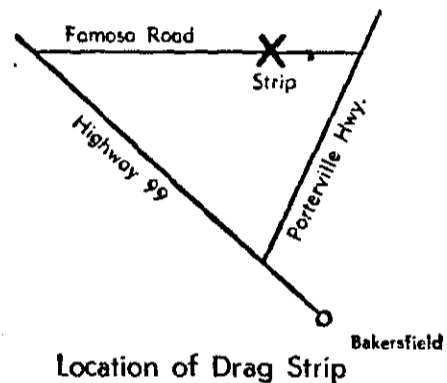
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MEDFORD, ORE.

July 14—Over 80 contestants battled it out for class and meet honors in one of the Southern Oregon Timing Association's top meets. The class competition was extremely close.

Charles Beck took the day's Top Eliminator honors with his 40-inch Triumph cycle. After winning his class, Beck came on to win the "top dog" award with a speed of 96.77. The Top Time of the meet was turned in by another cycle, Floyd Young Jr., on a B.S.A. Young turned in a top run of 99.33.

A new Roadster appeared on the scene and took home the "B" Roadster trophy with its first try. An Olds-powered Roadster, built by Jack Gault and Bob Hewitt, the car won its class at 95.81.

Mechanical difficulties kept two of the top contenders out of competition. Roger Welch's Chevrolet threw three rods through the block, and Bill Steeves was out of competition before he started, as his blown DeSoto snapped a valve stem on the starting line.

Deren Dibble drove his '54 Corvette through a 94.73 for a class win. The sports car competes in "B" Street Roadster class.

MEDFORD, OREGON Results of July 14			
Class	Name	Engine	Time
GAS CLASSES COUPE/SEDAN			
A	Smitty Crosby, Ford		83.33
B	Howard Roberts, Ford		90.90
C	Glen Cave, Stude		84.03
D	Larry Clement, Chev		87.87
E	Larry Ryden, Ford		71.00
ALTERED COUPE/SEDAN			
C	Ron Robertson, Ford		78.19
STREET ROADSTERS			
A	James Campbell, Ford		86.92
B	Deren Dibble, Corv		94.73
ROADSTERS			
B	Gault & Hewitt, Ford		95.81
STOCKS			
SS	Martin Clark, '57 Chev		92.78

A	Howard Taylor, '57 Chev	86.53
C	Denny Hume, '56 Pont	82.49
D	Dick McNernay, '53 Olds	77.25
E	Eddie Sanders, '50 Ford	69.17
SPORTS CAR		
C	Don Korns, Metro	62.50
CYCLES		
Gas		
A	Charles Beck, Triumph	96.77
B	Jack White, Triumph	92.30
TOP ELIMINATOR		
	Charles Beck, Triumph	96.77
TOP TIME		
	Floyd Young, Jr., BSA	99.33

WESTHAMPTON, NEW YORK Results of July 7			
Class	Name	Engine	Time
SE	Samuel Rothstein, '50 Hudson		69.76
SD	Ralph Carter, '51 Olds		72.00
SC	Richie Bostwick, '56 Chev		76.92
SB	Frank Falcinelli, '56 Ford		N.T.
SA	John Walsh, '57 Chev		N.T.
SS	Abe Lerman, '57 Chev		93.26
ASC	Jerry Grasso, '54 Olds		71.42
ASB	Frank Foschini, '56 Cad		82.94
ASA	Alceo Di Tullio, Jr., Merc.		80.35
A-SS	Arthur Monto, Olds		81.44
CE	Bob Read, Ford		74.07
CD	Bob Haddock, Chev		92.78
CC	Abe Lerman, Chev		93.26
CB	William Novotriy, Cad		93.75
CA	Steve Diskin, Ford-bl.		92.78
KG	Chester W. Nyghen, Jr., VW		N.T.
KF	David Ahl, Triumph		N.T.
KA	Russ MaeGratty, Corv		98.36
XB	Dom Delia, Buick		94.73
XA	Bob Akin, T-Bird		95.23
GB	Dan York, Chev		87.37
BB	R. Pimm, Ford		87.37
AA	Gourley Gahn, Buick		92.78
BA	Mike Miller, Ford		99.44
JA	Tom Feldman, Roadster		N.T.
OB	Bob Drake, Dragster		N.T.
OA	Angelo Giannini, Cad-bl.		92.30
DA	John Sabiston, Ford Dr.		105.88
TOP ELIMINATOR			
	John Sabiston, Ford		105.88
TOP TIME			
	John Sabiston, Ford		105.88

WESTHAMPTON, NEW YORK Results of July 14			
Class	Name	Engine	Time
SS	Art Rothlein, '57 Chev-inj.		88.23
TA	Al Carreno, '57 Chev		N.T.
SB	Bob Sickels, '56 Chev		71.42
SC	Brian Murray, '56 hev		73.87
SD	Bob Davis, '50 Olds		68.44

SE	Elmer Acherly, '50 FoGrd	66.91
SSA	Art Hocking, '56 Chev	N.T.
ASA	Alceo Di Tullio, Jr., '57 Merc	82.19
ASB	Mike Vertucci, '56 Cad	N.T.
ASC	John Cayasse, '53 Olds	72.28
CA	Fred Krause, Jr., Cad	93.26
CB	Tom Dickerson, Cad-bl.	N.T.
CC	Roy Hoffman, Cad	N.T.
CD	Bob Haddock, Chev	86.95
CE	Frank Belvedere, Ford	N.T.
KB	Bob Morse, orv	70.86
KC	Nick Belvedere, Jr., T-Bird	N.T.
KF	Gil Dunne, Porsche	72.00
KG	Sherman Golub, VW	N.T.
XA	Art Hocking, T-Bird	94.23
XB	Dom Delia, Buick	93.26
BA	Mike Miller, Buick	97.82
BB	Alan Cressner, Ford	85.71
OB	Bob Drake, Chev	96.25
GA	Harold Smith, Chrys	86.12
TOP ELIMINATOR		
	Mike Miller, Buick	97.82
TOP TIME		
	Mike Miller, Buick	97.82

CARLISLE, ARK.

July 21—Setting a new track elapsed time record of 11.60 and posting the Top Time at 115.00, gave the Beard & Stover Chrysler Dragster two big awards, but a blown transmission prevented a bid for Top Eliminator.

This went to the Davis Cycle Co. entry, a Triumph mount ridden by Bill Davis to a speed of 109.50. E.T. was 12.32.

In one of the feature races of the day the powerful Strickland Garage "B" Gas Dodge bowed to a Chrysler nestled in a Pontiac Coupe owned and driven by Woody Taylor.

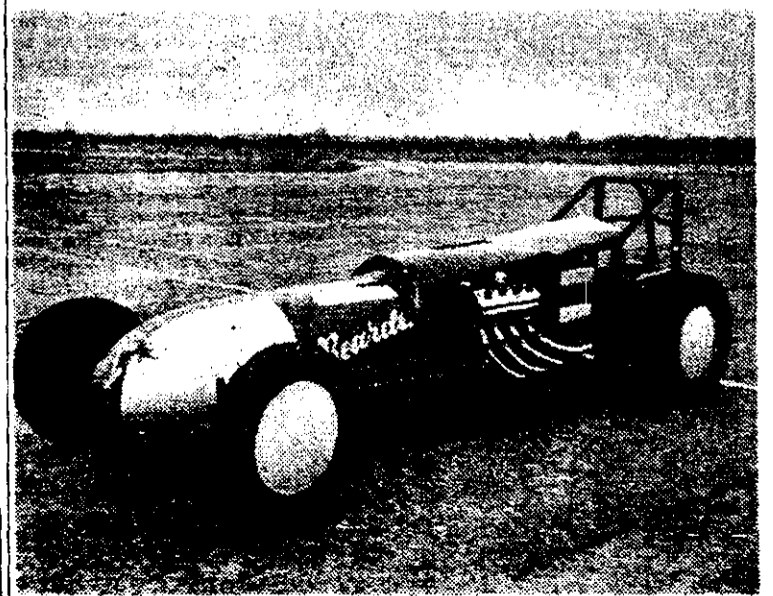
A class trophy and Best Appearing award went to the Heim-Finan "A" Street Roadster. Its class winning speed was 103.00 in 13.36 seconds.

CARLISLE, ARK. Results of July 14			
Class	Name	Engine	Time
GAS CLASSES COUPE/SEDAN			
A	Sam Farris, Linc		83.50
B	Woody Taylor, Chrys		93.50
C	Jim Cooper, Chev		95.00
D	Bill Wright, Ford		79.00
ALTERED COUPE/SEDAN			
C	Charles Ward, Dodge		84.50
STREET ROADSTERS			
A	Finan-Heim, Chev		103.00
STOCKS			
SS	Boyd Bennett, '57 Chev		88.50
A	Mac McCullum, '56 Dodge		91.00
B	Pat Collins, '57 Chev		87.00
C	Bill Kerr, '54 Olds		77.50
D	Ray Alexander, '53 Olds		77.00
E	Jarel Crawford, '49 Cad		74.00
SPORTS CAR			
A	Franklin Yost, VW		57.00
B	James Carlson, Corv		99.00
C	Don Oden, Triumph		70.50
CYCLES			
A	H. F. King, Indian		57.00
B	Steve Townsley, B.S.A.		91.50
C	Bob Davis, Triumph		98.50
D	Dan Richards, Harley		89.50
E	Bill Davis, Triumph		109.00

TOP ELIMINATOR	
Bill Davis, Triumph	109.50
TOP TIME	
Beard-Stover, Chrys	115.00

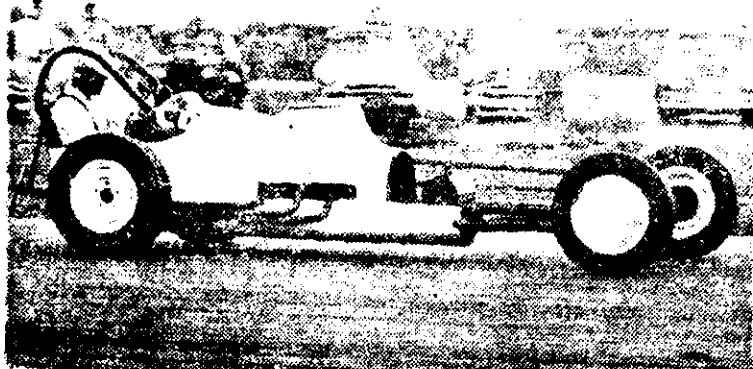
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Owner-Driver Bill Ehrle and his clean "C" Dragster topped all San Gabriel competition July 14. Trusty 286 C.I. Merc F.H. gave him speed of 110.20.

