

Calvin Rice Hits 161.29 to Open Riverside One-Half Mile Strip



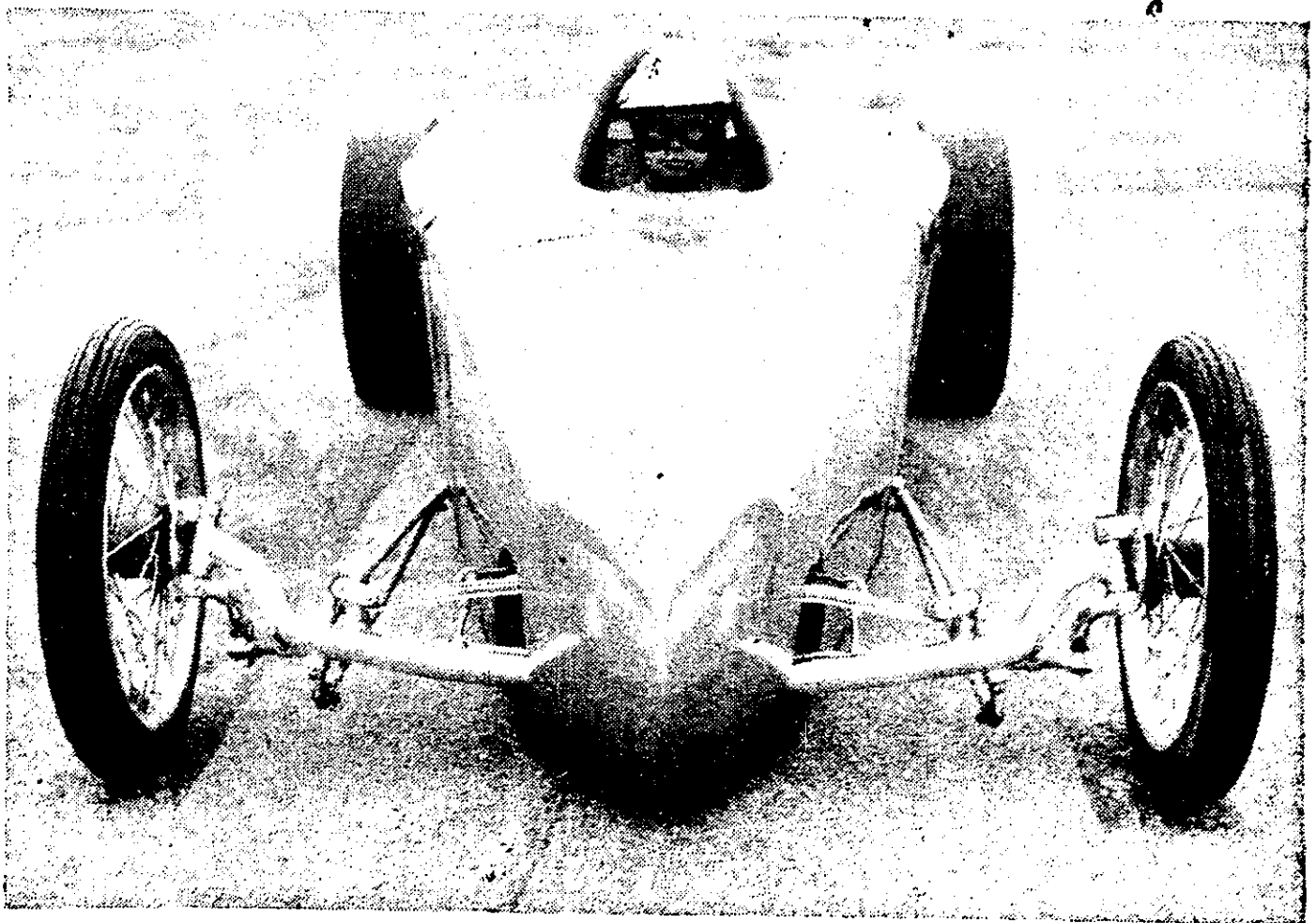
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VOLUME THREE—No. 13

October 19, 1957

Price 20c



World's fastest Roadster, the 160 mph Tucson Speed Sport Special, owned by Maynard, Greth & Fisher, blasted its way to 148.76 Top Time in California Central Coast Championship at Santa Maria. Howard & Weiland equipped 354 C. I. Chrysler uses direct-drive only for 1500 pound vehicle weight. Lyle Fisher is shown at wheel.

—Staff Photo by Don Nickles

Dillon & Mudersbach hit 142.18 for Drag Sweepstakes Top Time

Oct. 5-6 — Fast cars, fine driving and furious action key-noted the Lions Associated vs. San Gabriel Sweepstakes as contestants were quick to catch the new competitive spirit. Not only were individual class honors at stake, but overall honors for each strip as well.

The presence of the 4½ foot trophy as the prize for a double Top Eliminator win put particular pressure on Dragsters and other hot cars, and sitting squarely in the middle of the hopefuls was a 461 C.I. Olds powered direct-drive Dragster entered by Joe Dillon and Lefty Mudersbach from Phoenix, Arizona.

Sharing equal billing with the Dillon and Mudersbach entry was the Cyr & Hopper Chrysler powered Dragster, which was out to try for its 5th straight Top Eliminator win. Other strong threats were seen in Jack Chrisman's Chrysler Dragster, the Santa Fe & Cannon Blown T-Bird Dragster, Gene's Brake Shop 4:71 GMC blown flathead Merc Dragster, and the Waterworth & Miller "A" Competition Coupe. The latter was equipped with the biggest engine of the entire meet as no less than 468 cubic inches of Chrysler, plus a 6:71 GMC blower made up the power package!

The first part of the meet was night action under the lights at L.A.D.S. Sunday, contestants moved to the San Gabriel strip for the finale and most of them went on to take their second trophy in as many days.

Typical of this was the Moute & Morris blown Cad equipped "A" Gas '32 Ford with two wins and a top speed of 106. Eddie Thompson headed "B" Gas both days while setting the fastest division time of 106.27.

Ken Ellis withstood a challenge from D & J Auto at LADS to win at 112.50 and also won at San Gabriel. The Drifters Club took "B" Altered at LADS with a mark of 115.23, but at San Gabriel it was Lee's Auto at 112.50.

Gus Barks & John Sauer divided the loot in "C" Altered as Barks won first at 93.45 and Sauer followed the next day at 105.15. Clyde Yandell had double wins in "A" Street Roadster, topping bids from Jim Cassidy and Pancho Gonzales. Yandell's winning speed was 115.82.

"A" Roadster drew some real bombs as Jerry Norek, Leland Kolb, Durfee Auto and Gary Cagle fought it out. Cagle emerged the winner Saturday at 120.64, and Norek reigned Sunday with a time 119.84.

In "A" Comp C/S it was Fred Waterworth at LADS as he hit 131.95 before blowing the front casing of his 6:71 GMC blower.

Class races for the Dragsters saw Santa Fe & Cannon claim two victories in "A." Dillon & Mudersbach copped "B" at

LADS in the time of 142.18, but Cyr & Hopper ruled the roost at San Gabriel Sunday with a mark of 135.54. "C" Dragster both days went to Rollema & Scherer.

Like the individual class races, the selection of Top Eliminator came in two parts with the possibility of one car taking both, and therefore Top Eliminator of meet title and the 4½ foot trophy.

The opening round at LADS brought up the Reinhart Bros. to face Art Chrisman at the wheel of Jack Chrisman's Chrysler Dragster. Art was out first, and held to win in 10.53 seconds reaching a speed of 136.15. Just under his best of 136.36 in 10.27 which was second fastest qualifying time behind Lefty Mudersbach's 142.18.

Next came Lonnie Butts with Fred Waterworth setting alongside. It took two starts to get the race under way, but it ended for Waterworth within a few feet when the front section of his 6:71 blower disintegrated. Butts went on to win at 124.00 in 11.74.

In the pits, driver John Bradley and the crew of the Gene's Brake Shop entry had rushed though repairs to the transmission and now came forward to face Lefty Mudersbach. Bradley made a desperate attempt to stay with the Phoenix, Arizona speedster, but to no avail as he lost to a blazing 10.05 E.T. and 135.54 speed.

The next round, although not the final race, was probably the feature race of the night as it matched Ted Cyr against Mudersbach. Cyr's almost legendary domination of Top Eliminator at LADS in the past several weeks was to face its severest test, and nobody knew this better than Cyr. Both cars use direct drive and both came off the line beautifully. Mudersbach edged into a slight lead and at the finish had widened the gap to two lengths. He covered the

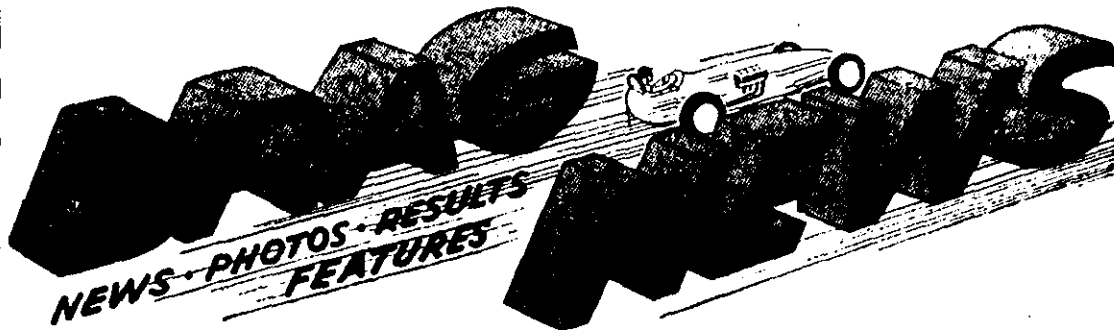
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Records Fall in Central Coast Championship

Oct. 5-6 — Eleven strip records, including the strip's Top Time mark, fell by the wayside, as some of the top cars on the west coast converged on the Santa Maria Drag Strip for a two-day Central Coast Championship.

When the smoke of battle died down the "Lords" of Tucson, Ariz., had the Top Time of the meet at 148.76. The \$100 U.S. Savings Bond for Top Eliminator was divided three ways when very high winds brought the meet to an early close. Sharing in the Eliminator 'pie' were the "Bean Bandits" of San Diego, "Jazzie" Jim Nelson of Los Angeles and the "Lords."

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LADS Celebrates Second Anniversary Nov. 10

A gigantic one day Second Anniversary meet will take place November 10th on the famed Lions Associated Drag Strip, 223rd & Alameda, Los Angeles.

Extra special trophy awards will be presented to all classes of competition, and to the winner of the races for Top Eliminator will go the largest trophy ever presented in the west. This will be a 6½ foot beauty that will occupy a position of honor in someone's home for years to come. It will also bring memories of a hard fought win to the driver who takes it away.

Among the many top flight quarter-milers that will be gunning for the Top Eliminator award are Art & Jack Chrisman, Ted Cyr & Bill Hopper, Santa Fe & Cannon, Joe Dillon & Lefty Mudersbach and the Tapia Bros.

Competition in all classes from Stock to Dragster is expected to be the greatest ever as in addition to the trophy a full case of Valvoline oil will be given to each winner.

Full electronic operation is one of the many features of the strip. Both start and finish are controlled and judged electronically. Elapsed and trap time timing slips are given on all runs.

Pits will open at 8:30 Sunday, November 10, and will close at 1 p.m. In the event of rain, action will be postponed until the next Sunday, November 17th.

Phoenix to Host Big Arizona Championship

Each year one of the greatest racing programs in the west takes place about 20 miles west of Phoenix, Arizona, when the Southwest Timing Association presents the annual Arizona State Championship Drags.

Dates of November 2 and 3 have been set for the 1957 event with the top prizes offered in all categories.

Top Fuel and Top Gas Eliminator each receive a \$100 Saving Bond. \$25 Bonds will be presented for fastest fuel roadster, gas roadster, fuel coupe or sedan, and gas coupe or sedan.

Beautiful trophies and many merchandise awards will go to all class winners.

Race schedule calls for vehicle inspections and time trials all day Saturday, November 2, resuming Sunday morning and continuing until approximately noon.

The Perryville Strip, which is noted for its near unlimited stopping room and tremendous width, is located six miles west of the Goodyear plant and City of Goodyear, between U. S. Highway 60-70-89 to the North, and U.S. 80 on the South.

As in the past, cars from California, Nevada, Utah, and New Mexico will be on hand, and this year several entries from Texas are expected. Out of state contestants planning to attend are invited to write: J. R. Bloom, 3715 No. 20th St. Phoenix, Arizona, in order that they may receive advance publicity in the local papers.

Super Speeds Hail Half-Mile Opener

By DAN ROULSTON

A completely new phase of drag racing opened for Southern California drivers October 5-6 when half-mile drags were initiated at the beautiful Riverside International Motor Raceway. A perfect race course and drag strip greeted contestants when they arrived at the newly constructed plant. The drag strip is located on a 1.1 mile straightway with the staging area located on a banked turn coming into the stretch. Several hundred asphalt pits were awaiting for the contestants.

Under the supervision of Bud Coons of the National Hot Rod Association the strip features dual lane timing clocks by Chrondek, with electronic finishes. The crowd control at the newest addition to the nation's growing list of supervised, controlled drag strips is perfect. Spectators can line both sides of the raceway and in the majority of the places are on hills several feet above the action.

Rain Postpones Santa Ana Meet To Oct. 27

Rain, which blanketed the Southern California area among other places October 13th, and was caused by "Sputnik" according to a completely unreliable source, forced postponement of the D.R.I. sponsored Gas Invitational Championship at Santa Ana until October 27.

On that date, twenty-seven championship trophies will be presented to individual class winners.

Members of Drag Racers, Inc. will be racing in all classes, but the entire meet is open to one and all.

Among those who braved the downpour on the original date of October 13th were Hustings & Adams, the Tucson Speed Sport Roadster, Martin & Nelson, Gene's Brake Shop, Bader & Ferreria, Ike Iacono, Hess & Winslow, Borsch & Harrell and Gene Adams.

The strip is located at the Orange County Airport, Santa Ana, Calif. Pit gates open at 9 a.m., eliminations begin at 1:30 p.m.

The first cars came to the line completely unschooled in the proper method for covering the extended distance. Everything was identical to quarter-mile drags, except for the additional 1320 feet.

The drivers and crews quickly adjusted to the new distance, however, and the long, tedious task of finding the right racing combination of tires, gears and plugs began.

By nightfall, much had been learned. There was plenty more to be discovered and corrected, though. One of the first things the drivers learned was that you didn't 'stand on it' coming off the line. At the present time it appears that the direct drive school of thought will have to revert to gear changing once again.

Stockers

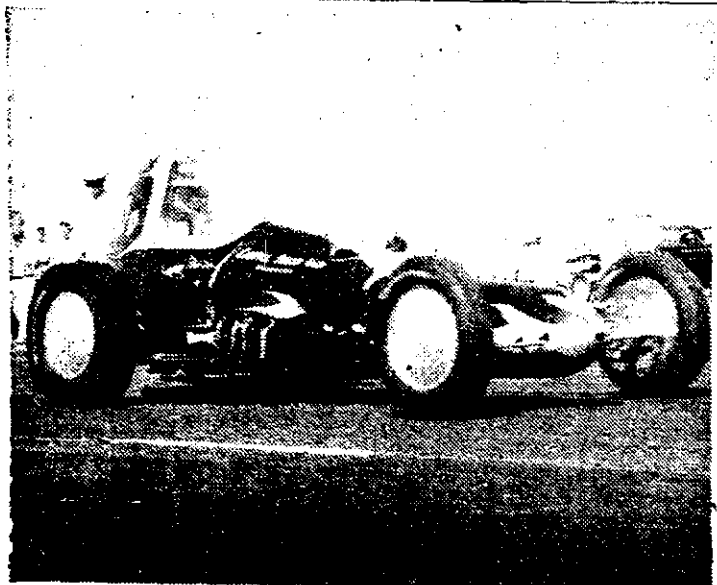
The stockers weren't confronted with too many problems, though, since they aren't allowed to make any gear or tire changes. For the most part they progressed just about on the anticipated level. The Elapsed Times for stock cars generally ran about 10 seconds above the quarter-mile average. Their speeds also increased proportionately, with the average increase between 15 and 20 miles per hour.

Although a strong side wind proved to be a big enough problem to suspend double elimination runs between competition cars, most of the 'hot ones' began to find the range in the afternoon as the meet drew to a close.

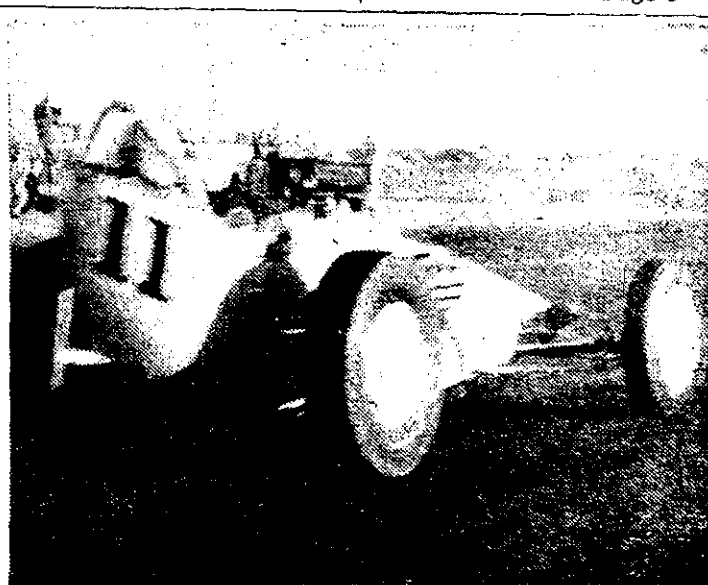
The Top Time recorded on the ultra-smooth strip was 161.29 miles per hour in 16.88 seconds by Calvin Rice in the Rice, Hartel and Dodd Chrysler powered Dragster. Rice's Elapsed Time was also tops for the meet.

Rice withdrew from competition before the completion of the day's activities, however, and the Top Eliminator award went to the Hustings and Adams Dragster, also running a Chrysler engine. Driver Reese Adams turned 151.51 in 17.55 seconds. The only other Dragster on hand for the meet, the

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Always beautiful, always fast, the Cortopassi Bros & Doug Butler "Glass Slipper," running out of Capitol Speed Shop, Sacramento, nailed tight the Top Time Spot at Kingdon, Oct. 6. Potent Chev. V-8 engine pulled the screamer through at 146.32.



Not even the super-fast DRAG NEWS camera could stop the Nesbitt's Special during this blazing run at Famosa Oct. 6. Harman & Collins equipped 392 C. I. Chrysler kept driver Maurice Richer plastered against seat back on Top Time of meet run of 159.01.

DRAG NEWS

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Published Every Other Week

5449 Atlantic Avenue

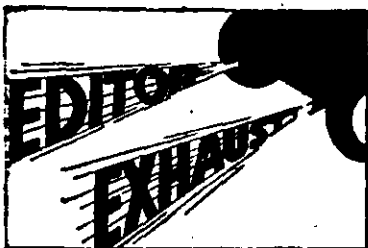
Long Beach 5, Calif.

Phone 6Arfield 3-2696

Subscription Rate \$4.00 Per Year

Single Copy 20c

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In reply to a question posed by Dan Roulston of DRAG NEWS during the time trials at a recent national drag championship, a writer for one of England's better known auto publications stated that if and when the American quarter-mile experts have an opportunity to try for international standing kilometer marks, the question would not be "could they be broken," but instead, "by how much would they be broken."

Such an opportunity was missed due to bad weather in 1955 when several drivers were ready to try for the class "B" (303-488 C. I.) mark of 19.08 E.T., 117.03 mph avg., and the class "C" (183-302 C.I.) mark of 21.20 E.T., 105.05 mph avg. Both of these records were set in October of 1937 by Bernd Rosemeyer on the German Auto Bahn in a Porsche designed Auto Union car.

Speculation among drag racers prior to the thwarted 1955 attempt ran high. Today, two years later, speculation still runs high, and the recent opening of a one-half mile strip in Southern California has heaped more wood on the fire. Official opening day action, while predominately that of a familiarization nature, saw a 16.88 E.T. posted for the 2640 foot distance which is just 640.8 feet short of a kilometer.

Projection of the 1/2 mile E.T. puts the kilometer record within grasp — if, a course of suitable width, condition and stopping room were available.

A great fuss was raised about the acceleration of the Auto Union car citing its ability to overtake a speeding car within a short distance after being passed while at a dead stop with engine running.

If, Emery Cook, for example, could duplicate his present 8.89 fuel E.T. record beginning the instant a car passed him at, and held a speed of 100 mph, Cook would catch and pass before it could travel 1/4 of a mile!

Someday it is hoped the F.I.A. will recognize a quarter-mile as an official straightaway clocking distance. Maybe one way to bring this about would be

Pit Views

by Dan Roulston

Drag racing got a new supporter recently in the person of Frank X. Alten. Mr. Alten is a veteran sports car and dirt track radio announcer. At the present time he has a daily hour radio program over Station KBLA called "Motor Classics." On this show he covers all phases of automobile racing, with on-the-spot coverage and informative interviews and discussions.

At the opening of drag race operations at the beautiful Riverside International Raceway, Mr. Alten dropped out to see what this drag racing kick was all about. One tour around the pit area and five minutes witnessing the races sold him completely on drag racing.

One of Mr. Alten's pet projects at the present time is selling the sports car crowd on the hot rodders' standby, the dependable roll bar. A lot of the 'hero' drivers in sports car racing, both professional and amateur, frown upon roll bars for various reasons ranging from ruining the looks of the car to a bold attitude of not being afraid of their cars. These are mighty hollow arguments when you go skidding on your head in a low slung, fiber bodied bomb.

In drag racers Mr. Alten found hundreds of supporters of his program and he was quick to take advantage of their enthusiasm. He dedicated one whole hour of his weekly show to the half-mile drags at Riverside and promised continued coverage of all drag strips on future shows.

Last Sunday a tremendous field of competition cars was on hand at Santa Ana for the Drag Racers, Inc., meet. A steady drizzle and then a full scale rain storm kept the action to a standstill, but before the meet was finally rained completely out I saw a fabulous car make a truly amazing run.

Back at Cordova, Ill., at the A.T.A.A. "World Series" a little Modified Roadster, driven by 'Red' Greth, electrified the huge crowd as it fought the potent Cook and Bedwell Dragster to a draw in a day long battle for top speed honors. Powered by a 'mild' Chrysler the rear-engine car hit a top speed of 160.714. No one in the pits, or the stands, will ever forget the top end "whine" developed by the roadster as it really began to turn on.

The Speed Sport Special came to Colton last Sunday for a fuel meet, which was rained out. After the long haul from Tucson, Ariz., the crew wanted to run, so they towed on over to the D.R.I. Gas Meet at Santa Ana.

They were completely unprepared to run gas. The engine had never been fired on gasoline. After a desperate search through the pit area ONE set of long-reach plugs were found for the car. One of the "Lords" club cars 'donated' six carbs set up for gas.

Without knowing where they stood on jets or plugs, the crew pushed the car to the starting line. The 'fuel' gears still rested in the rear-end. Big eight-inch Bruce slicks were on the wheels. The strip was soggy wet.

After a short shove the roadster fired, and idled like a stocker. They lined it up for the start and waited expectantly.

The car started off fair, loaded up, coughed, lugged down for an American hot rodder to take the standing kilometer records which have been gathering Paris dust for 20 years.

The Editor

and finally cleaned out about three hundred feet from the clocks. The Chrysler took hold at that point and everyone stood up. There was that famous top end "whine," for just a second, but it was there. That meant that with the proper tires, gears, jets and plugs the little car would go.

Announcer Don Tuttle gave their time, after the jerking, jumping start. It was a very healthy 129.85. Rain prevented any further runs, but the boys had their taste of gas competition.

Granted, there is a long way to go before they hit the right combination, but I for one would sure like to see that little red bomb have another bloody go at gasoline. I believe that with a day of good weather and operating clocks the "Lords" of Tucson could make everyone forget all about old "Sputnik." After all, he's got a 96 minute E.T.

Mid-West Outlook

By Don Elliott

Things have been happening fast in the Kansas City area. First, the Kansas City Timing Association voted to run American Hot Rod sanction for their Regional Championship on October 12 and 13.

Unfortunately it was raining heavily in Kansas City on the first day of the scheduled meet and it was regrettably decided to cancel. We have a saying in Missouri that if you don't like the weather just wait a minute. Sure enough the weather cleared Saturday night. Since a large portion of out-of-state rodders had stayed in town overnight, KCTA officers held a quick conference and announced that a Missouri Championship would be held.

The large trophies intended for the Regional were offered although merchandise prizes were withheld in hopes that a true Regional meet might be scheduled later in the month. A full report on the Missouri Championship will appear in the next issue of DRAG NEWS, but I can tell you that Bob Sullivan repeated his Salina, Kansas performance of the previous month by scooping Dragster Class, Top Time, Top E.T. and Top Eliminator with his Chrysler powered Dragster "Pandemonium."

Several appointments in the field of hot rodding have recently been announced here in the Midwest. Your scribe has been named Kansas City area Second Vice President of the American Hot Rod Association for the coming year.

Larry Bouldin, whose work will shortly be appearing in DRAG NEWS, was chosen official A.H.R.A. photographer. Also, National Hot Rod Association recently appointed Rick Murphy as their Regional Advisor for the State of Missouri. Rick is technical committee chief at the Kansas City Drag Strip and succeeds Bob Taylor in his capacity as Regional Advisor.

The next big meet in the Midwest will be a Regional Championship at Des Moines, Iowa, on October 19 and 20. The Des Moines strip opened just this year under N.H.R.A. sanction, but has been the scene of a lot of drag racing this last season. Races are held every other week-end. Watch DRAG NEWS for a complete report on this meet.

S.C.T.A. Opens Pomona Invitational November 3

With an alcohol or gas only meet, the renowned Southern California Timing Association will open the new winter season at Pomona November 3, 1957. Over 20 classes for all types of competition cars from sleek dragsters to hot roadsters promises to spark the Pomona drags to a real hot send off for the new season.

With gas classes and alcohol only, no additives, this meet will put the members and guests of the Southern California Timing Association back on the asphalt of the quarter-mile after setting 12 new records at Bonneville this last August. The meet will be run using the S.C.T.A. Lakes classes and technical rules and regulations to uphold the high safety standards that prevail at the Pomona Drag Strip.

Any owner or driver desiring to run with the S.C.T.A. may receive an invitation entry by phoning the numbers listed below. No entries will be accepted at the pit gate. For your invitation entry call LUDLOW 5-7394 or DAVENPORT 6-2821 or in the Pomona area, LYCOMING 2-1241 Ext. 25.

The pit gates will open at 7:00 a.m. and qualifying runs to start at 8:00 a.m. Eliminations slated to begin at 1:00 p.m. so as to be all through well before darkness.

'57 Nev. Championship At Las Vegas October 27

Championship honors in 28 classes will go on the block October 27th, when the Las Vegas Drag Racing Association presents the 1957 Nevada Championship.

A \$100 Savings Bond tops the list of awards and will go to Top Eliminator of the meet. Special trophies will be given to the drivers posting Top Gas and Top Fuel Time. Championship trophies will be awarded to the individual class winners.

A system of engine size and body style is used in classifying the competition cars while the 1957 N.H.R.A. method will be used for stocks. There will also be classes for motorcycles and sports cars.

The strip is located 1/2 mile west of the El Rancho Vegas Hotel. Trap time only will be available. Pit gates open at 8:30 a.m., eliminations begin at 1:00 p.m.

For further information, contact: Las Vegas Drag Racing Association, 1342 Douglas Drive, Las Vegas, Nevada.

Madera Hosts Two Way Record Runs Nov. 10-11

Two day, two way drag racing is coming up at Madera, Calif. on November 10 and 11 under the sponsorship of the Madera Clutchers.

Regular time trials and elimination action in gas and fuel classes will be one part of the program. Two way runs for the record comprise the second part, and will be open to the three fastest qualifiers in each class.

There will be \$1300 worth of trophies distributed to class elimination winners, and also to the drivers establishing the fastest two way speed for each class.

Extra large trophies will be presented for both Top Eliminator Fuel and Top Eliminator Gas. Also, Top Time trophies go for gas and fuel.

The strip is located at the Madera Airport north of Madera on Highway 99.

Gates will open Sunday and Monday at 7 a.m. Inspections and classifications will take place all day Sunday, and from 7 to 9 a.m. Monday.

Autumn Championship To Go At Colton Oct. 20

With the Nesbitt's Special, Emery Cook, San Diego Bean Bandits, Tucson Speed Sport, and many other equally torrid drag machines expected to be on hand, the Autumn Championship at Colton October 20, should prove one of the hottest programs in a long while. Should rain cool things, however, the following Sunday October 27th will become the meet date.

A \$100 Savings Bond is the Top Eliminator prize for fuel burning cars. A \$50 Bond goes to Top Gas Eliminator and a \$50 Bond for Top Time of meet. Special trophies await all class winners.

Pits open at 9 a.m.; eliminations begin at 1:30 p.m.

The strip is located at Morrow Air Field, 1 mile west of the City of Colton on the old highway 99. The San Bernardino Freeway is located just to the south of the strip.

Jackets Instead of Trophies At Bakersfield

You can't wear a trophy so directors of the Bakersfield Smokers club have decided to award red and white satin "trophy" jackets for the meet on November 3. Rain date is November 10.

The beautiful jackets will be given to all class elimination winners.

A \$50 Savings Bond is the Top Eliminator prize. A trophy will accompany the bond for Top Fuel eliminator, while a trophy only goes for Top Gas eliminator.

Other special awards include a Best Appearing car trophy, and the still standing offer of \$100 Savings Bond to the driver of the first vehicle reaching 170 mph.

All fuel cars towing 120 miles or more to Bakersfield receive \$5.00 tow money.