SAN GABRIEL

July 14—An Olds-powered "A" Roadster entered by Durfee Auto Parts had a "field day" as they captured their class trophy, the Top Eliminator trophy and posted the day's Top Time. The familiar "616" Roadster hit a top speed of 120.16 for the day's Top Time. This was also good for a new class record and the class trophy. In the Top Eliminator run they turned a slower 116.00, but still won.

In the final race of the day the Roadster went off against Joe Smith's "D" Harley. It had won its class at 115.68. In the race the top end made the difference as the Roadster pulled the cycle to the "top dog" victory.

Four new strip records were put into the books after the day's racing. The "Performance Associates" sponsored T-Bird pushed the "B" Sports mark to 99.80 in a desperate attempt to break the century mark.

Max Kelly kept the record-breaking performance going as he rode his "C" Gas Triumph through at 111.52.

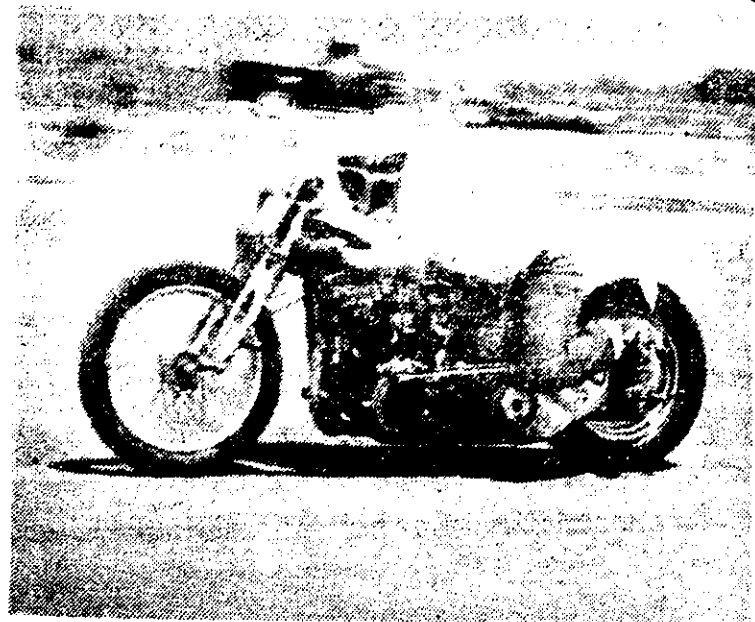
In the Gas classes George E. Woolever drove his blown-Chrysler entry through at 100.67 for a new mark in "C" Gas.

The fourth record-breaking run was turned in by Durfee Auto, in "A" Roadster. In "B" Roadster the team of Burkhardt-Burns and Erdman added the name of Reath Automotive to their list of "credits" and continued their winning ways as the amazing little flathead pulled the Roadster through at 113.49.

Bill Ehrle was the only Dragster class winner on hand, turning 110.20. In the elimination run-offs Ehrle lost to Joe Smith's cycle at 114.06 in 11.47 seconds.

Before he finally took home the "C" Gas trophy George Woolever's blown-Chrysler engine in a pre-war Lincoln was protested two times on gas. Both times he replaced the gas with pump gas supplied by other contestants and proceeded to turn as good or better times. The engine was finally pulled down and found to have a broken piston.

Woolever is on vacation in California from his home in Marlow, Okla. Another out-of-state



Not much for comfort but it was a quick trip for Joe Smith at San Gabriel July 21. Bested Ken Ellis for Top Eliminator with 11.63 second trip at 115.08. Turned slightly better 116.78 for class and Top Time with "D" class Harley. Which is about all you can win in one day!

RESULTS: Not Promises

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SAN GABRIEL

July 21—Joe Smith's big Harley cycle turned a Top Time of 116.78 in 11.14 seconds to post the day's Top Time, and then went on to take both his class and the Top Eliminator trophy. On the Top Eliminator run the cycle hit a top speed of 115.08.

In the first run-off of the eliminations Denny Carrisosa lined up against Ken Ellis' "A" Altered Coupe. Carrisosa had won "B" Modified Roadster at 101.16, while Ellis copped his class trophy with a run of 111.00.

Ellis led all the way in the run-off, winning easily at 109.63. He then returned to the line to oppose the big "Hog." The cycle had too much of everything as it roared to an easy win in 11.63 seconds.

The Santa Fe Service "A" Modified Roadster made the only change in the strip's record books when they turned 102.10 for a class win.

visitor took home a Gas class trophy when Don Sullivan of Tucson, Ariz., took "B" Gas with a top speed of 96.67 in his Cadillac. Chuck Frost won "A" Gas with a 99.00 run with his Chevrolet V-8.

SAN GABRIEL Results of July 14			
Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Chuck Frost, Chev		99.00
B	Don Sullivan, Cad		96.67
C	George E. Woolever, Chrys-bin.		100.67
D	Bishop-De Sallier, Chev	E.T	13.68
E	John Levo, Chev		73.64
ALTERED COUPE/SEDAN			
C	Road Rebels, Merc		102.50
STREET ROADSTERS			
A	Jim Cassidy, Chrys-bin.		110.97
B	Buddy Malcolm, Olds		68.00
ROADSTERS			
A	Durfee Auto, Olds		*120.16
C	Burkhardt-Reath, Merc		113.49
FOUR BARREL			
A	Hickey-Woley, Riley		95.22
MOD. ROADSTERS			
A	Rose-Bloomquist, Merc		99.00
B	Denny Carrisosa, Merc		99.00
DRAGSTERS			
C	Bill Ehrle, Merc		110.20
STOCKS			
SS	Finn-Nickson, '57 Chev		90.47
A	Mod-Perf. Assoc.-Burt, '57 Ford		95.00
A	R. L. Heck, '57 Chev		90.09
B	Clay Chev-Halloway, '56 Chev.		89.00
C	Johnny Vicars, '55 Olds		82.87
D	Hanyon & Epperson, '52 Olds		82.00
E	Chuck Eye, '39 Buick		75.59
A-PU	Gene Hagood, '56 Ford		76.40
B-PU	Hunters, Anderson, '55 Chev		74.65
SPORTS CAR			
Mod	Porter, Corv		101.00
A	Joe Altzman, Corv		101.50
B	Perf. Assoc., T-Bird		*99.80
C	Charles Grandstaff, Corv		76.88
D	Jay Krienik, Porsche		72.50
CYCLES			
A	Don Stevens, Velo		89.71
B	Ward-Johnson, Triumph		99.91
C	Max Kelly, Triumph		*111.52
D	Joe Smith, Harley		115.68
E	Scott McMillan, Porsche		71.60
St	Morse, Triumph		88.00
TOP ELIMINATOR			
	Durfee Auto, Olds		116.00
TOP TIME			
	Durfee Auto, Olds		120.16

SAN GABRIEL Results of July 21			
Class	Name	Engine	Time
GAS CLASSES			
COUPE, SEDAN			
A	Chuck Frost, Chev		98.00
B	Ace Auto, Olds		96.70
C	John Smyser, Chev		95.14
D	Ed Rhodes, Corv		83.40
E	Bob Weatherford, Chev		75.00
ALTERED COUPE SEDAN			
A	Ken Ellis, Merc		111.00
C	Chuck Hartley, Merc		95.00
STREET ROADSTERS			
A	Lyold Eggstaff, Merc		95.00
B	Floyd Graham, Merc		62.74
ROADSTERS			
B	"Kreepin Krips," Merc		108.30
FOUR BARREL			
	Marty Whitney, Ford		53.20
MOD. ROADSTERS			
A	Santa Fe Service, Merc		*102.10
B	Denny Carrisosa, Merc		101.16
DRAGSTERS			
C	Doug Reese, Merc		105.89
STOCKS			
A	Mod.—R. A. Bovack, '57 Ford		91.31
SS	Hunters, Clark, '57 Chev		96.06
A	Len Kennedy, '57 Buick		90.36
B	Denton Cole, '56 Dodge		82.04
C	Pete Prenal, '55 Chev		82.06
D	Denning & Taillac, '52 Olds		76.53
D	Phil Anglesea, '50 Olds		74.90
F	Road Rumlbers, '56 Chev		94.89
APU	Bill Brown, '56 Ford		80.84
BPU	Hunters, Anderson, '55 Chev		74.40
SPORTS CAR			
A	Mod.—Perf. Assoc., McGann, T-Bird-bl		106.25
B	Jerald Gibson, Corv		81.08
C	Amer. & For. Sports Car Serv. Pont		76.40
D	Harry Vanderwyk, MGA		69.80
CYCLES			
A	Cudahy Lewy, Velo		82.11
B	Mel Willis, Indian		64.65
C	Pat Dale, BSA		101.37
D	Joe Smith, Harley		116.78
E	Barry Wetmore, Triumph		76.20
S	Hunters, Nunes, Triumph		92.02
TOP ELIMINATOR			
	Joe Smith, Harley		115.08
TOP TIME			
	Joe Smith, Harley		116.78

* Denotes record.