Racing at the Famosa strip will continue throughout the winter with a program date of the first Sunday of each month. Second Sunday in case of rain.

Michigan Dragway Opens

The new 4000 foot Central Michigan Dragway opened for weekly runs recently. This new strip is located at the site of an old airport, 45 miles west of Saginaw, between Stanton and Edmore, Michigan.

The overall strip which was built by the A. L. Dyer Construction Company of McBride, measures 4,011 feet. At the present time close to 3,800 feet of the strip is paved with a fast rubberized asphalt surface. Spokesman for the Dyer firm, a veteran road building organization, believe that this new surface is definitely the answer to creating speeds in excess of 170 mph.

The strip is laid out in such a way that with the addition of a gradual bank at the present end of the course, an extra 3,000 feet can be obtained when needed.

If support of the weekly drags warrant, the Dyer firm will install a brilliant lighting system next spring along with a 5,200 seat grandstand. The course is presently operated by the Michigan Auto Club.

The strip is insured exclusively by National Racing Affiliates, Inc. of Chicago. N. Perry Luster, N.R.A. director has been retained as honorary safety advisor. The experience offered by the Luster organization is considered to be paramount in the proper operation of the strip.

On Sunday, November 3, the Michigan State Championship drag races will be run on this new strip. Competition is open to the world, providing of course that the cars comply with the rulings set fourth by the MAC safety committee.

TEXAS TIMES

By Chuck Oliver

Down San Antonio way there is a new racing team forming. It will be known as the "Revernoors." At present there are 14 active members, and the By-Laws call for a closed membership when it reaches 25. Some of the requirements for admission into the team are: you must be 21 years old, have or be building a Competition car and have a valid driver's license. As this team will be open to owners of competition cars only, it should really build up drag racing in the San Antonio area. The team also voted to join the American Hot Rod Association as a group and become another of the many clubs and associations affiliated with A.H.R.A.

After an absence of over a year, the Alamo Timing Association of San Antonio will again present drags. Last year the A.T.A. had to suspend racing activities on their strip at Martindale Field due to growing unsafe conditions.

Several weeks ago a contract was signed with the City of Castroville for use of their 150' by 5280' runway at the Castroville Airport. The first drag is scheduled for October 27th, with registration 7:30 a.m. to 11:30 a.m., time trials from 8 a.m. to 12 noon, and eliminations starting at 1 p.m. A new type of trophy which has never been seen at any other strip, will be awarded to class winners at this drag. The metal will be in "Coppertone" finish with black or gray wood. They are really beautiful. The civic groups of Castroville will serve a real old-time barbecue sausage dinner so leave your lunch boxes at home and eat at the strip. Mr. Harold Lozano, President of the A.T.A., said the A.T.A. will hold drags the fourth Sunday of each month from now on.

Roland Rodriguez and Johnny Wilson brought their new Merc flathead powered slingshot out for the first time at the Border Championship Drags last weekend. The car's Top Time was not too good, but they had a fine E.T. A broken axle put them out of the Top Eliminator runoff. This should really be a hot one after the bugs are all worked out. Roland and Johnny are both members of the "Poor Boys" club of San Antonio.

Don't forget, readers, send in your news to Chuck Oliver, 110 Hartford Ave., San Antonio 10, Texas.

Vincent Hits 140 in Kingdon Eliminator Race

Oct. 6 — Hank Vincent at the wheel of the City Garage Special, and with the engine of George Santos performing perfectly after being tuned by the "Old Master" Hillary Govia, emerged as Top Eliminator with his Chevrolet powered Dragster, which is aptly named the "Top Banana." Vincent made 10 runs during the day at a constant 139.58 to 141.43 with ET's all in the 10 second bracket.

Chevrolet-powered machines dominated the competition field as the Cortopassi Brothers and Doug Butler "Glass Slipper" Chevrolet - powered Dragster turned in the Top Time of the meet at 146.32.

The strip's new system of running the eight fastest cars of the day in elimination run-offs paid off very well as all the drags were extremely close. The first round paired off the Glass Slipper and Vincent. They came off the line even and stayed close until the shift to high. At that point Vincent

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Rains Hits Northern Calif. Championship

Sept. 28-29 A speed of 128.57 by the Puccinelli Bros. fuel Roadster represented the Top Time in the Northern California Championship held Sept. 28-29 at Redding.

The two day program was continually interrupted by down-pour of rain. No names were reported in the individual classes.

Noel Black posted the best gas time of 112.62.

Best attendance club trophies went to the Swiftons of Medford, Oregon, and the Strollers from Chico, California.

Next meet at Redding will take place on October 20th.

EASTERN TOPICS

by Bud Groner

As the area covered by Bud Groner in EASTERN TOPICS will soon be covered by snow, his column has been suspended for the winter. The Editor

Riverside

(Continued from Page 1) beautiful 'Masters Dragliner' from Oceanside, Calif., and entered by Martin, Nelson and Ofut, turned 140.18 in 20.39 seconds for a "C" Dragster class win.

The car, powered by a Chevrolet Corvette engine, was forced to cancel any additional speed attempts because of necessary steering and handling modifications. The car, possibly a new trend, is radically streamlined, with the driver completely enclosed.

Roadsters

The always popular roadsters proved their abilities at the longer distance right down through the classes. Ray Torres had the top roadster time of the meet at 139.10 in 19.63 seconds. Running in "A" modified Roadster class, Torres runs a blown Chrysler engine in his 'slingshot' roadster.

Willie Borsch drove the Harrell and Borsch "A" Roadster to a tremendous class win at 136.36 in 19.89 seconds. The car, a consistent winner on the quarter-mile distance, lived up to all expectations and handled without error.

In the "B" Roadster competition, Chester Osgood came out on top of the heap with his 'overhead-flathead' Ardun. Developing a tremendous roar the little roadster turned 124.65 in 21.89 seconds.

Sports Cars

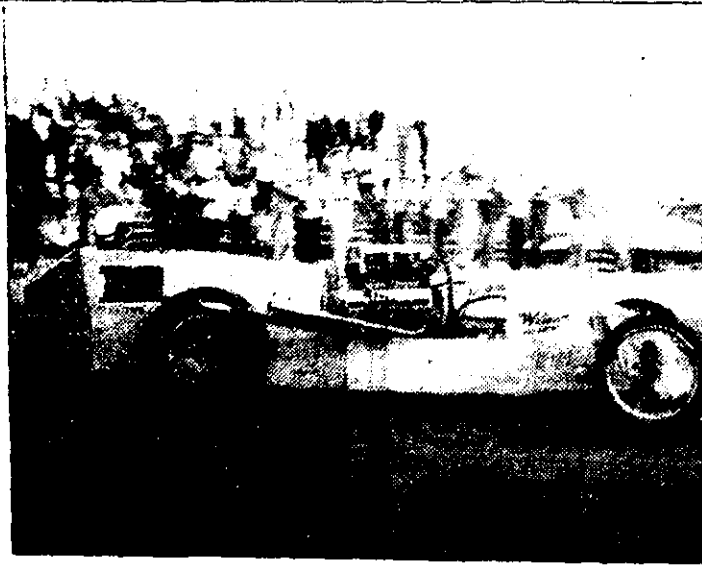
One of the most promising cars at the meet was a tremendous Chrysler-powered Modified Sports Car entered by Larson and Bauphin. Driver Denny Larson drove the wicked looking machine to a top speed of 145.39 in 18.60 seconds, and with some very obviously required changes the car should easily top this speed.

The mighty Chevrolet Corvettes showed the rest of the production sports car clan that they are the ones to beat as Hayden Proffitt cranked off a top run of 121.36. In the eliminations, though, H. R. Joseph came through with the big win and took home the "C" Sports trophy. Joseph turned 117.95 in 22.39 seconds. Even at these speeds the Corvette drivers report the speedsters handled without a flaw.

The Chevrolets easily established themselves as 'Kings of the half-mile' as Joe Frietas drove his '57 "Super Stock" to a class winning time of 113.20 in 23.51 seconds. Tom Strunk was close behind, winning "A" Stock with a top speed of 106.50 in 25.01 seconds.

Two of the most common expressions heard from drivers returning from the half-mile run was "Man, you really move," and "Man, it sure takes you a long time."

(Results on Page 5)



Start to finish in 9.95 seconds! Lefty Mudersbach, at the wheel of Howard & Weiland equipped 361 C. I. Olds Dragster of Dillon & Mudersbach, posted San Gabriel E. T. record of 9.95 during Sweepstakes Oct. 5-6. Took class at L.A.D.S. Oct. 5 as well, and had Top Time of entire meet with mark of 142.18.

Rains Fouls D.R.I. Gas Meet; Cyr & Hopper Hit 135.13 Top Time

Oct. 13 — Potentially one of the best drag meets in Southern California in many a month was rained out as showers and flash storms blanketed the entire Southern California area.

Some of the top cars in the area, including one surprising late entry, were on hand for the Drag Racers, Inc., meet, but old Mother Nature wouldn't cooperate.

After an early morning deluge the strip was dried by a mass convoy of cars. It was then discovered that the water had soaked the timing wires and there were no clocks or timers. While strip officials labored to correct this the stock eliminations were started.

Late in the eliminations the clocks were repaired and things started back to normal. The C&C Racing Team, running a '57 Chevrolet, had the top stock time of the day at 95.01. They were competing in "Super Stock" class.

The very fast "F" Stock class trophy went to the Hart's Automotive Chevrolet at 90.09.

Heading the power-packed field of competition cars was the Cyr and Hopper Chrysler powered Dragster. In the last few weeks this car has skyrocketed into the leaders in gas competition. On the rain-soaked strip the car made a single run at 135.13 for the Top Time of the meet.

A surprise entry at the big meet was the "Lords" of Tucson with their fabulous Speed Sport Special "A" Modified Roadster. The fuel burner electrified the crowds at the A.T.A.A. "World Series" with its terrific duel with Emery Cook. During this battle the potent little roadster turned 160.714.

After a search of the pits turned up suitable plugs and carbs the tank was filled with gas for the very first time. After a very short shove of less than fifty feet the amazing Chrysler engine fired and idled like a stocker.

With the driver completely unschooled in driving a gas machine, pulling eight inch Bruce slicks and 'fuel' gears the roadster leaped off the line, lugged down horribly, finally cleared out and then decided to run for the last three hundred feet of the distance. And run it did, as the car immediately cut loose with the now famous high speed, top-end "whine" that has spelled defeat for many a fuel-burning slingshot Dragster. Even after the very awkward start, and the complete lack of a choice of sparkplugs, the car showed its versatility by turning in a very respectable 129.85.

The amazed crew quickly returned to the pits to prepare for another run, but all activity was halted by a downpour of rain.

(Results on Page 10)

L.A.D.S. Schedules Cycle Only Meet Oct. 27

In answer to many requests for a special meet in their behalf, Vincent Schultz, cycle director of the Lions Associated Drag Strip has scheduled a cycle only meet for October 27th.

A class will be open for twin-engine or blower installations in addition to four competition and four street classes.

A special Top Eliminator trophy will be presented, along with many other prizes, trophies, and merchandise awards.

Pit gates will open at 9:00 a.m. For further information, contact: Vincent Schultz at the L.A.D.S. strip.

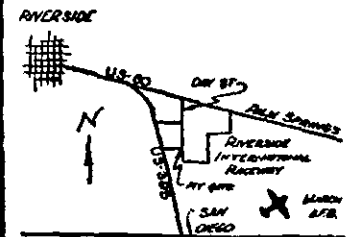
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 (Rain Date October 27)
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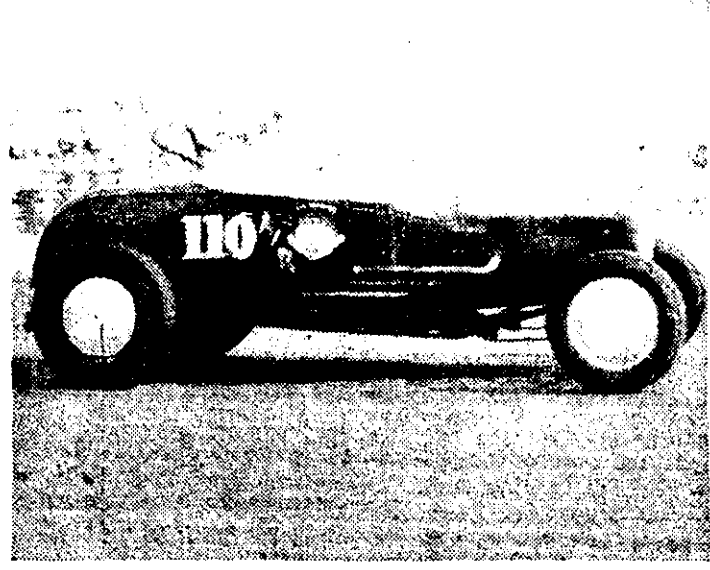
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Blown Cad in Jerry Norek's screaming "A" Roadster copped class honors on second day of Drag Sweepstakes. Turned 119.48 for trophy.



One of Southern California's most consistent "C" Gas cars, the De-Win Special, added to its impressive victory string by bagging the class trophy on second day of torrid Sweepstakes. 225 C. I. Chev 6 waded through many OHV's with winning speed of 93.55. Owners are McCormack and Sedar.

SAM GABRIEL
 Results of October 6

Class	Name	Engine	Time
GAS C/S			
A	Maule & Morris, Cad. bin.		106.00
B	Ed Thompson, Chev		106.27
C	Cook & Joe, Chev		96.45
D	Dave DeWin, Chev		93.55
E	Sid Chamberlin, Chev		*79.43
ALTERED C/S			
A	Ken Ellis, Merc bin.		110.00
B	Lee's Auto, Chev		112.50
C	John Sauer, Dodge		105.15
STREET ROADSTERS			
A	Clyde Yandell, Cad		115.82
B	Jim Morris, Buick		92.68
ROADSTERS			
A	Jerry Norek, Cad		119.84
B	Ollie Prather, GMC		114.64
FOUR BARRELS			
	Merrymen, Ford		93.13
MODIFIED ROADSTERS			
A	Jim Castello, Merc		101.00
B	Lugo Brothers, Merc		104.00
DRAGSTERS			
A	Santa Fe, Cannon, T-Bird bin.		121.25
B	Cyr & Hopper, Chev		135.54
C	Roltema, Scherer, GMC		119.50
STOCKS			
A	Kennedy, '57 Buick		N.T.
AA	Perf. Assoc., '57 Ford		86.14
B	Bob Fulo, '56 Chev		85.91
BA	Perf. Assoc., '57 Ford		83.90
C	Spinoza & Halladay, '55 Chev		83.17
D	Fullerton Muffler, '56 Dodge		79.97
E	Chuck Eye, '39 Buick		74.31
F	Chipmunks, '56 Chev		91.74
SS	Jim Williams, '57 Chev		96.56
A MOD	Perf. Assoc., '57 Ford		*100.14
SPORTS CARS			
A	John Alexander, Corv		100.55
B	Chipmunks, SRI Corv		99.44
D	J. Kreinik, Porsche		76.01
MOD	Harry Emmer, Buick		106.75
CYCLES			
ST	Hunters, Nunes, Triumph		94.40
A	Don Fiori, Velo		80.00
B	Durr & Baker, Triumph		101.50
C	Dudek & Johnson, Triumph		*116.12
D	Auger & Merz, Vincent		114.00
E	Denny Carrisosa, Zundapp		66.00
TOP ELIMINATOR			
	Cyr & Hopper, Chev		135.13
TOP TIME			
	Dillon & Mudersbach, Olds		*142.18

*Denotes Record

Alexander's 100 MPH Corvette Tops San Gabriel Rain Meet

Oct. 13 — "Liquid Sunshine" blanketed Southern California this weekend and most of the drag racing activity was halted midway through the program. Because of the slick strip the few class winners that were determined failed to register any record-breaking runs.

Before rain halted the day's action John Alexander had turned in the top time of the meet at 100.00 with his Corvette. This was good enough for an "A" Sports trophy.

SAM GABRIEL
 Results of October 13
RAIN MEET

Class	Name	Engine	Time
GAS C/S			
E	Tex Revis, Chev		76.00
STOCKS			
A	Ron Tankersley, '57 Chev		85.30
AA	Price, Perf. Assoc., '57 Ford		86.15
B	Bob Fulo, '56 Chev		87.31
BA	Perf. Assoc., Guest, '56 Ford		84.00
C	Presnel & Bursch, '56 Chev		85.87
D	Moore & Haynor, '53 Olds		78.28
E	Chuck Eye, '39 Buick		75.63
SPORTS CARS			
A	John Alexander, Corv		100.00
B	Chipmunks, Corv		91.46
C	Ken Myers, Triumph		75.18
D	Stan Curatolo, Volvo		66.57

Custom Auto Coupe Continues Lancaster Victory Sweep

Oct. 5 — The Marietta Custom Auto Parts "A" Altered coupe continues to be the car to beat in the Pennsylvania area as it added another Top Eliminator trophy to its growing list of successes. The Merc-powered Fiat coupe hit a top speed of 114.860 in 11.64 seconds to walk off with the Top Time, Top Eliminator and class trophies in a clean sweep of the day's racing. The car also hit the Top Elapsed Time of the meet at 11.580.


In annexing the big trophy the Custom Auto Parts coupe rolled to an easy victory over Bob Oswald, riding the Top Cycle Eliminator of the meet. The cycle had turned 100.446 in 12.41 seconds, but the coupe had too much stuff as it rolled to an easy victory.

The second fastest time of the meet was turned in by John Good's "A" Gas machine, a Chrysler-powered Crosley, at 112.50 in 12.56 seconds.

LANCASTER, PA.
 Results of October 5

Class	Name	Engine	Time
GAS C/S			
A	John Good, Chrys		112.50
B	Dale Snyder, Chev		97.82
ALTERED COUPE/SEDAN			
A	Marietta Custom Auto, Merc		110.55
B	Bond & Goughner, Chrys		107.39
	John Sellers		97.82
STREET ROADSTERS			
A	Paul Begire, Olds		90.09
B	Dick Dumbeller, Chev		97.82
OPEN GAS			
A	Don Searock, Olds		108.56
B	David Mackey, Merc		92.27
FUEL CLASSES			
COUPE/SEDAN			
A	Bob Duffield, Olds		80.74

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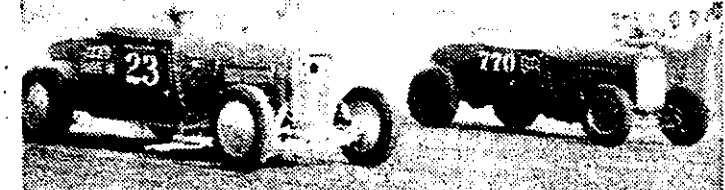
This study, conducted by George G. Snively, M. D., is the first comprehensive Racing Crash Helmet Test ever made in this country.

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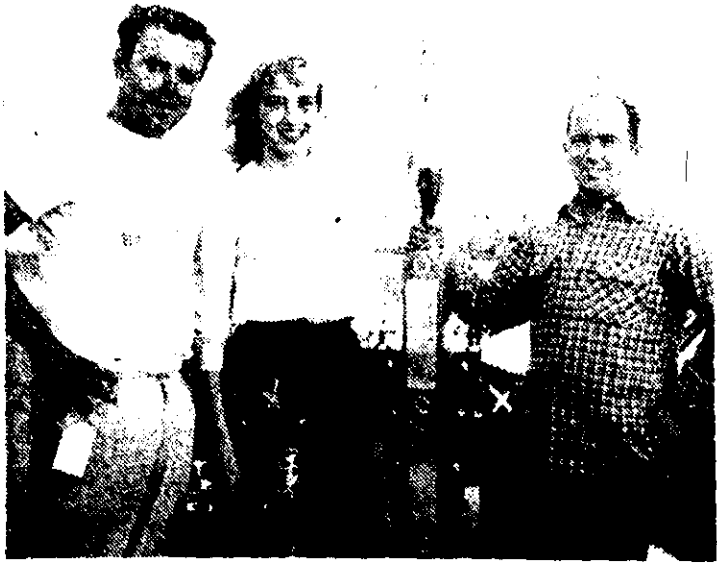
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Tiberi & Petterson, left, and Ollie Prather staged tremendous duel for "B" Roadster in Sweepstakes Oct. 5-6. Prather's GMC stopped opponent's Chev. V-8 both days with time of 114.64.

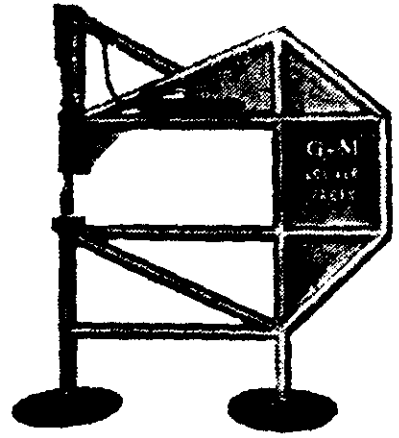


Gigantic 4 1/2 foot Top Eliminator Trophy of San Gabriel vs. L.A.D.S. Drag Sweepstakes was presented by Betty Last to Bill Hopper, left, and Ted Cyr. Cyr booted their Iskenderian equipped Chrysler Dragster to a final 135.13 in 10.40 seconds for the award.

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STOCKS	
A—Jack Kulp, '56 Olds	100.11
B—Ben Cranston, '56 Olds	95.54
C—Harvey Birdbenner, '55 Ford	91.55
D—R. Kayser, '56 Chev	84.82
E—Robt. Shultz, '50 Chev	70.75
CYCLES	
S/C—Harold Harflaub	74.44
M B—Jake Chasben	83.33
M. A.—Tom Hannum	84.58
L. B.—Fred Sparke	90.00
L/A—Parvin Smith	97.92
H A—Bob Donnelly	89.91
H B—Bob Donnelly	87.29
G D—Robt. Oswald	100.44

TOP ELIMINATOR	
Custom Auto Parts, Merc	114.50
TOP TIME	
Custom Auto Parts, Merc	114.50

RIVERSIDE ONE-HALF MILE			
Results of October 5-6			
Class	Name	Engine	Time
GAS C/S			
B—Jim Smith, Chev			113.35
C—Ken Mullett, Ford-bln.			110.29
D—Fred Von Ahrens, Dodge			99.68
ALTERED COUPE/SEDAN			
B—Stevenson Weddle, Ford-bln.			114.21
C—Ran Stuber, Chrys			91.26
ROADSTERS			
A—Harrell & Borsch, Chrys			136.36
B—Chester Osgood, Arden			124.65
COMP. COUPE/SEDAN			
A—Cobb Eng. Spec., Ford-bln.			134.55
MOD. ROADSTERS			
A—Ray Torres, Chrys bln.			139.10
DRAGSTERS			
A—Rice-Dodd-Hartelt, Chrys bln.			161.29
B—Hustings & Adams, Chrys			151.51
C—Martin-Nelson Offutt, Chev			140.16
STOCKS			
SS—Joe Frietas, '57 Chev			113.20
A—Tom Strunk, '57 Chev			106.50
B—Ron Rodgers, '57 Chev			104.16
C—Dale Webb, '55 Olds			94.48
D—Richard Holladay, '54 Stude			87.80
E—George Gerberick, '37 Buick			85.30
SPORTS CAR			
A—Larson Bauphin, Chrys			145.39
C—H. R. Joseph, Corv			117.95
D—Norman Macy, Volvo			76.46
TOP ELIMINATOR			
Hustings & Adams, Chrys			151.51
TOP TIME			
Rice-Hartelt-Dodd, Chrys-bln.			161.29

NEXT MISSOURI STATE ISSUE NEVADA STATE COLTON AUTUMN } Championship

SANTA ANA — D. R. I. GAS INVITATIONAL

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The GLASS SLIPPER — WORLD'S FASTEST CHEV. (1/4 Mile)

Feature attraction at the S.O.T.A. Northwest Gas Championship drag races held at Medford, Oregon was the performance of the small displacement Capitol Speed Shop (Sacramento, Calif.) Glass Slipper. Driven by owner, Ed Cortapassi, the Slipper set a new track record of 134.23 mph, and went on to eliminate all others in the largest meet ever held in Southern Oregon. The Slipper employs an Isky Cam and Kit. Really go on gas!



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Facing some of the stiffest competition ever assembled Ted Cyr emerged after two days of all out competition as Top Eliminator. In the last 9 appearances this ISKY 5 cycle high gear only, car has won 8 Top Eliminator trophies. Their top speed is 141.96 mph with an E.T. low of 10.17. This makes it the West Coast's fastest on Gas . . . and looking for competition. Really Go on Gas!



DOUG COOK — SERVICE CENTER SPL.

Here is a car with performance that baffles all competition. Running a stock 265 Chev. engine in a '37 chassis Cook has consistently beaten even the factory subsidized and supercharged Chev. V8's in "C" Class events. Holds the record of 100.44 mph with E.T. of 13.30 sec. Competitors are so positive that he must be running an engine larger than stock that the head bolts on his engine are worn from the constant removal to prove the falseness of their claims. "Cookie" employs an ISKY E-2 Cam and Kit. REALLY GO ON GAS!

BONNEVILLE SENSATION

FAMILY ROAD SEDAN 382 CU. IN.
 153 MPH ON PUMP GAS



The recent Bonneville meet saw the most outstanding cars in the country competing for national honors. Yet the most talked about car at the meet was the performance of this family type sedan. Driven to and from Bonneville from his home town of Houston, Texas this car driven by owner, Karol Miller, flabbergasted all the top engine experts assembled there by hitting a top speed of 153 mph and an average of 150 mph on a two way run. A terrific tribute to a finely tuned engine and the performance of the installed Isky Cam and Kit.

- In the class "D" Bonneville events Isky equipped cars took all first four places:
THEY REALLY GO ON GAS
1. Don Stevens, Seattle, Wash. — '56 Studebaker Hawk, 146.81 mph.
 2. Lou Boney, Los Angeles — '57 Olds, 144.92 mph.
 3. Ray Dickson and Suburban Pontiac, Whittier, Calif. — '57 Pontiac, 142.40 mph.
 4. Patterson Ford, Santa Barbara, '56 Ford, 137.40 mph.

NHRA TRIUMPHS They Really Go on Gas!

- CARL GRIMES: "A" Altered C/S, '57 Buick Y.B. New Top Record of 123.45 and Top Eliminator with 11.59 sec. Grimes, from Phoenix, Ariz., has installed an ISKY S 281 Cam and Kit.
- BOB CARLSON - LEROY LUCKY: "B" Altered C/S Olds Y.B. Top Eliminator with 107.65 and Top Time with 111.80. This team from Dallas, Texas have installed an ISKY S 281 Cam and Kit.
- R. C. JASPER: Took Top Eliminator honors in "C" class with his Chev. V8. His 96.56 was aided immeasurably by ISKY E-2 Cam and Kit.
- RICHARD WARNICK: Took Top Time in "B" Altered C/S with 115.83 mph. As usual, the ISKY installed Cam and Kit performed flawlessly.
- BILLIE RASMUSSEN: Fort Worth, Texas, a '53 Dodge in a '32 Ford Chassis hit 104.16 for Top Eliminator in "C" Altered C/S. E.T. was 13.85 sec.
- JOHN ZINK: Running a factory '57 Pontiac, Zink, of Tulsa, Okla., captured "SS" honors with a Top Time of 96.30. Car is using ISKY E 2 Cam & Kit.
- NOTE: This is only a partial list that has been verified up to press time.



FUEL OPERATED ISKY EQUIPPED POWERHOUSES CONTINUE TO COMPLETELY DOMINATE ALL DRAG MEETS

Ever since National Drag Champion, Emery Cook, introduced the far advanced performance capabilities of the 5 Cycle Cam and Kit there has been a steady stream of new records and championships annexed by employers of these new Cams and Engineered Kits. Newest addition to this growing list is the Thrifty Auto Special from Spokane, Wash. which took the Northwest Championship with a 292 cu. in. DeSoto (144.85 mph., E.T. 10 sec. flat). Driven by Bob Spencer, owners report. . . the whole Northwest is talking about the 5 Cycle.

In strict compliance with Iskenderian policy, newly developed Isky Cams are not kept secret and made only available to a favored few . . . nor are they restricted to use only by a company controlled "Click." We are in the business of developing cams for our customers, and not out to compete with them. When a new grind is available, it may be purchased by anyone.



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WEBER CAMS

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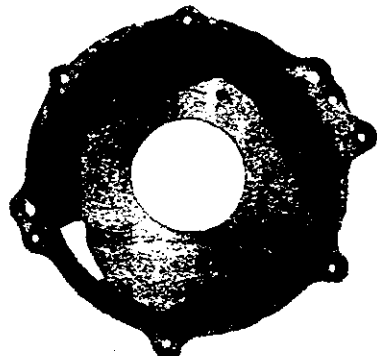
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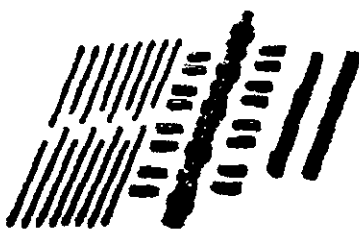
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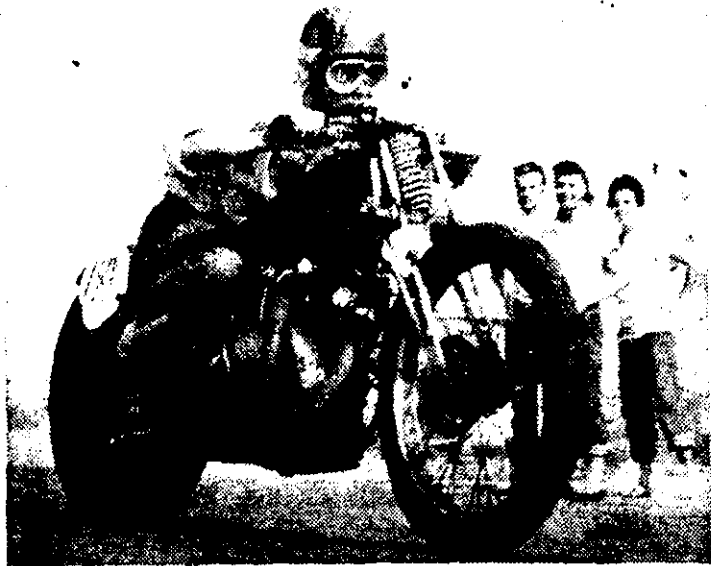


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Tom Augar gives full twist to throttle control of Bill Martz's Vincent during exciting Sweepstakes action Oct. 5-6. Took class both days as well as scoring upset Top Eliminator victory at L.A.D.S. of 117.00.