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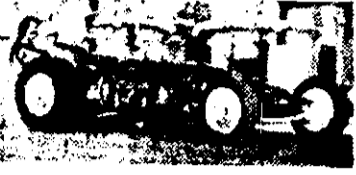
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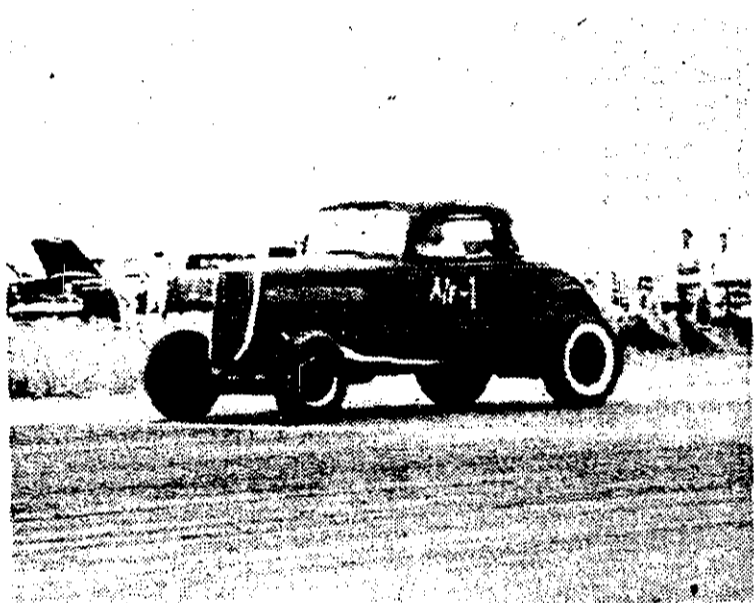
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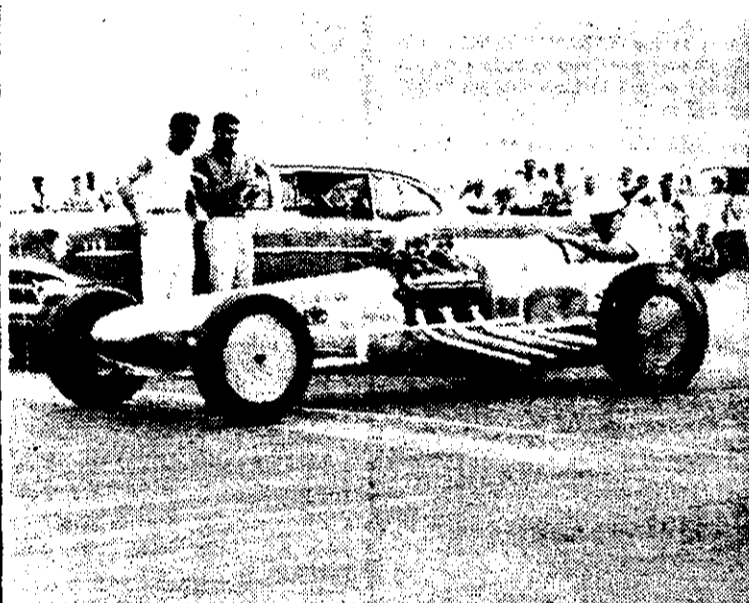
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Colorado entry in Pampa, Texas Regional was the Kirgan-Folkers "A" Fuel coupe from Denver. '52 Cad engine gave them class win of 117.03 in 12.90 Sunday, Top Time of meet Saturday with a 121.26. —Photo by Chuck Oliver



Kansas was ably represented in Pampa, Texas Regional by beautiful Rose-Davis "B" Open Gas entry. Body is highly polished aluminum with a '56 Pontiac V/8 as the engine. Crew hails from Wichita. —Photo by Chuck Oliver

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PAMPA

(Continued from page 1)

ations, but this did not keep the Kirgan and Folkers "A" Fuel entry from turning the fastest time of the day at 121.26. The little injected Cad '34 coupe out of Denver had trouble all day getting off the line, but once under way it really stormed.

One of the most beautiful cars to arrive Saturday was the Rose-Davis special from Wichita, Kansas entered in "B" Open Gas. The car is powered by a '56 Pontiac V-8. The slingshot type chassis is completely covered in highly polished aluminum and is a real eye catcher.

Sunday dawned a beautiful day for racing. Many more entries were on hand in all but a few classes. The injected Olds powered Dragster driven by Lee Christian of Lubbock posted the fastest time of the day at 126.76. Lee usually turns in the high 130's, but was plagued with all types of mechanical bugs and finally had to retire.

One of the meets most outstanding cars was the "C" Gas of George Woolever from Marlow, Oklahoma. George stopped off at the Regional's after a highly successful tour of the California drag strips. He carried a 100% average at all the strips he visited and upped the strip class record at San Gabriel. This 4400 pound monster shut down all comers in its class and really brought the crowd to it's

feet as it blasted through the 1/4 mile on each elimination run.

Just as the final class eliminations were over, a sudden thunder shower roared in and halted all further operations. It was decided later that if the cars eligible to run for top Eliminator can make it to the Texas State Championship meet at Caddo Mills on Aug. 3-4 they can run for the trophy then.

REGIONAL CHAMPIONSHIP DRAGS PAMPA, TEXAS Results of July 20-21

Class	Name	Engine	Time
GAS CLASSES COUPE/SEDAN			
A	H. L. Lawton	Olds	96.35
B	Gene Smith	Chrys	95.23
C	George Woolever	Chrys-bin.	99.88
D	Noel Buchanan	Chev	84.11
ALTERED COUPE/SEDAN			
B	Don Breithaupt	Chev	110.56
B	Darrell Dawson	Olds	91.81
STREET ROADSTERS			
A	Pete Francis	Olds	100.78
B	Richard Clark	Chev	82.00
ROADSTERS			
A	Griffis-Flynn	Chrys	102.85
B	Bonhardt-Garver	Chev	103.68
OPEN GAS			
B	Rose-Davis	Pontiac	115.85
C	Joe Williams	Dodge	114.94
FUEL CLASSES COUPE/SEDAN			
A	Kirgan-Folkers	Cad	117.03
B	Paul Spinden	Dodge 5	104.40
MOD. ROADSTERS			
A	Bob Janowski	Merc-bin.	110.42
DRAGSTERS			
B	Kennedy-Scrodgs	Chev	95.00
STOCKS			
A	Danny Rightsell	Chrys	N.T.
S/S	James Butler	Ranchero	99.00

A	Robert Roper	'57 Chev	90.90
B	Jim Castberry	'57 Chev	87.29
C	Charles Springer	'55 Chev	82.04
D	Kenneth Malone	'55 Chev PU	74.81
E	Bobby Fuiks	'50 Ford	69.87

SPORTS CAR

A-Mod.	Al Alcorn	T-Bird-bin.	100.00
A	Larry Sanchez	Olds	83.33
B	Roy Phillips	M.G.	N.T.

TOP ELIMINATOR

Rained out.			
TOP TIME			
	Lee Christian	Olds	126.76

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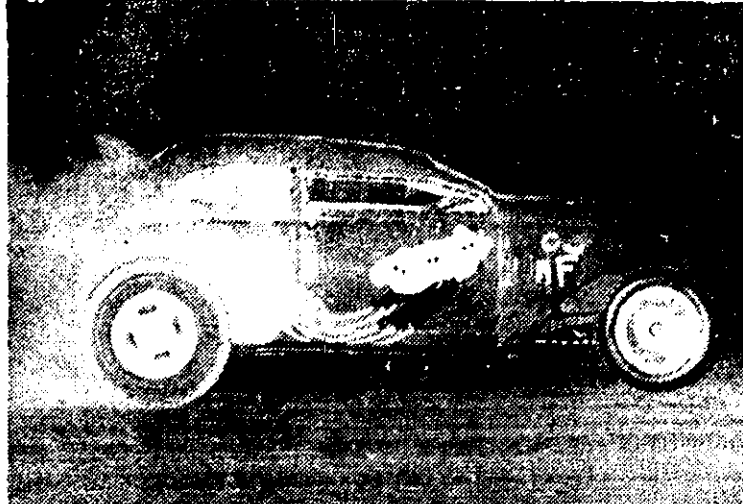
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Iskenderian equipped 331 C.I. Chrysler in Archie's Garage "A" Fuel Coupe, storms toward Colton finish line July 20. Received astounding new record time of 137.40 in high gear only with Eddy Kistler at the wheel.

DRAGSTERS

A—"Undertakers," Ford 105.01
B—Gene's Brake Shop, Merc 143.76

STOCKS

AA—Chipmunks, '57 Chev 88.17
A—Glen Durand, '57 Chev 86.04
AX—Richard Prouty, '57 Chev 82.72
B—Hart's Texaco, '56 Chev 83.62
BX—Perf. Assoc., '57 Ford 81.96
C—Short Blocks, '54 Bpick 77.92
D—Fullerton-Muffler, '56 PU 77.78
E—B & D Auto, '51 Merc 68.70
F—Road Rumlbers, '51 Chev 64.46
SS—J. W. Robbs, '57 Chev 92.68

SPORTS CAR

A—Grotewald Motors, Corv 99.44
B—Pat Hubbard, Corv 87.71
A-Mod—Leonard Abbot, MG 110.56
B Mod—Jim Hook, Volvo 68.33

CYCLES

Gas

A—Miller & Cameron, Vinc 96.77
B—Tom Pulliam, Triumph 106.50
C—No-Mads, Triumph 102.27
E—Eldon Nolking, Indian 70.49
B St—Charlene Pecico, Triumph 87.43

FUEL

B—Don McEvoy, Triumph 110.29
C—No-Mads, Triumph 99.66

TOP ELIMINATOR

Gas—Epling, DeYoung, Lowry 116.88
Fuel—Gene's Brake Shop, Merc 135.54

TOP TIME

Bean Bandits, DeSoto 146.57
*Denotes record.

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COLTON

July 13 — Defeating a final challenge from cyclist Tom Pulliam for Top Eliminator, John Bradley in the storming Gene's Brake Shop Merc flathead Dragster emerged with the honor at the close of the nights activities.

Bradley downed a bid from the Road Rebels potent 129.89 MPH "A" Comp Coupe by taking them at 137.40 in 10.48 for the preliminary. In the final race, his winning marks were 135.51 and another 10.48 E.T.

Top Time by a considerable margin went to the Bean Bandits for their 146.57 performance with a DeSoto Engine. However, they and at least three other top contestants did not enter the elimination runoffs. Jarvis Earl turned in a 137 with his Buick V-8 Dragster before retiring, the Garreth Bro. got a 143 in and then blew and Waterworth & Miller posted a 139, but also blew and loaded up.

Record honors for the night went to a Phoenix, Arizona entry, the Patrick, Weeks & Zadow DeSoto "B" Modified Roadster for its amazing high of 138.15.

The No-Mads cycle team hung up a new "C" Gas record of 102.27 while Tom Ivo in his Buick V-8 equipped "A" Street Roadster held forth in that class with a 113.49.