Sweepstakes

(Continued from Page 1)

distance in 10.17 and clocked 134.32.

While those in the grandstands, perhaps, figured the rest would be easy for Muderbach, pit-side strategists knew yet another potent threat had to be dealt with for Art Chrisman was very much in contention. He too, however, was unable to cope with the acceleration dispensed by Muderbach who boasted a winning time of 134.73 in 10.17.

This left it up to cyclist Tom Augar riding Bill Martz's big Vincent cycle. As was expected Augar exploded into an immediate lead. Muderbach began to pick up on him, but just as he was about to take the lead the clutch throw-out bearing assembly blew. An almost unheard-of situation, but one that cost him the title as Augar streaked across the finish to win the Top Eliminator title of the night at 115.08 in 11.68.

Muderbach's 142.18 speed and 10.05 E.T. was Top, Time and lowest E.T. for the night.

Sunday's line-up for Top Eliminator was almost the same, which is another way of saying hot and heavy racing was coming up. Art Chrisman took the opening round over John Bradley at 133.72 in 10.47 leading all the way. The Cannon & Santa Fe Dragster pulled the Reinhart Bros. off the line in the second round, and held the lead to win at 118.57 in 11.05.

Ted Cyr matched Tom Augar exactly when they left the chute in the third round, and then pulled in to a tremendous lead that ended in a 134.55 and 10.34 E.T. victory.

The excitement, which had built up in previous races, now reached a fever pitch as Art Chrisman and Lefty Muderbach rolled to the line. Earlier in the day Muderbach blasted off a sensational strip E.T. record of 9.95 seconds after working most of the night before making repairs. At the drop of the flag Chrisman shot ahead while Muderbach faltered mo-

mentarily, which just isn't done if you wish to beat Art. Muderbach's Olds responded almost immediately, but not in time to cut down Chrisman's three length lead at the finish. Time for the race was 10.40, speed of 134.12.

Santa Fe & Cannon came back and dropped the next round to Ted Cyr at 135.54 and 10.18, as did Chrisman in the run for the day's Top Eliminator after the throttle linkage to his Chrysler engine came loose and Ted Cyr forged ahead to win at 134.93.

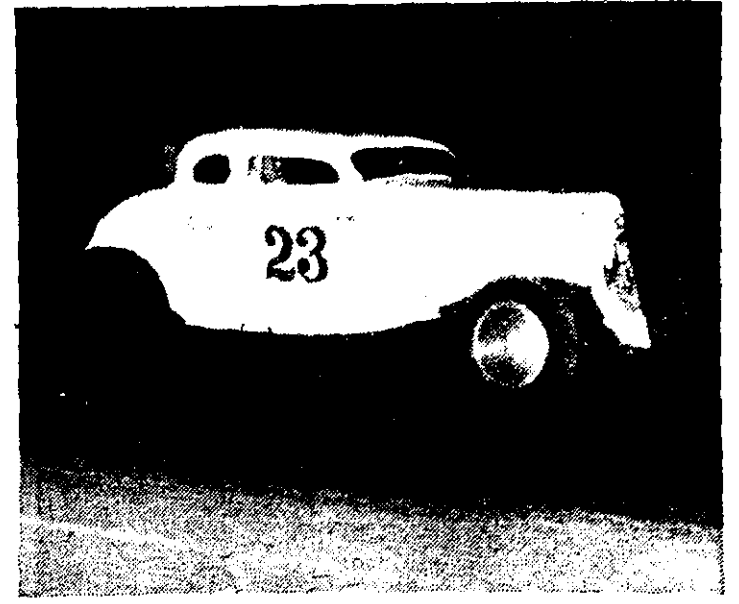
Although original plans called for presentation of the 4 1/2 foot trophy only if a driver won Top Eliminator at both strips, it was decided to pair off Tom Augar, Top Eliminator winner at LADS, against Ted Cyr fresh from his victory minutes before. With the 4 1/2 foot trophy at stake both men performed flawlessly, but the great difference in engine size proved the deciding factor and a 135.13 speed the end result, as Cyr boasted a 4-5 length victory. He needed only 10.40 seconds for the outgoing trip and was back in almost as good a time to receive the award.

This was the first contest between participants of two Southern California strips and while the majority of awards went to those racing under the LADS colors none were taken without extremely close competition.

L. A. D. S.

Results of October 5

Class	Name	Engine	Time
GAS C/S			
A	Moule & Morris, Cad-bl.		106.00
B	Eddie Thompson, Chev		106.27
C	Cook & Joe, Chev		96.45
D	DeWin Chev, Chev		93.55
ALTERED C/S			
A	Kenny Ellis, Merc-bl.		112.50
B	Drifters, Chrys		115.23
C	Gus Barks, Merc		93.45
STREET ROADSTERS			
A	Clyde & Yandell, Cad		115.82
B	Jim Morris, Buick		92.68
ROADSTERS			
A	Gary Cagle, Cad		120.64
B	Ollie Prather, GMC		114.64
COMPETITION C/S			



Driver Bill Vornhalt upheld the hopes of Redondo Beach Drifters Club in Sweepstakes with torrid 115.82 class win at L.A.D.S. Car had 116.78 top speed with injected 331 C. I. '55 Chrysler.

MODIFIED ROADSTERS

A	Miller Cams Waterworth, Chrys-bl.	131.95
A	Jim Castello, Merc	101.00
B	Merrymen, Merc	107.14

DRAGSTERS

A	Santa Fe Serv., 1 Bird-bl.	121.25
B	Dillon-Mudersbach, Olds	142.18
C	Hollena, Scherer, GMC	119.00

FOUR BARRELS

Merrymen	93.13
----------	-------

STOCKS

B	Bob Faylors, '56 Chev	83.96
C	Jack Margens, '57 Ford Ranchero	81.74
D	Cecil Terry, '52 Chrys	78.05
E	Chuck Eye, '38 Buick	74.38
F	Bob's Dyno Serv., '57 Chev	95.64
G	Bob Tapia, '57 Chev	97.82

SPORTS

A	Harry Emmer, Buick	108.95
B	Chipmunks, SRI Corv	99.44
D	Jay Kreinik, Porsche	76.09

CYCLES

A	Augar-Martiz, Vincent	117.00
B	Durr & Baker, Triumph	101.50
C	Dudek & Johnson, Triumph	116.12

TOP ELIMINATOR

Augar & Martiz, Vincent	117.00
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TOP TIME

Dillon & Mudersbach, Olds	142.18
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LADS Top Time And Eliminator Go To Art Chrisman At 131.57

Oct. 12—Art Chrisman drove the Chrisman Brothers Chrysler-powered "B" Dragster to a Top Time of 131.57 and won the Top Eliminator award in a hectic finish to an action-packed night of drag racing.

After six elimination runs Art Chrisman found his opposition in the person of Frank Cannon at the wheel of the Santa Fe Service and Cannon "A" Dragster, running a blown-T-Bird engine.

With both drivers anxiously awaiting the starting light, Cannon's foot got a little heavy on the gas and he jumped to a false start.

The cars were returned to the line and another period of waiting. This time it was Chrisman's time to jump the light and another new start was ordered.

Driver Cannon just couldn't hold the little "A" Dragster back, though, and he jumped the starting light a second time, automatically eliminating him and giving the 'top dog' award to Chrisman.

After his disqualification Cannon then ran Chrisman for kicks and after pulling the big Chrysler out of the hole, Cannon went on to win by a whisker at 123.45. On a second run Chrisman was an easy winner at 131.57 in 10.66 seconds.

In the elimination runs, Tommy Augar drove Bill Martz's big Vincent cycle to a wire-to-wire victory over the Reinhart Brothers at 115.23 in 11.40 seconds. Augar won his class at 116.

The second round was between the Coburn Glaze "A" Competition Coupe and the Santa Fe Dragster. The Dragster jumped into an early lead and withstood a very strong finish by the coupe to win at 123.45 in 11.07 seconds.

Sig Erson's "A" Altered

Coupe then went off against Willie Butler. Erson won his class with a top speed of 117.64, while Butler rode the Star Paint and Body Triumph cycle to a class victory of 109.48. Butler came off the line first, but Erson came on strong on the top end to win it in 12.15 seconds with a top speed of 115.97.

Art Chrisman made his first appearance in the elimination run-offs when he met Gary Cagle's Cadillac-powered "A" Roadster. Cagle had won his class with a top speed of 120.96.

After one false start, Chrisman came off the line first and led all the way to eliminate Cagle with a top speed of 131.38 in 10.86 seconds.

L. A. D. S.

Results of October 12

Class	Name	Engine	Time
GAS C/S			
B	Eddie Thompson, Chev-bl.		106.04
C	Tom Bryant, De Soto		94.83
B	Wayne Epperson, Chev		88.75
ALTERED C/S			
A	Sig Erson, Chev		117.44
B	Gene Anderson		90.45
C	United Auto Body, Olds		103.09
STREET ROADSTERS			
A	Tom Ivo, Chrys		113.06
ROADSTERS			
A	Gary Cagle, Cad		120.96
B	Santa Fe Service, Chrys		108.04
COMPETITION C/S			
A	Coburn Glaze, Chrys		119.36
B	Koenig & Reath Auto, Chrys		N.T.
MODIFIED ROADSTERS			
A	Jim Castello, Merc		85.30
B	Merrymen		97.29
DRAGSTERS			
A	Santa Fe & Cannon, T-Bird-Bl.		123.79
B	Chrisman Bros., Chrys		131.57
C	Hampton & Reed, Merc		106.85
FOUR BARRELS			
Merrymen, V-8 60			97.82
STOCKS			
A	Don & Clydes Serv., '57 Chev		93.07
B	Bob Saylor, '57 Chev		83.95
C	Spinosa & Halladay, '56 Chev		83.41
D	Fullerton Muffler, '56 Dodge		79.29
E	John Lamb, '53 Chev		69.85
F	Walter Miller, '57 Chev		93.45
G	Bob Tapia, '57 Chev		97.82
SPORTS			
A	Mike Tavolieri, Crosley		60.76
B	Frank Caputo, Triumph		84.95
D	Bolchewsky & Altzman, Buick		113.06
CYCLES			
A	Augar & Martiz, Vincent		116.00
B	Star Paint & Body, Triumph		109.48
C	Karns & Fontaine, Harley		98.08
D	Steve & Jay, Velo		88.86
TOP ELIMINATOR			
Chrisman Bros., Chrys			131.57
TOP TIME			
Chrisman Bros., Chrys			131.57

Kingdon

(Continued from Page 3) went into a slight edge, which he held the rest of the way to win at 137.13.

Al Hubbard then met George Wulf's Dragster. Both drivers had turned 140.62 earlier in the day to join the 140 MPH Club. Once again both Dragsters came out of the hole even, but at the shift Wulf's cubic inches began to show and he pulled to a narrow victory at 139.53.

Elmer Snyder's class winning Modified Coupe then lined up against Brocchini Argee's "B"

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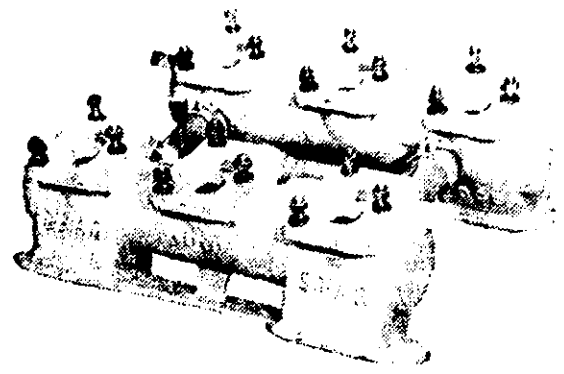
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Hot Roadster. Snyder won his class at 115.38 and Argee hit 112.50. Snyder led from wire-to-wire in the elimination run-offs, though, for a one length victory.

The next race paired off George Wulf and Hank Vincent and this was perhaps the race of the day. Two top notch drivers and two perfectly performing machines. Both Dragsters were out of the hole together, and after a terrific quarter-mile duel the "Top Banana" pulled to a small margin at 140.00 in 10.38 seconds.

The final Top Eliminator run brought Snyder's Bathead to the line to oppose the "Top Banana." Art Hammond, driving for Snyder, was unable to stay with Vincent after the shift and Vincent went on to win by three lengths at 130.57 in 10.89 seconds.

Open Gas Top Eliminator was taken home by the Zarth Brothers of Hayward with their blown Chevrolet. Although the new car is still full of bugs, they turned 112.50 for the win.

KINGDON			
Class	Name	Engine	Time
GAS C/S			
A	Lenk-Tapia-Middleton, Olds		100.00
B	Joe Felipe, Chev		101.90
C	John Smith, Cad		94.74
D	Muggs Kochvar, Chev		90.00
E	Bob Brownfield, Ford		77.59
ALTERED COUPE/SEDAN			
A	Charlie Del Nero, Buick		704.76
B	Jim Gilboau, Merc		98.90
C	Arnaiz-Nempel, Merc		97.83
STREET ROADSTERS			
A	Wally Carpenter, Merc		93.75
B	Bill Joseph, Jag		89.17
ROADSTERS			
B	Williams-Eamer, Dodge		109.21

OPEN GAS			
A	Zarth Bros., Chev-bin.		112.50
FUEL CLASSES			
COMP. COUPE/SEDAN			
A	Elmer Snyder, Merc		115.38
B	Darrel Redfern, GMC		104.65
HOT ROADSTERS			
B	Brocchini Argee, GMC		112.50
MOD. ROADSTERS			
B	Antonini-Wainwright, De Soto		107.14
DRAGSTERS			
A	City Garage, Chev		141.73
STOCKS			
A	Bob Cole, Chev		84.11
AX	Henry Traulsen, Olds		82.47
B	Elwyn Carlson, Chev		81.08
BX	Larry Wisenor, Olds		82.57
C	Dick Parlansky, Stude		76.92
CX	Steve Nipkow, Olds		75.00
D	Gary Shealar, Ford		67.67
DX	John Tonetti, Ford		60.00
E	Roger Bastien, Ply		65.63
EX	Don McAnlogue, Chev		98.00
VX	Jay Davidson, Ford		85.54
K	Jack Dyer, Chev		89.11
Y	Bill Patterson, Ford		85.71
F	Earl Phipps, Chev		91.84
X	Rich Kankel, Ford		69.23
S	Tom Arcolee, Ranchero		81.82
H	Kon Arnold, Olds Ford		94.73
SPORTS CAR			
A	Mei Owens, Corv-bin.		109.21
B	Bob Templeton, Triumph		75.00
B	Jerry Taylor, Corv		98.90
S	Spurlock-Syufy, Corv		96.74
Bill Joseph, Alfa-Romeo			62.94
CYCLES			
GAS			
M	Jerry Paradis, Triumph		96.77
P	Donald Ball, Triumph		100.00
R	Rudy Lozano, Harley		91.84
S	Ron Peters, Harley		107.78
TOP ELIMINATOR			
Fuel	City Garage Special, Chev		141.73
Gas	Zarth Bros., Chev-bin.		112.50
TOP TIME			
Glass Slipper, Chev			148.32

Speed and E. T. Records Set By Joe Martinic

Sept. 29 — Joe Martinic, driving the Martinic Brothers' well-known '707' Chevrolet-powered Dragster broke both the Top Speed and the Top E. T. marks with a single tremendous run of 138.03, in 9.27 seconds to completely sweep the day's meet. His speed in the final Top Eliminator run was a healthy 134.23 as the potent Chevrolet-Dragster shut down all challengers.

Four new records were set during the day's meet, in addition to Martinic's efforts. Warren Smith set a new strip record for "C" Gas at 98.25 in 14.10 seconds, but lost out to William Scott in the finals. Scott turned 97.82.

Dick Koos was the next record breaker as he rode his "A" Cycle Triumph through at top speed of 94.53 in 14.30 seconds. He then won his class elimination at a much slower 88.58.

Frank Erdley kept the record breaking parade going with a new mark of 94.73 in 15.10 seconds for the "A" Stockers to shoot at. He lost out in the class finals, though, and these honors went to Howard Pollock driving a '57 Chevrolet. Pollock turned 87.63.

Bill Beals, competing in "E" Stock competition, was a little more fortunate, though, setting a new class record of 70.86 in

18.56 seconds and then winning his class at 69.23. Beals was running a '57 Volvo.

The Arfon Brothers dragster "The Baloney Slicer" started out fine with 137.61 in 11.21 seconds, but broke a coupling and could not compete for Top Eliminator.

ERIE, PENN.			
Results of September 27			
Class	Name	Engine	Time
GAS C/S			
B	Carl Meerhoff, Olds		91.59
C	William Scott, Corv		97.82
D	Archie Holcomb, Chev		89.92
E	John Ferguson, Chev		73.64
STOCKS			
A	Howard Pollock, '57 Chev		87.63
B	Leo Reynaud, '56 Chev		86.84
C	Bill Shorts, '56 Chev		78.60
D	Mark Montgomery, '54 Ford		70.92
E	Bill Beals, '57 Volvo		69.23
A/A	Rudy Malnar, '55 Buick		80.35
SPORTS CAR			
A	Norman Lockwood, Corv		94.83
CYCLES			
A	Dick Koos, Triumph		88.58
TOP ELIMINATOR			
Joe Martinic, Chev			134.23
TOP TIME			
Joe Martinic, Chev			138.03

Road Saints Dragster Wins At Erie, Pa.

Oct. 6 — The Olds-powered "Road Saints" Dragster took home the loot from the Presque Isle Timing Association Drag Races as it posted the Top Time of the meet at 121.11 in 11.92 seconds, and also walk-

ed off with the Top Eliminator award.

Two existing strip records were broken during the day's activities. Dick Frazier rode his "A" cycle through at 103.44 in 12.74 seconds, and Bruce Putney turned 96.25 for a new "B" Altered record.

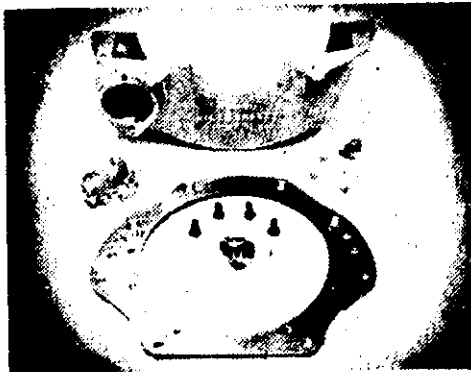
On the basis of his record breaking performance Frazier was selected to run the "Road Saints" for Top Eliminator. The Ariel "Square Four" made a real good race out of the run, but didn't have quite enough on the top end.

ERIE, PA.			
Results of October 6			
Class	Name	Engine	Time
GAS C/S			
B	Jim Pollars, Merc-bin.		88.49
C	Ron Hassel, Chev		94.53
D	Archie Holcomb, Chev		89.64
E	John Ferguson, Chev		67.41
ALTERED COUPE/SEDAN			
B	Bruce Putney		N.T.
STOCKS			
A	Plato Stalhopes, '57 Chev		84.43
B	Jim Nece, '55 Chev		81.52
C	Loyal Heiser, '57 Ford		79.07
E	Edw. Uekerus, '53 Chev		66.17
AA	Ted Houser, '57 Chev		81.03
BA	Paul Hosack, '57 Chev		75.88
F	Wm. Beagle, '57 Chev		83.02
SPORTS CAR			
A	Thos. Hanna, Corv		94.63
TOP ELIMINATOR			
Road Saints, Olds			121.11
TOP TIME			
Road Saints, Olds			121.11

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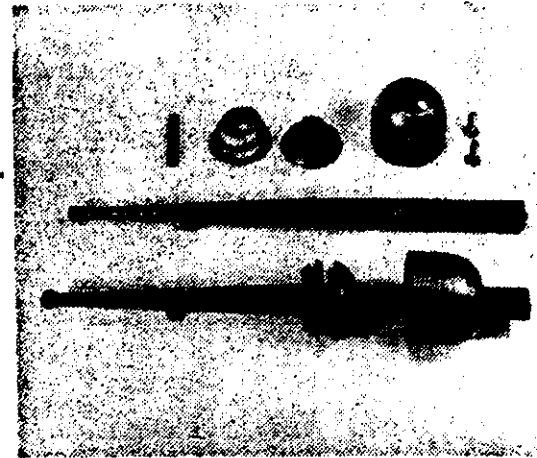
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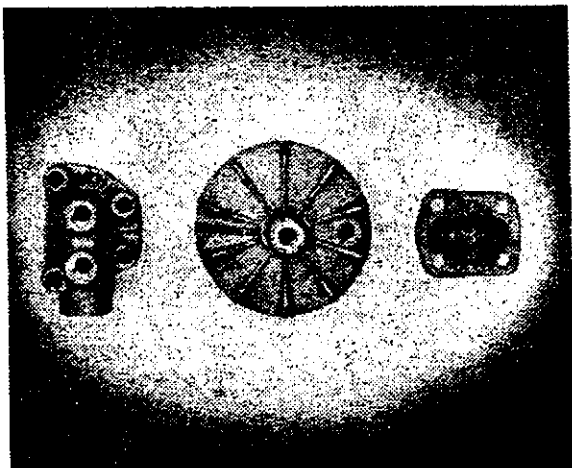
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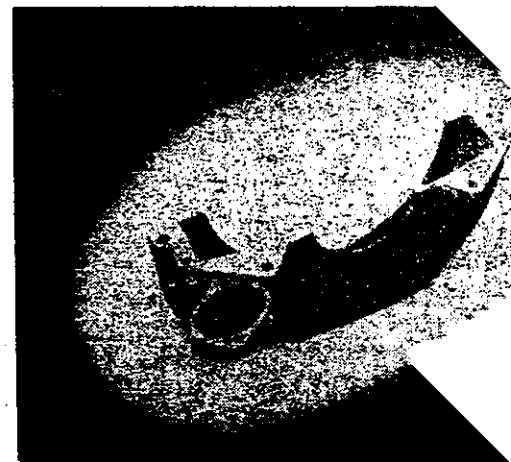
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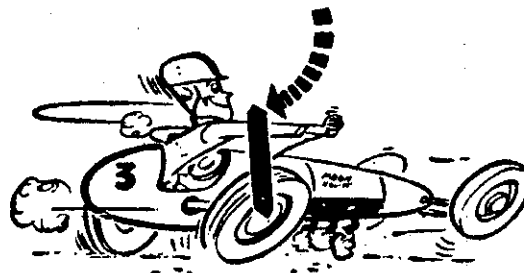
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No. 55-6 Oil By-Pass Plate\$5.00

No. 55-3 Oil By-Pass Plate\$7.50



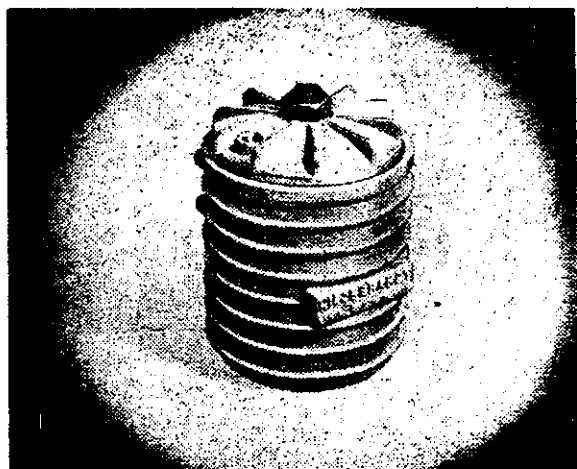
DRAG RACE AXLE KEYS



The Key to a Successful Dragster

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

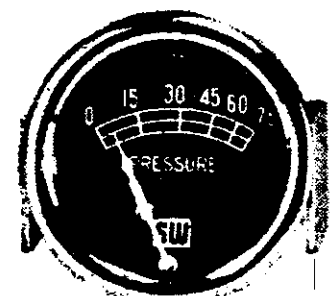
No. 55-2 1/4" square keys . . . pr. \$1.50
No. 55-2L 5/16" square keys . pr. \$2.50



FULL FLOW OIL FILTER

Hildebrandt Full Flow Oil Filter is constructed of cast aluminum, sand blast finish and finned. Filter can be used with most oil by-pass plates. Uses late Ford, Merc., Lincoln cartridge. Filter may be mounted on firewall or any convenient location.

No. 56-5 Full Flow Oil Filter\$24.50



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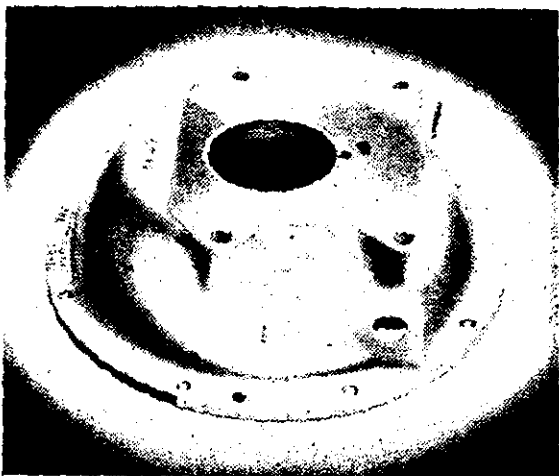
INFORMATION ABOUT HILDEBRANDT EQUIPMENT

FLASH BRAND NEW

'37-'38 CAD AND LA SALLE FLOOR SHIFT SHIFTING STICK

Shifting stick is constructed of 4130 chrome moly heat treated to obtain maximum strength for severe usage. Stick extends 4" above trans. top so individual can put on desired length for easy shifting. All items in kit are specially made and of all new materials. No used parts. Easy to install, ready for use.

No. 57-4 Cad and LaSalle Floor
Shift Shifting Stick **\$33.95**



OHV. V-8 OLDS STARTER MOTOR SWITCH OVER KIT

This kit solves the Starter motor to Steering Gear Clearance problem, found in all Ford and most other chassis, when installing the Olds OHV V-8 engines. The Hildebrandt starter kit allows switching of the starter motor to the opposite side (right) of the engine. Utilizes all original bolt holes thus retaining original strength and at the same time reducing weight 150%. Cast and machined of aluminum, adaptor kit fits all Olds OHV, V-8 engines. From there, various adaptors may be used for Ford transmissions, etc. When moving the starter to the right side of the engine, the oil filter must be removed. Install the oil by pass plate furnished with kit with stock gasket and screws. Includes instructions.

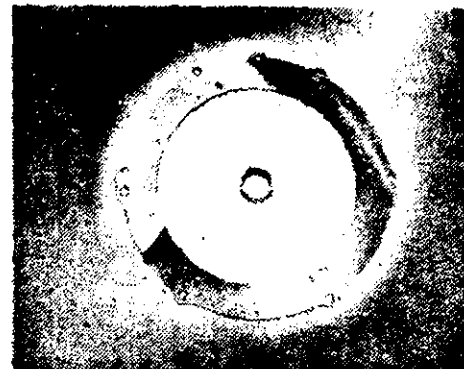
No. OSK Starter Kit (as shown) **\$46.50**
No. 54-2 Starter Adaptor only **\$37.00**
No. 55-1 Oil By-Pass Plate only **\$9.50**

ENGINE ADAPTOR

1955-1957 Packard, Nash, Hudson and 1956 Studebaker Golden Hawk, OHV, V-8 engines to 1932-1948 Ford, 1939-1950 Mercury Transmissions.

Versatile steel plate will adapt any of the mentioned OHV, V-8 engines to your stock Ford or Merc. transmissions. Use the flywheel of the same engine you will install, re-drilled to accommodate the same year Ford or Merc. clutch assembly that engine is to be installed in. Pilot bearing adaptor uses the stock Ford ball bearing pilot bearing. Precision Blanchard-ground on both sides for perfect fit.

No. 55-5 Adaptor **\$35.00**

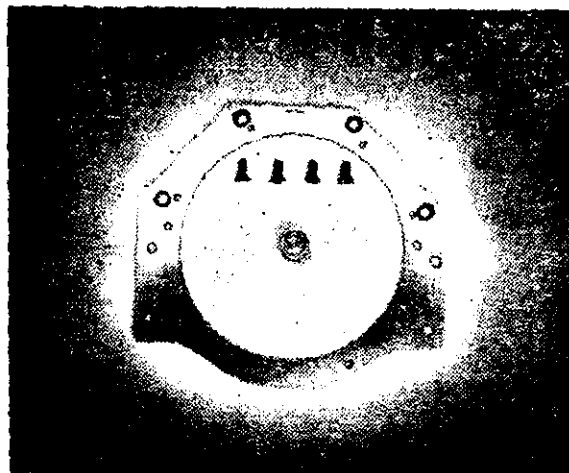


PONTIAC AND G.M.C. OHV V-8 ENGINE ADAPTOR

All Pontiac OHV V-8 engines and all 1955-57 G.M.C. OHV V-8 1/2-ton pickup engines. To 1932-48 Ford, 1939-50 Mercury, Lincoln Zephyr to 1948 transmission.

Manufactured from steel plate, precision ground on both sides for perfect fit. Four upper adaptor to engine mounting holes being counter sunk for counter sunk flat head screws. Eliminates altering of transmission. Pilot bearing and four counter sunk screws furnished with adaptor.