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COLTON Results of July 13

Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Jerry Howard, Merc		90.90
B	Ray Craft, Merc-blm		98.62
C	Fullerton-Muffler, Dodge		N.T.
D	Hart's Texaco, Chev		91.83
E	A-I Muffler, Merc		74.50
ALTERED COUPE/SEDAN			
B	Phillips & Killingworth, Chrys		109.89
STREET ROADSTERS			
A	Tom Ivo, Buick		*113.49
B	Rose & Bloomquist, Merc		100.11
ROADSTERS			
A	Archie's Garage, Merc		104.16
B	Boyd Penington, Chrys		115.97
OPEN GAS			
A	Epling-De Young-Lowry, DeSoto		116.88
FUEL CLASSES			
COUPE/SEDAN			
B	Zelazco & Tuttle, Buick		107.65
COMP. COUPE/SEDAN			
A	Road Rebels, Adn-Merc		129.89
MOD. ROADSTERS			
A	Dick Kelly, Merc		119.22
B	Weeks, Patrick, Zadow, DeSoto		*138.15

COLTON

(Continued from Page 2)

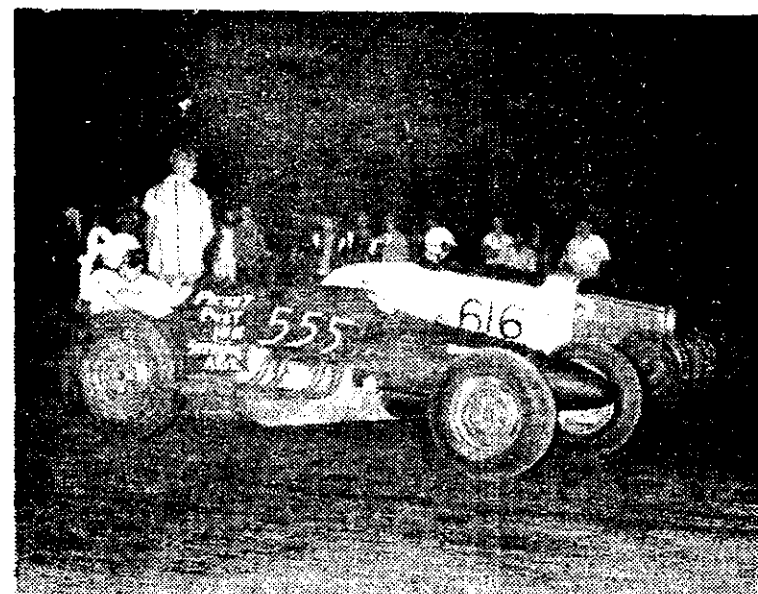
Eliminator Trophy with a 109.32 effort from his flathead "A" Modified Roadster.

The Top Time of the night came from the Chrysler-powered Corbett Dragster at 147.78.

The night's drags produced some very promising equipment, but also saw some proven machines fall by the wayside. Gene's Brake Shop turned 143.08 for the "A" Fuel Dragster trophy, but blew a crankshaft. Corbett then went out with unexplained mechanical difficulties, and was soon followed by Scotty Fenn with two busted rods.

Teresa and Cerneka came out with their blown DeSoto engine in a Dragster chassis. In addition to the usual "goodies", the car features a torque converter tied into a Powerflite transmission. The car is started by a battery plugged into the side and was sounding very "wicked." The car made one run at 133.53 in 13.33 and then went out of action.

Another veteran drag racer showed up with a new machine that also shows tremendous promise. Archie's Garage entered a new "A" Fuel Coupe running a Chrysler engine in high gear only. On their only run the car turned 137.40 for a new class



Larry Steinegger, Gents of Phoenix, Arizona, left, faced potent Durfee Auto Roadster in Colton's Top Gas Eliminator race July 20. Durfee backed up previous class record and trophy win of 122.95 with win of 121.95 in 12.33.

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ward, completely smashing the existing mark. This machine also withdrew from competition after only one run and returned to the shop.

In a tremendous class trophy run, the Scoville Brothers and Cole Chrysler Roadster lined up with the Durfee Auto Roadster. In a real good race, Durfee won by one length, turning 122.95 for a new class record.

The "Antiques" of Colton dropped an Olds engine in their "A" Altered Sedan and immediately turned 115.68 for a new class record.

In the Gas Top Elimination run the "Gents" of Phoenix, Ariz., went off with Durfee Auto. The visiting Buick-powered "A" Dragster had won its class at 121.29. Durfee got off to a good lead, though, and held them off on the top end to win at 116.78 in 12.03 seconds.

Durfee then returned to meet the challenge of Epling, DeYoung and Lowry. The Dragster led all the way to win it at 121.95 in 12.33 seconds.

COLTON Results of July 20			
Class	Name	Engine	Time
GAS CLASSES			
COUPE SEDAN			
B	Tom Kirk	Chev	98.46
C	McCulloch Auto	Olds	90.45
D	Hart's Texaco	Chev	90.90
E	A-1 Muffler	Chev	72.23
ALTERED COUPE SEDAN			
A	Antiques	Olds	*115.68
B	Barnett & Scotty's Muffler	Adn-Merc	99.33
C	Robert Welbey	Merc	87.63
STREET ROADSTERS			
A	Tom Collins	Merc	95.33
B	Sam Rose	Merc	90.04
ROADSTERS			
A	Durfee Auto	Olds	*122.95
B	A-1 Muffler	Merc	99.44
FUEL CLASSES			
COUPE SEDAN			
A	Bickel & Worobieff	Ladwick, Merc	117.00
B	Harvey Jackson	Chev	97.71
FOUR BARREL			
	Jim Rotta	Ford	88.86
HOT ROADSTERS			
B	Hoyt & Robinson	Merc	111.33
MOD. ROADSTERS			
A	Dick Kelly	Merc	113.20
B	Denny Carrisosa	Merc	100.67
DRAGSTERS			
A	Gents of Phoenix	Buick	121.29
B	Epling, DeYoung, Lowry, DeSoto		120.47
FH	Gene's Brake	Merc	143.08
STOCKS			
SS	Ray & Dixon	Pont	95.33
AA	Fullerton	'57 Chev	90.36
AK	Doug Deverich	'57 Chev	82.26
A	R. L. Heck	'57 Chev	86.70
B	Ray & Red Moruzzi	'56 Chev	83.25
BX	Denton Cole	'51 Chev	81.81
C	Dale Webb	'55 Olds	79.15
D	Gary Polestra	'56 Chev-PU	74.89
E	Bill Ford	'51 Cad	66.37
F	Tom Kirin	'57 Pont	68.80
SPORTS CAR			
A	Mod.—Ken Champs	T-Bird	99.00
B	William Kluck	T-Bird	84.82
CYCLES			
Gas			
A	St.—Joe Peckhart	Harley	95.55
B	St.—Jerry Bormad	BSA	84.82
C	NoMads	Triumph	111.00
D	Danny Macias	Triumph	99.60
E	Eidon Boiking	Indian	63.48
Fuel			
B	Don McEvoy	Triumph	114.78

C—No Mads, Triumph		98.36
TOP ELIMINATOR		
Gas	Epling, DeYoung, Lowry	116.88
Fuel	Dick Kelly, Merc	109.32
TOP TIME		
Corbett, Chrys		147.78
*Denotes Record.		

POMONA

July 21—Bill Chambers' flathead "cleaned house" at the Los Angeles County Fairgrounds as he pulled a "hat trick" and won the "triple crown." Chambers started things off with a 112.64 run to cop his class trophy. He then went off against Everett LaVars' flathead "B" Altered Coupe and led all the way to win at 112.78. No elapsed times were available for the entire meet.

Chambers' last run netted him both the Top Eliminator trophy and the day's Top Time.

While Chambers was collecting his trophies two other class winners were recording record-breaking speeds. Bill Cornelius drove his '51 Merc to a new "E" Stock mark of 72.93 and the Caras Muffler "A" Modified Sports Car upped that mark to 114.61. The sports car left before the completion of the competition and the Top Eliminator run.

POMONA Results of July 21			
Class	Name	Engine	Time
GAS CLASSES			
COUPE SEDAN			
B	Mike Sassa	Cad	93.00
C	Mike Murphy	Chev	94.91
D	Dick Ward	Chev	92.38
ALTERED COUPE SEDAN			
B	Everett LaVars	Merc	100.89
ROADSTERS			
A	Bill Chambers	Merc	112.64
B	Rose & Bloomquist		100.78
DRAGSTERS			
A	McGeachy	Merc	84.49
STOCKS			
SSX	Stormin Stockers	'56 Chev	91.50
SS	Calloway & Baumgartner	'57 Chev-inj.	97.40
A	Bob Prenter	'57 Ford	89.00
B	Ron Baker	'56 Chev	85.30
C	John Vicars	'55 Olds	83.56
D	Frank Boothby	'52 Olds	75.69
E	Bill Cornelius	'51 Merc	*72.93
SPORTS CAR			
A	Dick Thorgrimson	Corv	97.61
B	John Marciaio	Volvo	69.33
A	Mod.—Caras Muffler	Olds	*114.64
CYCLES			
C	Robert Moore	Ariel	88.58
TOP ELIMINATOR			
Bill Chambers	Merc		112.87
TOP TIME			
Bill Chambers	Merc		112.87
*Denotes Record.			

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MADERA

July 11—The Bogoshian and Etherage "D" Dragster turned a Top Time of 131.00 and a class winning time of 123.28, but the timers missed the speed on the winning Fuel Top Eliminator race. On that run they turned a very respectable 10.00 elapsed time, though.

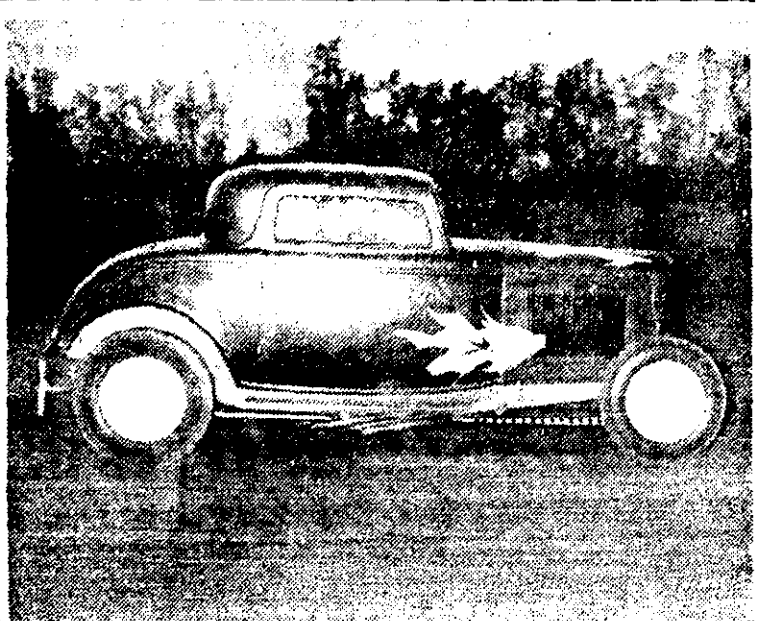
On the Gas side, the Owens, Rego and Colman "A" Altered Chrysler-powered Fiat coupe had the Top Time of 114.64. They turned 112.07 to win their class.