No. 56-2 Adaptor **\$35.00**



CHEVROLET ENGINE ADAPTOR

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

This adaptor is a rugged steel plate 3/8" thick, precision Blanchard surface ground on both sides to insure exacting fit. Adaptor plate accommodates the starter motor on the opposite side of the engine from the steering gear, eliminating clearance problems in Ford chassis. Plate also acts as and takes the place of the flywheel front cover plate. Pilot bearing adaptor uses Ford ball bearings. Use stock Chevrolet V-8 flywheel, Chevrolet V-8 starter motor fastens directly to steel plate. This adaption is one of the most compact and durable of all.

No. 55-3 Adaptor **\$42.50**



OHV, V-8 OLDS STARTER MOTOR SWITCH OVER

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

No. 54-2 Starter Adaptor **\$37.00**

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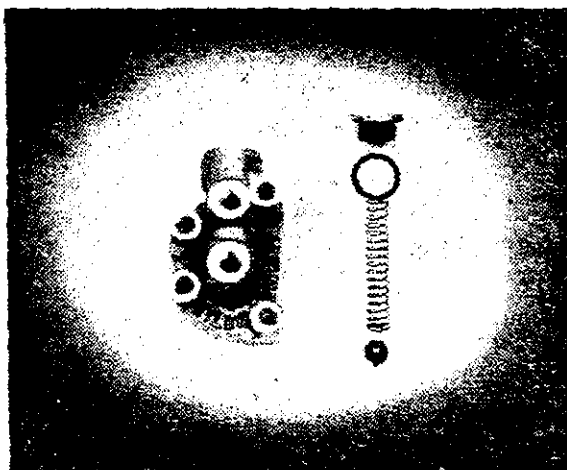
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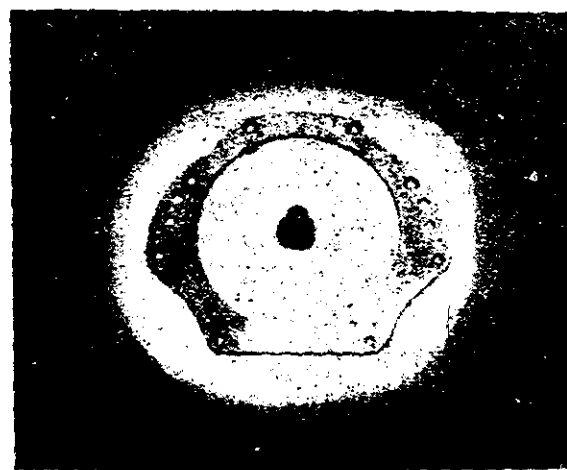
No. 57-5 Flywheel Shield **\$39.50**



OIL BY-PASS PLATE

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

No. 55-1 Oil By-Pass Plate **\$9.50**



Cadillac-Oldsmobile Engine Adaptor

1949-1954 OHV, V-8 Cadillac and 1949-1957 OHV, V-8 Oldsmobile engines to 1932-1948 Ford and 1939-1950 Mercury Transmissions. Also Ford trucks up to 1953 and all Lincoln Zephyr and Continentals to 1948. Manufactured from 3/8" thick steel, the HILDEBRANDT transmission adaptor assures a precision fit, both sides being surface ground. The four upper adaptor to bell housing bolt holes have been counter sunk utilizing Allen Head Counter Sunk cap screws. This allows the transmission to adapt without being altered for bolt heads. Pilot bearing adaptor is designed to use the Ford Ball Bearing Pilot Bearing. Price includes 4 counter sunk Allen Screws, Pilot bearing adaptor and instructions.

No. 54-1 Adaptor **\$35.00**

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Dwight Sievers, at the wheel of Phil's Hudson Service 329 C. I. blown flathead Hudson powered coupe, swamped Santa Ana class competition Oct. 6. Turned 94.73 for trophy, has top speed of 97.70.

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A & M Auto Gets Final Elimination Run With 126.06 mph

Oct. 6—The Chrysler-powered A&M Auto Modified Coupe easily eliminated Andre Gessner's bid for Top Eliminator honors to climax a very successful day that netted them their class win, the meet's Top Time and the big Top Eliminator award. The coupe turned a Top Time of 127.12, and then hit 126.06 in 11.90 seconds E.T. to win the Top Eliminator award.

The final race of the day pitted them against Andre Gessner's very fast Triumph cycle. Gessner had won his class with a top speed of 109.89, but the little cycle just didn't have the inches to compete with the big overhead and was beaten by many lengths, at 126.06.

In the first round of the eliminations, A&M Auto went off against Reath Auto. The Stripped Coupe entered by Reath Auto was running a De Soto engine. It had won its class at 117.14. In the race against the Modified Coupe of A&M Auto, the big Chrysler came through on the top end and A&M won at 126.00.

Pancho Gonzales then came to the line to meet Gessner. Gonzales was running a Cad-powered "A" Street Roadster that had turned 112.75 in winning its class eliminations. Gessner was too fast off the

line, though, and Gonzales just couldn't close the gap as the cycle won it at 109.89. This set the stage for the final race of the day.

SANTA ANA Results of October 6

Class	Name	Engine	Time
DRAGSTER			
C	John Collins	Merc	108.68
STREET ROADSTER			
AO	Pancho Gonzales	Cad	112.75
COMPETITION ROADSTER			
C	Hart's Auto	Merc	111.11
LIGHT COUPE			
AO	Paul Miller	Olds	86.95
HEAVY COUPE			
AO	Roger Gillard	Chrys	96.36
COMPETITION COUPE			
A	United Auto	Olds	102.74
AO	Tedford Bros.	Merc	89.01
STRIPPED COUPE			
A	Reath Auto	De Soto	117.14
POST WAR			
A	Hart's Auto	Chev	95.23
AO	A. B. Clayton	Olds	89.40
FLATHEAD CLASS			
Phil's Hudson Serv.	Hudson		94.73
MODIFIED			
A & M Auto	Chrys		127.12
SPORTS CARS			
A	Heboian & Southard	T-Bird	106.70
B	Earl Willyard	Corv	97.08
C	Pron Worrell	T-Bird	87.80
E	R. Feener	Triumph	76.08
CYCLES			
A	ST—Slo Mo Shun	Triumph	90.09
B	ST—Van & Leenwen	Triumph	94.00
A	COMP—Moynagh & Gessner	Triumph	100.00
B	COMP—Andre Gessner	Triumph	109.89

STOCKS

A	Phil Grisot	Ford	68.02
B	D. H. Parsley	Olds	N.T.
C	Outlaws	Chev	N.T.
CA	Oldsters	Olds	N.T.
CK	Hart's Auto	'56 Chev	88.74
O	H. Allison	Olds	86.74
E	Owen Cox	'56 Olds	N.T.
F	Hart's Auto	Chev	90.09
S	C & C Racing Team	'57 Chev	95.03
XCX	Hart's Auto	'57 Chev	N.T.
XCAX	Hart's Auto	'57 Ford	N.T.
XD	P. W. Treannie	'57 Chrys	N.T.
PU	G. McCloud	'56 Chev	N.T.

TOP ELIMINATOR

A & M Auto	Chrys	126.06
TOP TIME		
A & M Auto	Chrys	127.12

SANTA ANA Results of October 13

Class	Name	Engine	Time
DRAGSTERS			
A	Martin & Nelson	Chev	N.T.
B	Speed Sport Auto	Chrys	129.85
B	Cyr & Hopper	Chrys	135.13
STREET ROADSTER			
A	Al Harrow	Merc	103.45
AO	Tom Ivo	Buick	107.00
COMPETITION ROADSTER			
C	Grieco & Smith	Merc	109.09
CO	Hess & Winslow	Chrys	119.53
STRIPPED COUPE			
A	Fullerton Muffler	Dodge	N.T.
AO	Canter & Myer	Chev	N.T.
POST WAR			
A	Bill Hagen	Chev	88.00
AO	Howard Cams	Chev-bl.	98.00
SPORTS CARS			
A	Leonard Abbott	Chev	105.60
B	Dick Penrose	Corv	101.52
C	Hart's Auto	T-Bird	87.00
F	Jim Hook	Volvo	N.T.
CYCLES			
21"	Arce & Staggs	Triumph	87.50

OSCEOLA DRAGWAY, ILL. Results of October 6

Class	Name	Engine	Time
GAS C/S			
B	Dick Oehrli	Stude-bl.	93.75
C	Jay Savarese	Chev	99.90
D	Fred Backaver	Chev	86.53
E	Bob Nelson	Stude	79.64
ALTERED COUPE/SEDAN			
B	Herb Kirts	Olds	103.44
C	Bill Potter	Olds	92.78
ROADSTERS			
A	Bill Sippel	Ford	102.27
FOUR BARREL			
Vern Snavley	29 "A"		82.56
MOD. ROADSTERS			
A	Phil Hobbs	Ford	111.11
DRAGSTERS			
C	Fred Sibley	GMC	90.00
STOCKS			
SS	Jim Mills	'57 Chev	90.00

Rained Out
TOP TIME
Cyr & Hopper, Chrys 135.13
Denotes Record

Phil Hobbs Blasts Osceola, Ill. Records

Oct. 6—Phil Hobbs, driving his Ford-powered "A" Modified Roadster turned a Top Time of 111.11 in 12.60 seconds Elapsed Time to completely rewrite the strip record book. His top speed was good enough for a new class and strip record and his 12.60 E.T. was also a new class and strip record. In the final round of eliminations, Hobbs went off against Herb Kirts' Olds-powered "B" Altered, with Hobbs rolling to an easy victory in 12.62 seconds and a top speed of 111.11.

In addition to Hobbs' new records, two other class marks were established during the day's meet. Bill Potter upped the "C" Altered mark to 92.78 in 15.58 seconds with his '54 Olds.

Vern Snavley then came through with a very good 82.56 miles per hour top speed for a new strip record for 'four bangers.' Snavley also established a new class Elapsed Time mark of 16.84 seconds.

Herb Kirts and Bill Sippel continued to wage a very close duel with Kirts taking "B" Altered at 103.448 in 13.82 seconds and Sippel hot on his tail with a 102.273 effort in 13.87 seconds with his class winning flathead "A" Roadster.

N.H.R.A. NATIONAL TOP ELIMINATOR BUD SAMPSON WITH CT CRANKSHAFT

The team of Sampson-Dillon-Madersbach, with their Olds powered GAS Dragster, added the BIG one to their already impressive list of Top Eliminator wins. Car combines top speed of 147.53 with E.T. low of 9.93 seconds on GAS. The N.H.R.A. Nationals bring together the outstanding cars from the entire Nation. One by one Sampson eliminated them to become undisputed Gas Champion of the 1/4 mile using the famous CT crankshaft.

CT Welded Stroker Kits

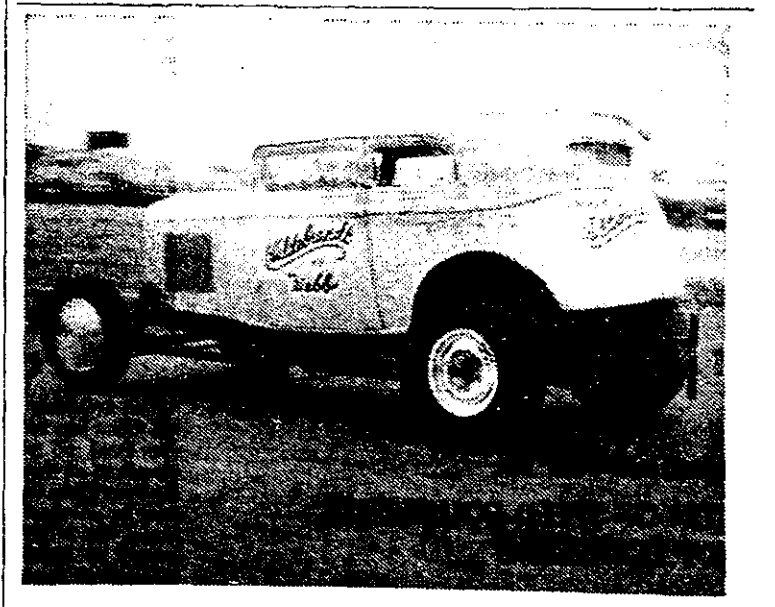
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INCLUDED IN KITS ARE:

Racing pistons — solid skirt, 3-ring. (Split skirt street pistons for most stroker kits included when specified.) Pistons are our own new designed "CT" or Johns. Piston pins, (heavy duty), pin locks, rods balanced end for end, rod bushings precision fit to pin. Grant ring set, Federal Mogul or Michigan rod bearing and main bearing inserts, rods, and pistons pin fit, assembled and aligned.

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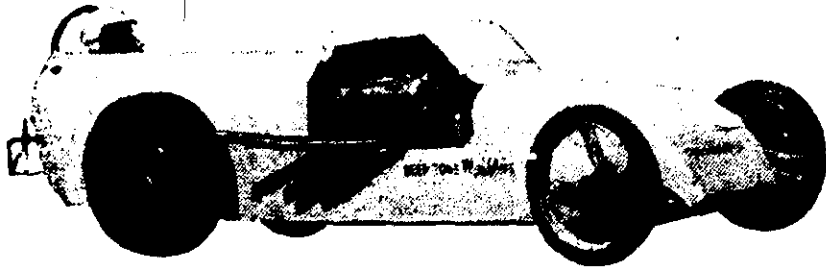
Bob Biel, at the wheel of the speeding Fullerton Muffler "A" Stripped Coupe, proved class winner at Santa Ana Oct. 13. Rain soaked wiring of clocks goofed the winning speed, but 287 C. I. Dodge engine left no doubts as to its capabilities.

MR. ELIMINATOR

CHECK THE RECORD . . .

before you buy. You'll find that winning and HOWARD CAMS have gone hand in hand since 1949.

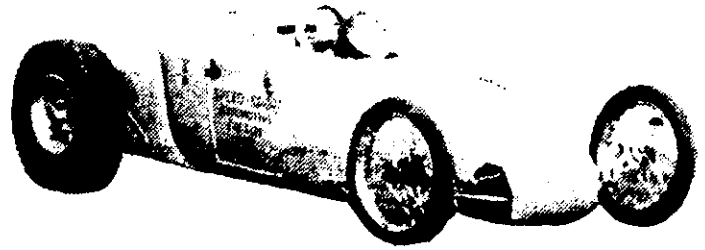
In all classes . . . any engine . . . any place, the exclusive Steel Billet dependability and competition proven design of HOWARD CAMS provide the 1 — 2 combination to become and stay a winner.



N.H.R.A MR. ELIMINATOR OF 1957

At the one they all want to win, the Money Olds Special won Top Eliminator over a field of cars from every part of the country. More fame for the HOWARD F-5 steel billet cam.

Oct. 5, L.A.D.S. Dillon-Mudersbach again came face to face with Calif.'s best, including Cyr-Hopper, Gene's Brake Shop, etc. Proved that this is the NATION'S NO. 1 with Top Time of 142.18 mph and low E.T. of 10.05 sec., in eliminating all Dragsters. Oct. 6, San Gabriel. Dillon-Mudersbach established new strip E.T. record of 9.95 seconds. Again Top Time was recorded at 142.18 mph.