The Gas Top Eliminator award went to the "A" Roadster entered by Delidio and Fowler. The Olds-powered machine turned 108.82 for the win.

The Three-Way Stocker, a '57 Chevrolet, had the fastest stock time of the meet with a 91.83 effort.

Steve San Paulo drove his Merc-powered "B" Hot Roadster to a class winning speed of 117.64. In the "B" Roadster competition Vernon Jenkins topped all competition with his Chevrolet-powered '25 "T."

MADERA Results of July 14			
Class	Name	Engine	Time
GAS CLASSES			
COUPE SEDAN			
A	Jim Bohner	Buick	90.36
B	Harry Bodakaw	De Soto	102.27
C	Dave Ying	Chev	N.T.
D	Jim Doss	Chev	84.24
ALTERED COUPE SEDAN			
A	Owens, Rego & Coleman	Chrys	112.07
B	Al Tomousian	Chev	94.73
C	Williams & Wolf	Merc	85.71
STREET ROADSTERS			
A	Carl Rollins	Chrys	85.71
ROADSTERS			
A	Delidio & Fowler	Olds	105.80
B	Vernon Jenkins	Chev	107.14
OPEN GAS			
A	Ray Rosson	Merc	107.91
B	Bill Collier	Merc	104.04
COMP. COUPE SEDAN			
A	Art Hammond	Merc	114.64
HOT ROADSTERS			
B	Steve San Paulo	Merc	117.64
MOD. ROADSTERS			
A	Alley & DeWitt	DeSoto	111.21
DRAGSTERS			
A	Bogoshian & Etherage	Adn-Merc	123.28
STOCKS			
SS	3-Way Stocker	'57 Chev	91.83
A	Ron Hergenroder	'57 Chev	86.95
B	James Owens	'57 Chev	83.10
C	John Avila	'55 Chev	81.44
E	Manuel Dacosta	'38 Ford	62.06
SPORTS CAR			
A	Ray Yocum	Corv	99.76
B	John Strozzi	Sunbeam	71.00
TOP ELIMINATOR			
Gas	Delidio & Fowler	Olds	108.82
Fuel	Bogoshian & Etherage	Adn-Merc	N.T.
TOP TIME			
Gas	Owens, Rego & Colman	Olds	114.64
Fuel	Bogoshian & Etherage	Adn-Merc	131.00
*Denotes record.			



Sharp sounding 331 C.I. Chrysler powered Phillips & Killingsworth to class victory July 13 at Colton. Took "B" Altered C/S with time of 109.89.

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SKULL BUSTING FOR SAFETY

By **GEORGE G. SNIVELY, M.D.**
 Director, Department of Medicine
 Sacramento County Hospital

EDITOR'S NOTE: Full recognition and credit is given to Sports Cars Illustrated for reprint permission. Since the original article was submitted to S. C. I. for publication, the same test described here was conducted on the PELA (a product of Denmark), Herbert Johnson, Clymer, two models of the ROEMER (a product of Germany), a new model CROMWELL, and a revised model of the GENTEX. Dr. Snively reports, "In my opinion none of these proved satisfactory. Marked damage to the skull obtained with each." —EDB

A dedicated group of people in Northern California have been stirring up a storm in an attempt to catch up with the British. Not, as such a statement often implies, in an attempt to build a "backyard bomb" to compete with foreign cars on the road racing circuits, but in the less dramatic and more important effort of making the use of these road racing circuits safer for the driver.

Less than a year ago, one of the most popular sports car drivers in Northern California died in a race accident, due to head injuries resulting from the failure of his helmet to give adequate protection. This helmet was one of the most widely used brands to be found at a race course, and the initial reaction to this accident was to accept it as "inevitable." The Technical Committee of the San Francisco Region of S.C.C.A. however, was blessed with a chief who makes his living as an attorney, and his legal training and background made the investigation of the helmet failure more than a cursory affair.

It was quickly realized, during this investigation, that there was no worthwhile data to be easily found on "just what is a safe crash helmet," and that the technical specifications which were

available for the competency of a helmet were sadly inadequate.

Meanwhile, as a tribute to the driver who had been killed, the San Francisco Region established the Pete Snell Memorial Fund; the trustees of this fund decided to dedicate it to the study of crash helmets, and to the development of standards and tests which might be applied to make such headgear better.

All of those concerned recognized the impossibility of perfect protection of the head under all circumstances possible in racing accidents. It was felt despite this, that if a crash helmet was worth wearing at all, a premise which now even the most daring of racing drivers accept, it should be one designed for maximum protection, not one built merely to protect against uncomfortable bumps.

Very early in this study, perhaps the most startling finding of all became sadly apparent. Almost none of the people concerned with the use, manufacture or sale of helmets in this country had any worthwhile, scientific data concerning a helmet's efficiency. The prevailing methods of selection by the driver seemed to be based upon cost, or appearance, or superstition, or the fact that the driver had a friend "who rolled his

machine 11 times at 130 miles per hour at the Bent Cup Races, and he lived through it!" The manufacturers, by the same token, almost without exception, were either unfamiliar with any testing procedures, or used methods of so-called testing of extremely dubious value.

The "Testimonial" type of test deserves special mention. Even brief consideration reveals the vast number of completely uncontrolled variables involved in any accident. The magnitude of impact forces, angles of contact, degree and duration of contact, acceleration of the head, relative mass and density and resiliency of the impacting objects—all these are factors of great importance in determining the results of an accident, but in most accidents are virtually impossible to determine, and indeed are usually not even considered. Perhaps with a team of physicists and engineers, armed with high speed motion picture cameras set up at different angles at the site of an accident, useful information about helmet protection might be gained, and some of the variables eliminated. This sort of set-up will not likely be found at a race track however, and in the absence of such analysis, the "accident testimonial" is danger-



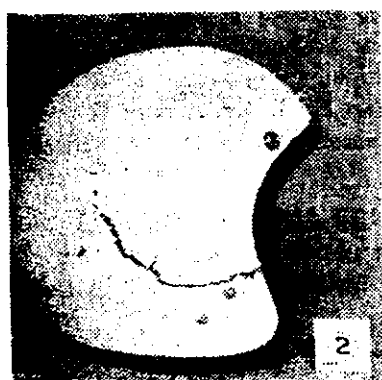
Fragmented helmet is result of actual fatal accident. Temple area is most vulnerable part of skull.

ously misleading and patently worthless.

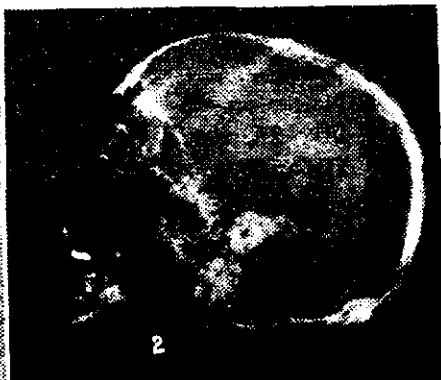
Despite this appalling lack of generally available knowledge, it was found that there have been well-designed, scientific testing programs in existence for some years. Of note are those of the Road Research Laboratory, the Royal Air Force in England, and the Institute of Transportation and Traffic Engineering of the University of California at Los Angeles. In the field of establishing standards, the British at present are well in the

lead, for in 1956 a revised set of standards was published which established criteria far superior to any used here, including those used by the U. S. Air Force for the protection of its pilots.

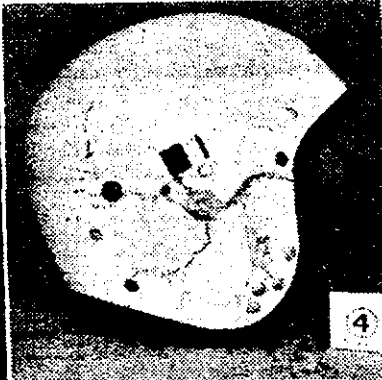
The Snell Study Plan was set up to cover several phases of helmet testing, the first of which has now been completed. This first step was designed to compare the efficiency of protection provided by the more popular brands of helmets on the U. S. civilian market against a single,



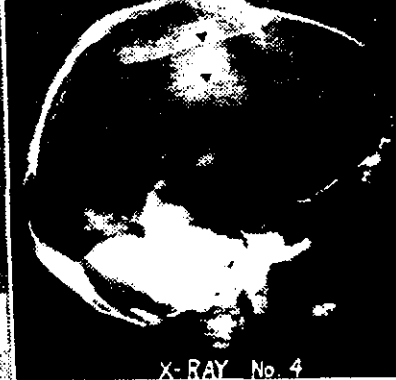
Bell helmet, now in process of revision, had stronger shell than others, but liner allowed shock of impact to cause minor skull fracture.



Resilient liner material of the Bell helmet proved insufficient in absorbing shock after shell cracked. Result: Single linear fracture of skull.



Gentex helmet is also being changed. Wingnut, bolt, and wooden stop for visor allowed concentration of impact to shatter shell.



Severe skull fractures occurred upon impact.



Anderson helmet. Body of shell too weak to withstand sudden impact. Fragmented shell now unsafe for further use. Resilient lining is insufficient.

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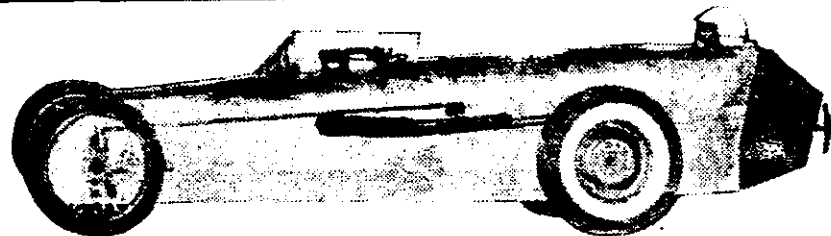
1. L.A.D.S. June 15-16. Big two-day meet attended by all leading cars. Across the board victory by Bud Sampson with Howard F-5 steel billet cam in Olds engine. Class, Top Time, Top Eliminator. New gas world speed record of 141.95.
2. Phoenix, Arizona. July 7. Bud Sampson with Howard F-5 steel billet cam in Olds engine ups gas world speed record to 145.16.
3. L.A.D.S. July 20-21. Another big two-day meet attended by all leading cars. Once again Bud Sampson with Howard F-5 steel billet cam in Olds engine, takes everything! Class, Top Time, Top Eliminator, AND with ease, established gas world elapsed time record of 9.93 seconds.

Three of the latest reasons why a Howard cam is synonymous with trouble-free racing success. Sampson and the many, many other Howard Cam users dominated the winner circle at the events cited above. On June 15-16 alone, the three final cars going for Top Eliminator were all Howard Cam-equipped.

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Once considered impossible under any circumstances. Howard Cam leadership is most recently exemplified by Bud Sampson's latest triumph. Another Howard Cam car without equal.

World Gas Speed Record: 145.16 Single Engine Unblown

On July 7th at Perryville strip, Phoenix Arizona in preparation for the NHRA National meet, Bud Sampson, using a Howard F-5 Steel Billet Cam Kit in his Olds-powered GAS burning dragster . . . turned 145.16 in HIGH GEAR ONLY . . . for another NEW WORLD'S RECORD. Exceeding his old record of 141.95 set at Long Beach Drag strip June 15-16.

FLASH!! WORLD'S FASTEST CORVETTE. Bob Gammino, Providence, Rhode Island, sets new record time of 114.35 MPH; 12.72 E.T. July 21, 1957, L.A.D.S. strip. Howard M-2 Cam in 283 C.I. Corvette engine.

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HELMET	McHal	Bell	Anderson	Gentex	Toptex	Cromwell
SHELL						
Type	Fiberglas	Fiberglas	Fiberglas	Fiberglas	Fiberglas	pressed fibre
Thickness075-.125"	.110"	.125-.250"	.052-.135"	.070"	.190"
LINER						
Type	resilient	resilient	resilient	resilient	non-resilient	resilient
Thickness	3/4"	13/16"	1/2"	11/16"	1/2"	3/4"
HARNES						
Material	cotton	nil	cotton	nylon	cotton	cotton
Attachment	stitching	nil	rivets	rivets	cement	stitching and cement
CHIN STRAP						
Attachment	rivets	rivets	cement and stitching	rivets	rivets	cement and stitching
Fastener	buckle	buckle	buckle	buckle	snap	buckle
COMMENTS	Inadequate liner; should rivet harness	Inadequate liner; should use harness	Inadequate liner; should rivet chin strap	Inadequate liner; should remove surface projections	Excellent liner; should improve fastener on strap	Inadequate liner; should use fiberglas shell; should rivet liner and strap

rather than transmitted most of the impact force.

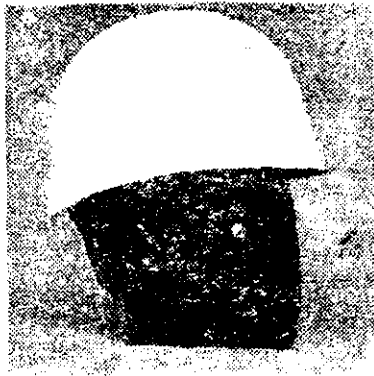
The use of such a non-resilient lining material is felt by the Snell Study to be of the utmost importance in protection against severe impact, both from theoretical considerations of basic physics and from the practical demonstration provided by these impact tests. This type of liner, utilizing the principle of energy absorption, has now been recognized by the British to be markedly superior, and is the type which their recently revised standards recommend.

As a result of this first phase of the Snell Study, it became immediately apparent that no helmet available on the open, civilian market could completely meet the minimum standards required. (The Toptex helmet, which passed the impact test with flying colors, was a police

One of the manufacturers immediately stopped production of the model tested, and both that firm and several of the others are now working on a new type, incorporating improved design features, particularly that of a non-resilient type liner. Several such pilot models have already been submitted to the Snell Study for further evaluation.

With these improved models the next phase of the Snell Study plan will begin. This will include measurement of acceleration of helmet contents after blows of known magnitude using electronic recording apparatus, tests to measure abrasion resistance and penetration resistance of the shells, and measurements of strength of head harness, chin straps and fastening devices.

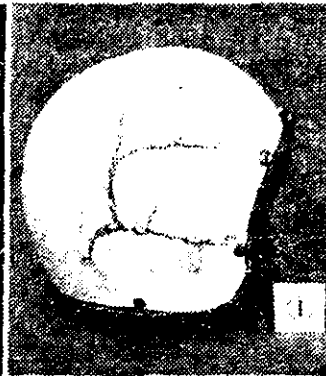
This cooperation on the part of the most of the American helmet manufacturers has been one of the most gratifying features of the entire testing program thus far, for it expresses in the best possible way the desire of all concerned to make less likely the repetition of the type of accident which started the Snell Study on its way. With such cooperation, it would be reasonable to expect that a far superior type racing helmet will soon be available for the racing driver. If this stirring up of a storm by the friends of Pete Snell can attain such a goal, the Snell Memorial will indeed have become a living tribute.



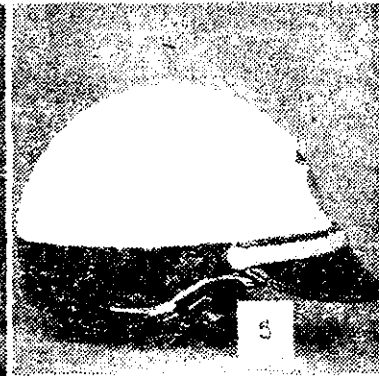
Cromwell helmet looks undamaged. Shell remained intact, but resiliency of liner afforded no protection to head.



X-ray shows severe fractures due to inadequate protection.



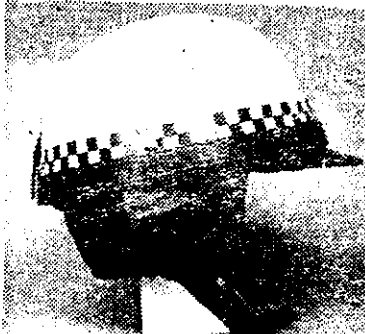
McHal helmet. The shell is strong enough to resist fragmentation due to abrasive impact. Resilient lining is springy, does not absorb shock.



Toptex helmet was best of those tested. Lining is non-resilient, crushes upon impact, absorbing force of blow. Strap and fastener not too adequate.

severe impact. This was a "maximum stress" type of test, deliberately set to approximate the upper limits of impact force at which if the head could be protected, survival might reasonably be expected. This type of test was selected as the first step in order to as quickly as possible eliminate the need for further tests on those helmets which were found to be grossly inadequate, and of use only in protecting against minor, uncomfortable blows.

The test impact thus chosen



No less than nine fractures occurred in this skull when the Machpi helmet with which it was fitted was subjected to 34 mph blow.

was set to provide 500 ft. lbs. force determined to be that incurred by an "average weight" head (and helmet) mass striking a fixed surface at a velocity of approximately 34 miles per hour. The test further differed from studies done elsewhere in two respects. Firstly, the site of impact was selected to the temple area; this was chosen after analysis of both American and British accident statistics had shown temple blows to be both more common, and even more important, more apt to be fatal than blows in other areas of the skull. Most tests previously have used the crown of the head as the test

site; blows here are not only less common but also far less often of serious nature in actual accidents. This is demonstrated in the photograph of a helmet actually worn in a fatal accident.

Secondly, the test procedure differed in that the helmets were tested on human cadavers. This made possible a much more reasonable comparison with actual accident situations than if a rigid, "artificial head and neck" were used, since it was felt that the resiliency of the human neck structures might well be an important factor in the cushioning of blows. This use of a cadaver head also made for a readily measurable end result, since both direct examination and X-ray of the skull for fracture could be used to determine the effect of the impact.

Photographic records were made of both the helmets and the skull X-ray after impact; these demonstrate better than many pages of written description the lack of protection provided by all but one of the helmets. The helmets were then taken apart and their constructional characteristics tabulated, as indicated in the accompanying table. Obvious defects determined from this examination are also included in the table.

Of special interest are the very severe fractures shown in the X-ray of the Gentex helmet test. These result from a feature of particularly poor design—the use of the projecting wingnut and bolt and small wooden stop block used for the face shield. Such projections served to concentrate most of the striking force onto one small area preventing its distribution, and allowing a far greater force per square inch to

be developed than any helmet could possibly withstand.

Also worthy of note is the complete lack of protection offered against fracture by the Cromwell helmet, as shown by the very severe fractures in the X-ray, even though the shell of the helmet itself, remained unbroken. This is an excellent demonstration of how impact forces may be transmitted through the shell, without significant change in the shell itself, when there is no energy-absorbing liner material utilized. Similar "protection" might be gained by the old-fashioned leather helmet used years ago.

The most dramatic protection in all of these tests was provided by the Toptex helmet. This could not be attributed to a superior shell, for its shell did not differ significantly from the other Fiberglas shells. The vital difference lies in the use of a unique type of liner. This was the only helmet to use a completely non-resilient, energy absorbing type of liner material, which absorbed

motorcyclist model, and was fitted with an inadequate chin strap and fastener.) These findings were made available to the manufacturers who had cooperated with the study, and have evoked extreme interest on their part.

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Fuel injection '57 Chev entered by Andrews & Evans at San Fernando July 14, proved undoing of "S" Stock contestants. Turned 96.77 for all honors.

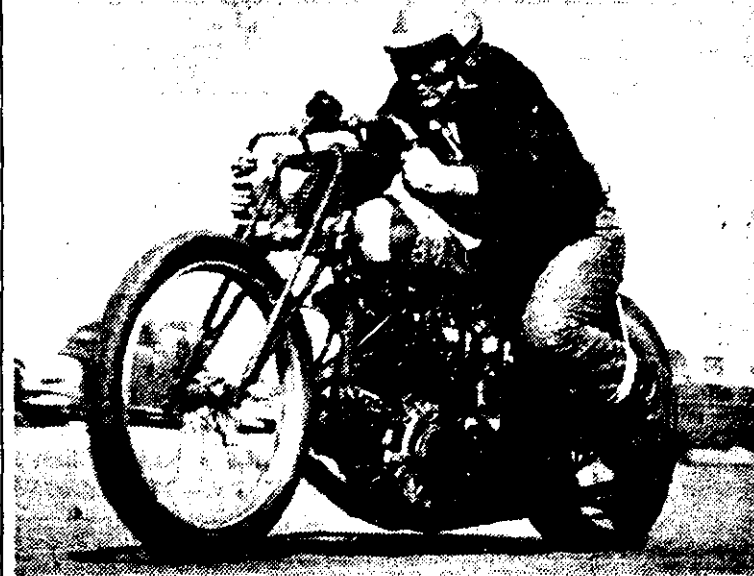
SAN FERNANDO

July 14—A "D" Class Vincent cycle, entered by Hall and Briscoe of the "Smokers" of Bakersfield, edged out Milt Wright's flathead Dragster in a nip and tuck race to capture the Top Eliminator award at 111.11.

The Dragster moved into the final race with the cycle after easily defeating the Magic Muffler coupe. The coupe developed engine trouble off the line and was never in contention. Earlier in the day the coupe had won its class at 125.00. This was also the Top Time for the day.

Wright won his flathead Dragster class with a top speed of 116.88, while the cycle was the fastest of the day in his division at 111.11.

Only six cars reached the 100 mile per hour bracket. One of the six was a stocker, '57 Pontiac entered for Suburban Pontiac by Ray and Dixon. They turned an even 100.00. In a heavily contested class the very fast Pontiac never had a run under 97.



Dual carbureted 80" Harley of Hunter & Pico copped class "E" and Top Eliminator at San Fernando July 21. Won class at 120 flat, Top Eliminator at 117.80 in 12.33 E.T.

WORLD E.T. RECORD WITH CT CRANK ON GAS

L.A.D.S. July 21—Bud Sampson set a NEW WORLD RECORD with an elapsed time of 9.93 ON GAS in direct drive only. Top speed is 145.16 using famous CT Crankshaft.

Stock Bodied '50 Olds Turns 109.64 MPH

Dick Merryman with his stock bodied '50 Olds and hydro, posts new "B" GAS class time of 109.64 mph with E.T. of 12.66 sec. in 1/4 mile using CT Crankshaft.

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SAN FERNANDO Results of July 14 STOCK CLASSES

Table with columns: Class, Name, Engine, Time. Lists results for various classes like A-Jerk Sayers, B-Dave Allison, etc.

GAS CLASSES STREET C/S

Table with columns: Name, Engine, Time. Lists results for George Hons, C-Valley Carb, etc.

FENDERED C/S GAS

Table with columns: Name, Engine, Time. Lists results for Velazco-Tuttle, Jampol-Pastel Auto, etc.

NON-FENDERED C/S GAS

Table with columns: Name, Engine, Time. Lists results for Jim Miles, Chryss, bln.

ROADSTER GAS

Table with columns: Name, Engine, Time. Lists results for Tom Ferris, Merc.

DRAGSTER GAS

Table with columns: Name, Engine, Time. Lists results for Milt Wright, Merc.

C/S FEND

Table with columns: Name, Engine, Time. Lists results for Bert Goldstein, Merc.

C/S NON-FEND

Table with columns: Name, Engine, Time. Lists results for John Ludwig, Merc.

CYCLES

Table with columns: Name, Engine, Time. Lists results for Tom Beatty, Must.

Table with columns: Name, Engine, Time. Lists results for Ken Sparkman, Triumph.

Table with columns: Name, Engine, Time. Lists results for Hall-Briscoe, Vinc.

Table with columns: Name, Engine, Time. Lists results for Greg Henderson, BSA.

SPORTS CARS

Table with columns: Name, Engine, Time. Lists results for George Trevett, MG.

Table with columns: Name, Engine, Time. Lists results for William Dornisch, Wayne Gardner, etc.

SAN FERNANDO

July 21—The team of Scoville and Cole drove their Chrysler-powered Gas Roadster to a new strip class record of 123.28 in 12.30 seconds. This run was also good enough to produce the day's Top Time. The Top Eliminator competition was all cycle though, as the big Tucker and Pico Harley parlayed a fast start with a slow break by the Roadster into a big trophy. The time for the run was 117.80 in 12.33 seconds. The cycle got off to a big lead and the Roadster just couldn't catch up on the top end.

In the first of two elimination runs, Scoville and Cole went off with the Soia, Weiland and Douthit flathead Dragster. The Dragster had won its class at 113.20. In a real close race Scoville and Cole cut down an early lead by the Dragster, and went on to win by one and a half car lengths at 120.16. The coupe covered the distance in 12.06 seconds.

The second race was between Scoville and Cole and the Olds Dragster of Earl Smith who turned 115.53 for his class victory. Smith came off the line first and built up an early lead, but Scoville began to cut it down on the top end, and finally caught him in the traps. Scoville won it at 117.67 in 12.10 seconds in a very close race.

In qualifying for the Top Eliminator spot the Tucker and Pico Harley turned 120.00 to win their class trophy.

Tom Jandt, current holder of the "B" Gas strip record, upped that mark to 110.49 in his Olds-powered coupe. The '32 Ford coupe was well supported by a large turnout of the "Road Kings" from Burbank. He warmed up at 109.58 and then turned 110.49 in 13.36 seconds for the new mark. The Howard cam-equipped car normally turns in the 105 bracket.

In a thrilling "Super Stock"

finish Jim Williams beat out Andrews and Evans for the trophy at 95.85. Both cars were '57 Chevrolets. Andrews and Evans was a Fuel Injected sedan, while Williams ran dual four-throats. Their first try as was a dead heat, but Williams won the second one and the class trophy.

SAN FERNANDO

Results of July 21

Table with columns: Class, Name, Engine, Time. Lists results for various classes like A-Paul Diyora, B-Richard Hubbard, etc.

GAS CLASSES

Table with columns: Name, Engine, Time. Lists results for Go-Hons, Merc; Tom Jandt, Olds; Tom Beatty, Ford; Mal Winer, Olds.

FENDERED C/S GAS

Table with columns: Name, Engine, Time. Lists results for Bill Fautieroy, Cad.

NON-FENDERED C/S GAS

Table with columns: Name, Engine, Time. Lists results for Bill Martin, Ford.

ROADSTER GAS

Table with columns: Name, Engine, Time. Lists results for Tom Ferris, Merc.

Table with columns: Name, Engine, Time. Lists results for Scoville & Cole, Chryss.

FOUR BARREL

Table with columns: Name, Engine, Time. Lists results for Kent Baber, Ford.

DRAGSTER GAS

Table with columns: Name, Engine, Time. Lists results for Jioia, Weiland, Douthit, Merc.

Table with columns: Name, Engine, Time. Lists results for Earl Smith, Olds.

C/S NON-FEND.

Table with columns: Name, Engine, Time. Lists results for Walt Williams, Olds.

CYCLES

Table with columns: Name, Engine, Time. Lists results for Bonner Bros., Triumph.

Table with columns: Name, Engine, Time. Lists results for Badza & Bonner, Triumph.

Table with columns: Name, Engine, Time. Lists results for Ken Sparkman, Triumph.

Table with columns: Name, Engine, Time. Lists results for Tucker & Pico, Harley.

SPORTS CARS

Table with columns: Name, Engine, Time. Lists results for Alfred Cadrobbi, Porsche.

Table with columns: Name, Engine, Time. Lists results for John Marguer, Corv.

Table with columns: Name, Engine, Time. Lists results for Neil Schmidt, Corv.

TOP ELIMINATOR

Table with columns: Name, Engine, Time. Lists results for Tucker & Pico, Harley.

TOP TIME

Table with columns: Name, Engine, Time. Lists results for Scoville Bros. & Cole, Chryss.

* Denotes Record.

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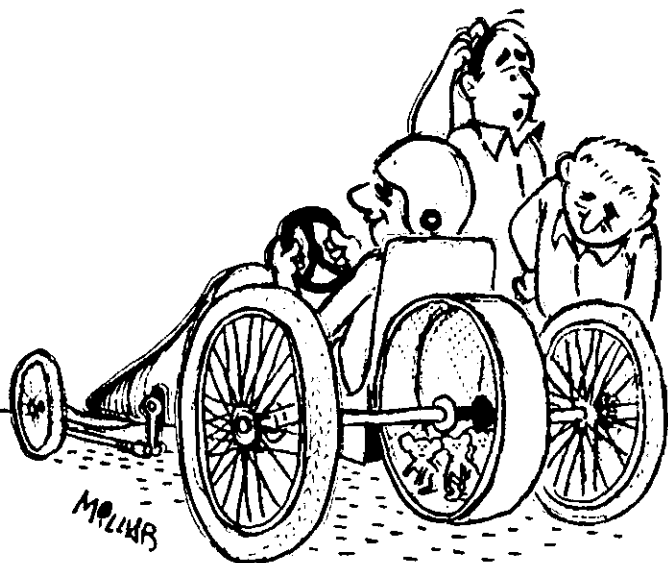
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"Surely there must be SOME class he can run in!"

PHOENIX, ARIZ.

July 7 — The "A" Modified Roadster entered by the Tucson Speed Sport Auto, and the Groves and Sandy "A" Dragster, tied for Top Time honors with identical runs of 151.00. The pair met in the Fuel Top Eliminator run to determine the day's "top dog." The Dragster got a tremendous bite coming off the line and about 80 feet out it went into a controlled slide. Driver Sandy pulled the car into line and shut it off. The Chrysler Roadster went on to win the drag and the trophy. The car is run by the team of Maynard, Greth and Fisher.

In an elimination run, the "B" Modified injected DeSoto Roadster of Weeks and Patrick went off against J. R. Bloom's Buick-powered Austin "A" Fuel sedan. Bloom led most of the way, but lost out in the lights by three feet. The roar of the big in-line Buick eight, plus the injected DeSoto, made the race the loudest of the day.

Earlier, Weeks and Patrick had won their class at 140.00, while Bloom turned 123.29 for a new "AF" class record.

The Gas Top Eliminator award went to the "Gents" Car Club with their Buick powered "B" OG" slingshot at 124.79.

The fabulous Dillon, Sampson and Mundersbach Dragster had turned a world's record-breaking 145.16 earlier in the day, but were forced out of competition with engine trouble.

Although no one should be surprised by anything you see at a drag strip a great number of people cast a questionable smile in the direction of the inspection area when George Woolever, from Marlow, Okla., rolled in with his Lincoln Continental and entered it in "C" Gas. The smile soon faded, though, when Woolever took his class at 100.00 for a new strip record. The Continental sports a neat blown Chrysler "under the bonnet."

The fourth new strip record for the day's meet was set by Don Sullivan, at the wheel of his Cadillac-powered "B" Gas Ford. Sullivan turned 96.67 for the class win and new record.

PHOENIX Results of July 7			
Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Don Blaser, Olds		89.11
B	Don Sullivan, Cad		*96.67
C	George Woolever, Chrys-bl		*100.00
D	Ewell Barnes, Chev		85.00
ALTERED COUPE/SEDAN			
A	Jim Simpson, Olds		74.62
B	Dean Hurk, Cad		105.45
STREET ROADSTERS			
A	Hensley & Boat, Cad		96.80
B	Berge Bros., Merc		91.84
OPEN GAS			
A	Dillon, Sampson, Mundersbach,		

Olds		*145.16
B—Gents Club, Buick		102.47
C—Kelland, T-Bird		83.14

FUEL CLASSES

COUPE/SEDAN

A—J. R. Bloom, Buick		*123.29
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COMP. COUPE/SEDAN

A—Pagans Club, Merc		N.T.
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MOD. ROADSTERS

A—Speed Sport Auto, Chrys		151.00
B—Weeks & Patrick, DeSoto		140.00

DRAGSTERS

A—Groves & Sandy, Chrys		151.00
-------------------------	--	--------

STOCKS

SS—Jack Schnell, Ford		92.26
A—Alex Whyte, Chev		89.00
B—Braxton Bomar, Ford		83.00
C—Jim Boyce, Chev		75.13
D—Jim Kepner, Ford		N.T.
E—Ronnie Olmstead, Olds		N.T.

SPORTS CAR

A—Marvin Ford, Corv		94.79
B—George Rice, 300 SL		93.75
M—Electron Chevrolet, Chev		N.T.

TOP ELIMINATOR

Gents Club, Buick		124.79
-------------------	--	--------

TOP TIME

Groves & Sandy, Chrys		151.00
Speed Sport, Chrys		151.00

*Denotes record.

TULSA, OKLA.

July 7—Cars came from as far away as Wichita and Kansas City, Kans., Farmington, N. M., and Independence, Mo., for the Tulsa Drag Races Inc., meet at the North Airport strip.

The visiting drivers, as well as the natives, were greeted by a stiff Oklahoma "blow" and the speeds were slowed considerably. Luther McAlister took home the Top Eliminator trophy and also turned in the best Elapsed Time of the meet, a 12.19 second run. McAlister drove his Olds-powered Roadster through the traps at a speed of 102.50 for the victory.

Gene Caves had the Top Time of the two-day meet, at 111.08 with his Chevrolet-powered Roadster. This run was also good for the "B" Roadster trophy.

TULSA Results of July 7			
Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Charlie Claiborn, Ply		95.64
B	Graden Miller, Chrys		96.46
C	Jim Earp, Chrys		92.57
D	John Brice, Olds		87.29
ALTERED COUPE/SEDAN			
C	George Prinell, Chev PU		73.40
STREET ROADSTERS			
B	David Foss, Ford		67.92
ROADSTERS			
A	Speedsters, Ford		92.02
B	Gene Caves, Chev		111.08
FUEL CLASSES			
COUPE/SEDAN			
B	Larry Caves, Chev		72.11
FOUR BARREL			
	Dave Hasty, Ford		90.00
MOD. ROADSTERS			
A	Luther McAlister, Olds		102.50

STOCKS		
SS—Jerry Ballard, '57		90.81
SSA—David Morgan,		85.22
A—Harold Blackburn, '57 Chev		87.46
AA—Aldin Dallens, '57 Pontiac		84.74
B—William Dickson, '56 Fury		80.42
BA—Bob Rowe, Chev		79.36
C—Buddy Bartholet, '55 Chev		75.12
D—Danny Harmon, Olds		76.07
E—John Jarvis, Olds		67.77
SPORTS CAR		
A—Jack Daniels, Corv		94.33
A-Mod—Jerry Bostick, Corv		100.33
B—James Miller		N.T.
B-Mod—Al Girdler		N.T.
TOP ELIMINATOR		
Luther McAlister, Olds		N.T.
TOP TIME		
Gene Caves, Chev		111.08

TULSA, OKLA.

July 11 — Luther McAlister picked up his second straight Top Eliminator trophy as he edged out Ernie Grimm's "Peevy-house Special." McAlister's "B" Modified Roadster turned a Top Time of 109.89 on his trophy winning run.

Earlier in the day, Grimm's Corvette had set a new "A" Modified Sports mark of 104.01.

A recent strip decision to run the "slush boxes" and the "sticks" separately has resulted in a large increase of stocker contestants. The classes will be split in Super Stock, "A," "B," and "C" Stock.

The two Top Eliminator cars were the only class winning machines at the meet to break the century mark.

Jim Payne of Springfield, Mo., was the day's Bike Top Eliminator. Payne turned 88.49 on his Harley.

TULSA Results of July 14			
Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
B	John Wilson, Ford		78.87
C	Don East, Olds		94.93
D	John W. Brice, Olds		85.38
STREET ROADSTERS			
B	C. W. Cargill, Ford		68.38
OPEN GAS			
B	Jimmy George, Olds		70.41
MOD. ROADSTERS			
B	Luther McAlister, Olds		109.89
STOCKS			
SS	Jim Phillips, '57 Chev		93.07

SSA—Eugene Rubenstein, '57 DeSoto		79.36
A—Tim Smith, '57 Pont		89.37
AA—Bill Edmiston, '57 Olds		88.49
B—Jack A. Barnes, '57 Chev		88.06
BA—Don Oliver, '57 Chev		85.63
C—Wayne Tackett, '55 Chev		76.66
CA—Jerry Singleton, '55 Olds		80.35
D—Chuck Harney, '53 Chrys		73.28
E—John Jarvis, '51 Olds		71.82

SPORTS CARS		
A—J. E. Daniels, Corv		99.55
A-Mod—Ernest W. Grimm, Jr. Corv		104.04
B—David James,		72.58

CYCLES		
A-Sst—Vernon Nichols		N.T.
Fuel—Ralph Kelsey, Harley		N.T.
BMW—Charles E. King		N.T.

TOP ELIMINATOR		
Luther McAlister, Olds		109.89
TOP TIME		
Luther McAlister, Olds		109.89

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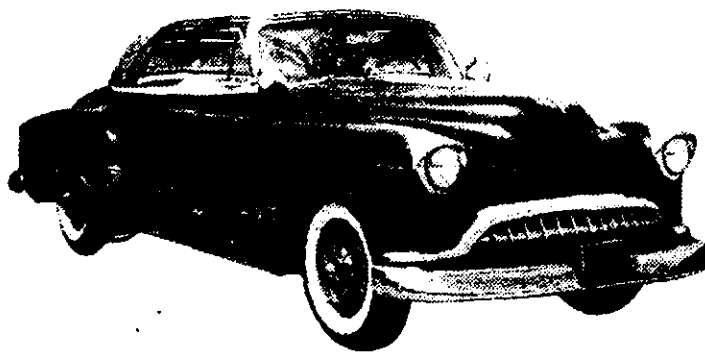
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HALF MOON BAY
Results of July 14

Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Bert Botta, Olds		94.83
B	Catania Tabucchi, Chrys		102.62
C	Carl Griffith, Chev		96.05
D	Bob Gilmore, Chev		93.94
ALTERED COUPE/SEDAN			
B	Ernie Marines, Chrys		107.01
C	Bettencourt, Ford		85.79
STREET ROADSTERS			
B	Bill Brasher, Olds		92.78
C	Richard Hartsock, Chev		78.87
ROADSTERS			
A	Charles Ward, Olds		96.25
B	Jim Ralston, Chev		103.44
OPEN GAS			
A	Martin, Marines, LeBlanc, Chrysler		131.77
FUEL CLASSES			
COUPE/SEDAN			
C	James Monroe, Merc		89.37
COMP. COUPE/SEDAN			
A	Gino Brignardello, Merc		104.40
B	Dave Perry, Buick		97.71
FOUR BARREL			
	Edwin Wood, Ford-Mod. A		N.T.
DRAGSTERS			
A	Al Silva, Chrys		136.15
STOCKS			
A	Ronnie Clark, Chev		87.97
B	Dick Pascual, Chev		88.23
C	John Soteriou, Chev		N.T.
D	Ronald Castro, Olds		81.69
E	Tom Revoglio, Olds		83.41
AX	Sandy Warren, Chev		84.90
CX	Cornelius Oosterbaan, Dodge		85.22
SS	George Rossetti, Chev		97.50
PU	Buss Hopkins, Ford		84.66
SPORTS CAR			
A	Charles Howard, Osca		85.22
B	Walter Collins, VW-Bl.		77.92
D	McFadden & Lauritzen, Corv		94.43
E	Tom Trefether, Corv-Bl.		104.77
CYCLES			
Gas			
A	Bob Jordan, Triumph		93.66
B	Anthony Pullin, Norton		87.20
C	Jerald Young, Triumph		108.95
D	Russell Kirkby, Harley		120.00
Fuel			
A	Frank Allen, Harley		69.01
B	Art LaCost, Triumph		118.89
TOP ELIMINATOR			
	Jay Cheatham, Cad		126.93
TOP TIME			
	Jay Cheatham, Cad		149.00

NEW BRAUNSFELS, TEXAS
Results of July 21

Class	Name	Engine	Time
GAS CLASSES			
COUPE/SEDAN			
A	Skip Schoeler, Olds		92.27
B	Howard Varnom, Olds		92.21
C	Johnny Leibham, Chev		97.04
D	Terry Koch, Chev		86.62
ALTERED COUPE/SEDAN			
A	Steve Tunnell, Chev		82.19
B	Fenn Warwick, Chev		109.09
C	Lambert Root, Chev		107.01
STREET ROADSTERS			
A	Danny Foy, Ford		84.58
ROADSTERS			
A	Curtis Franke, Chev		101.91
B	Buck & Bohls, A Roadster		107.52
OPEN GAS			
A	Tommy Sibson, Chrys		93.65
B	Frank Box, Merc		89.90
FUEL CLASSES			
COUPE/SEDAN			
A	Benny Cass, Merc		108.96
B	Doyle Satterwhite, Merc		79.57
COMP. COUPE/SEDAN			
A	Cotton & Rubel, Merc		107.37
B	Glenn Ferguson, Olds		69.12
FOUR BARREL			
	James Sandshch, A 4-Bar		77.78
HOT ROADSTERS			
A	Schrank Bros., Merc		107.29
STOCKS			
SS	David Elkins, '57 Chev		91.64
A	Ralph Shields, '57 Chev		86.45
B	Jimmy Biehl, '57 Chev		81.62
C	Elgin Schulz, '55 Chev		83.02
D	Barney Begley, '53 Olds		73.00
E	John Phillips, '50 Olds		68.13
SPORTS CAR			
A	Bobby Harper, Corv		97.05
B	Richard Ahr, Corv		87.54
C	Dick Thomas, Corv		85.09
D	T. H. Donoghue, Porsche		65.92
TOP ELIMINATOR			
	Cotton & Rubel, Merc		112.06
TOP TIME			
	Cotton & Rubel, Merc		112.06

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