SPEED SPORT WORLD RECORD HOLDER

Aug. 21-25 A.T.A.A. World Series. Set new Modified Roadster Record of 160.714 mph with E.T. of 9.88 seconds. Made three other runs at same speed using HOWARD SU steel billet cams.

Aug. 20-Sept. 2 A.H.R.A. Nationals. Top Time over Cook-Bedwell Dragster at 152.54 mph with E.T. of 10.09 seconds. Downed top field of competition.

Oct. 5-6 N.H.R.A. Santa Maria. Again this fantastic roadster tangled with all the top Dragster of California and again toppled Cook-Bedwell with a 148.76 mph for Top Time of meet.

Oct. 13 Santa Ana. First timed run ever on gas this Roadster set the competition back with a 129.85 mph run. PROOF of the versatility of a HOWARD steel billet mushroom cam . . . racing's most honored product. See your local speed shop and insist on a genuine HOWARD CAM or write:

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10122 SOUTH MAIN STREET
LOS ANGELES, CALIFORNIA Plymouth 5-5314

A—Norris Bruce, '57 Chev	90.90
B—Ron Yiggins, '57 Chev	88.23
C—Dean Bigler, '55 Chev.	79.64
D—Dave Stuzman, '54 Olds	77.58
E—Hoot Gibson, '50 Olds	69.76
SPORTS CAR	
A—Art Leber, T-Bird	79.64
C—Bill Diehl, Corv	94.73
D—Dave Hancock, Porsche	75.63
CYCLES	
Gas	
D—Don Hawk	98.00
E—Jerry Smith	N.T.
TOP ELIMINATOR	
Phil Hobbs, Ford	111.11
TOP TIME	
Phil Hobbs, Ford	*111.11

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Serop Postoian Turns 136.36 At US 30 Drags

Sept. 29 — A.T.A.A. "World Series" Top Eliminator Serop Postoian of Detroit, Mich., continued his winning ways as he returned to Illinois and posted the Top Time of the day at 136.364. Top Eliminator honors went to Ben Krametbauer of Berwyn, Ill., though, at 115.385.

In turning his "A" Dragster class winning run of 136.364, Postoian took 11.03 seconds to travel the quarter-mile distance.

J. Stuzl of Calumet City, had the top cycle speed of the day at 116.883 in 12.38 seconds.

In the "A" Altered competition E. Whalen of Oak Forest, Ill., came out on top with a top speed of 111.111 in 12.94 seconds.

U.S. 30 DRAGWAY		
Results of September 29		
Class	Name	Time
GAS C/S		
B	Nadalin Brown	101.00
C	Harold Stone	88.00
C	Robert Rowan	97.00
ALTERED COUPE/SEDAN		
A	E. Whalen, Crosley	111.11
ROADSTERS		
B	Dave Creviston	70.31
COMP. COUPE/SEDAN		
A	Dan Colyer	82.56
HOT ROADSTER		
B	Herb Maus	97.20

DRAGSTERS	
A—Serop Postoian	136.36
STOCKS	
A—Ron Hayes, '57 Ford	86.53
AA—F. Marsaler, '57 Rambler	84.90
B—Don Polvak, '56 Chev	85.31
BA—Jerry Besser	70.26
C—William Brown	73.17
CA—Don Campbell, '54 Cad	81.81
D—Jim Hen, '53 Olds	79.58
E—Jack Mott, '53 Chev	71.70
S/S—Moemklot	96.77
SPORTS CAR	
A—Dave Engerlett, Corv	95.00
CYCLES	
A—J. Stuzl	116.88
TOP ELIMINATOR	
Ben Krametbauer	115.38
TOP TIME	
Serop Postoian	136.36

U.S. 30 DRAGWAY		
Results of October 6		
Class	Name	Time
GAS C/S		
A	Tom O'Donnell	80.40
B	Don Brasell	95.74
C	Robt. Roman	98.82
D	G. Dzyrovak	N.T.
	Dick Zimmerman	74.38
ALTERED COUPE/SEDAN		
A	Whalen & Reimer	109.75
B	Cecil Coffman	87.37
STREET ROADSTERS		
A	Ray Dembrowski	73.00
B	Rox Koehler	89.10
ROADSTERS		
A	Ottis Smith	132.35
B	Ted Coons	84.90
DRAGSTERS		
A	Jim Russell	132.35
STOCKS		
S	Ken Boomgma	95.37
SA	S. Partinsa	86.53
A	Less Hill	89.10
A	A-S. Marselac	85.71
B	Don Pollak	85.00
BA	Jack Grady	81.08
C	Carrol Kelly	76.92
CA	Ken Ensign	80.35
D	Wm. Brown	75.00
DA	John Edwards	73.77
E	Arnie Regaski	69.00
SPORTS CAR		
A	Rich Jackson	101.24
B	Robt. Ward	N.T.
	Jim Charier	103.44
	Jim Carr	76.93
CYCLES		
Gas		
A	Ron Kogel	104.00
B	C. R. Smith	88.23
C	Rudy Fleshman	96.21
	Art Garda	60.00
TOP ELIMINATOR		
	Not Reported	
TOP TIME		
	Ottis Smith	132.35
	Jim Russell	132.35

★ 1957 ★

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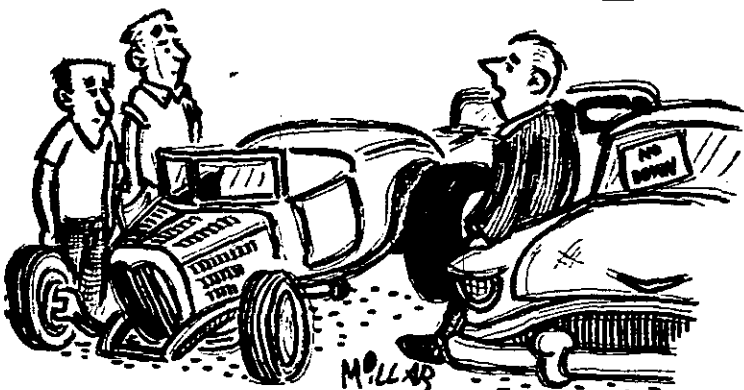
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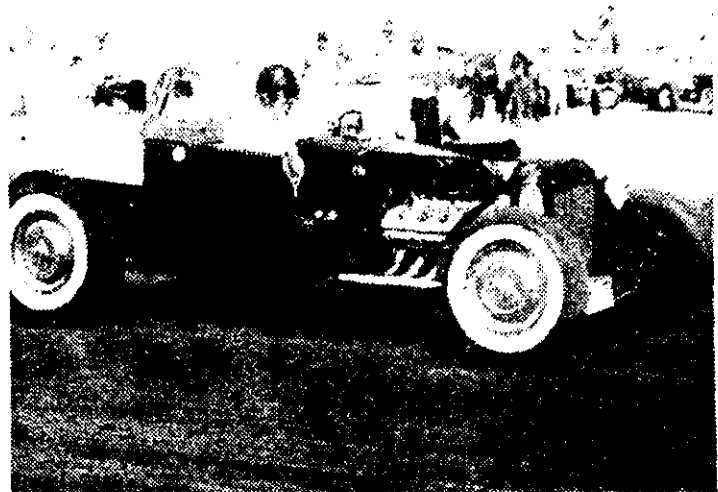
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"A" Street Roadster winner and Top Gas Eliminator were the victories by John Esponda at Famosa Oct. 6. Esponda uses 365 C. I. Chrysler, reached 114.93 at the end of Bakersfield quarter-mile course.

Carl Grimes Blisters Phoenix 1/4 At 128.57

Oct. 6 - Today was 'electrical difficulties' day as first the clocks and then the public address system went on the blink with unidentifiable 'bugs' fouling the mechanism.

Before the equipment went on the blink, however, Carl Grimes blasted through at 128.57 for the Top Time of the meet with his Buick-powered "A" Altered Fiat Coupe. Three records were also broken and one tied by the hard driving drag pilots.


Larry Steinegger emerged as the Top Eliminator of the meet, though, as he drove the "Gents" Car Club "A.O.G." Dragster to narrow victory, after setting a new class record of 124.29.

Grimes' Top Time mark of 128.57 tied exactly his existing strip "A" Altered mark.

Sanders and Godbehere, running a De Soto-powered "B" Altered machine, upped that class mark to 112.50 with a very good run. Driver Bob Sanders edged newcomer Dean Turk in a very thrilling race.

Bill Hopper kept the record-breaking performance going as he turned 116.00 for a new strip "A" Street Roadster mark. He runs a Chrysler engine.

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159.01 By Nesbitt's Special Tops Big Bakersfield Meet

Oct. 6 - Over 2,000 drag race fans were treated to beautiful, breezy fall drag racing weather, while witnessing the Bakersfield Planing Mill-Bernie Mather-Moss Henken Trophy Chevrolet Dragster outlast all competition to cop the Top Eliminator award at the Famosa Drag Strip.

Bernie Mather, designer and builder of this very sanitary Dragster also eclipsed the "B" Dragster record at 141.06 while winning his class.

The Top Time of the meet was turned in by Maurice Richer, at the wheel of the Nesbitt's Orange Special, a Chrysler-powered Dragster. Maurice registered a top speed of 159.01.

Howard Stamp, driving his award winning streamlined Dragster posted a mark of 153.58 before spinning out on a single run during a bid for Top Time. Following the spin the car was retired for the day.

In a day marked by mishaps the Quincy-Hughes-Earl Buick Dragster was through for the day after a rod broke. Mooneyham and Johnson turned 132.00 and then broke a torsion spring, their second of the day, and were also knocked out of action.

The little man with the black cloud continued to hang over the pit area as Les Callahan broke an adaptor on his rear-engine Chrysler Dragster and was out of action. Reath Automotive's Hot Roadster blew a clutch just as it crossed the finish line in a close race with the Waters - Sughrue - Edwards - Smith Roadster.

The string of bad luck continued when the Tom Ruddy and Weinstein Modified Roadster blew two pistons after the very fast Ardun-Merc turned in

a top speed run of 143.00

After the rash of disasters only Mather and Richer remained for the Top Eliminator run. Both Dragsters came to the line and fired up. Richer's beautiful orange-colored Dragster suddenly burst into flames from a fire in the pan. When the fire was extinguished it was discovered that the engine was partially frozen and the Dragster was unable to continue.

BAKERSFIELD				PHOENIX, ARIZ.			
Results of October 6				Results of October 6			
Class	Name	Engine	Time	Class	Name	Engine	Time
GAS C/S							
A	Kenneth Gaines, Cad		109.75	A	Joe Woods, Buick		N.T.
B	Bill Howard, Ford		98.43	B	Gambino & Crouse, Cad		N.T.
C	J. O. Brock, Chev		95.25	C	Merrill Robbins, Chev		92.31
D	Pete Petroff, Chev		97.16	D	Evell Barnes, Chev		N.T.
ALTERED COUPE/SEDAN							
A	Frank Ames, Merc		101.16	A	Carl Grimes, Buick		128.57
C	Counts of Shafter, GMC		97.50	B	Sanders & Godbehere, De Soto		112.50
STREET ROADSTERS							
A	John Esponda, Chrys		114.93	C	Mahaffey & Williams, Olds		N.T.
B	George Coffee, Merc		82.57	STREET ROADSTERS			
OPEN GAS							
A	Del-Mac Garage, Chrys		110.19	A	Bill Hopper, Chrys		116.00
FUEL CLASSES							
COUPE/SEDAN							
A	Bickel & Hamilton, Merc		113.92	B	Berge Bros., Merc		N.T.
COMP. COUPE/SEDAN							
A	Ewell & Stecker		125.87	A	Auckley Bros., Stude		122.45
HOT ROADSTERS							
A	Reath Automotive, Merc		127.62	OPEN GAS			
B	Delany & Boice, GMC		117.49	A	Six Saints Club, Cad		N.T.
MOD. ROADSTERS							
A	Ruddy-Weinstein "Red", Adn-Merc		143.56	B	Gents Club, Buick		124.29
DRAGSTERS							
A	Nesbitt's Spec., Chrys		159.01	C	Robert Blake, Buick		N.T.
B	Bakersfield Plan. Mill, Chev		141.06	FUEL CLASSES			
STOCKS							
SA	Jim Crabb, '34 Ford		72.19	COUPE/SEDAN			
SB	Bill McKenzie, '47 Ford		N.T.	B	Fred Bloom, Buick		N.T.
C	Don Duly, '54 Chev		74.62	COMP. COUPE/SEDAN			
D	Larry Hayden, '54 Olds		80.00	A	Addicks Club, De Soto		N.T.
XA	Jack Williams, '57 Chev		91.64	HOT ROADSTERS			
XB	Carl Brockman, '57 Ranchera		N.T.	A	Riggins & Johnson, Chrys		N.T.
XC	Bill Blanscot, '55 Chev		N.T.	MOD. ROADSTERS			
XD	Mike Hannah, '57 Chev		78.28	B	Chef Schinke, Cad		N.T.
XX	Suburban Pont., '57 Pont		99.55	DRAGSTERS			
AD	Carl Welch, '57 Pont		88.20	A	Charlie Storr, Olds		N.T.
SPORTS CAR							
O	Joe Melendez, Corv		103.90	STOCKS			
U	Dale Smith, MGA		71.59	A	Gill Summers, Chev		N.T.
OM	Dr. McDaniel, Chrys		106.95	B	Ray Valentine, Chev		N.T.
CYCLES							
A	Kenny Krause, AJS		79.92	C	Star Larson, Chev		N.T.
AA	Los Toros, Triumph		98.14	D	Charles Pickens, Chev		N.T.
B	Trent's Motorcycle Co., BSA		97.06	E	Carlson, Stude		71.40
BB	Ewing & Siebuehr, Triumph		110.76	SS	Jim McNally, Chev		92.00
C	Joe Pechart, Harley		97.30	SPORTS CAR			
CC	Hall & Brisco, Vincent		109.55	A	Gus Stallings, 300 S.I.		96.77
AF	Bill Keen, Triumph		96.42	B	Denny O'Neil, Corv		N.T.
CF	Jim Hunter, Harley		138.24	M	Playboys Club, Corv		110.00
TOP ELIMINATOR							
Fuel	Bakersfield Planing Mill, Chev		141.06	FUEL			
Gas	John Esponda, Chrys		114.93	A	Bill Flannery, BSA		N.T.
TOP TIME							
Nesbitt's Spec., Chrys			159.01	TOP ELIMINATOR			
"Denotes Record"							

Melody Plays On At Westhampton Raceway

Sept. 29 - Bert Melody of Yonkers, N.Y., was the number one driver at the Westhampton Raceway after the day's racing was completed. In addition to his "A" Dragster class win at 131.38 and his Top Eliminator victory, Melody spent the majority of the day breaking his own strip records for top speed. He finally stopped at 136.66 for the Top Time of the meet. His Elapsed Time on the 136.66 effort was a slow 12.6 seconds.

Art Hocking was the only other car driver to break the 'century mark' as he pushed his '55 T-Bird through to a "XA" class victory at 104.65.

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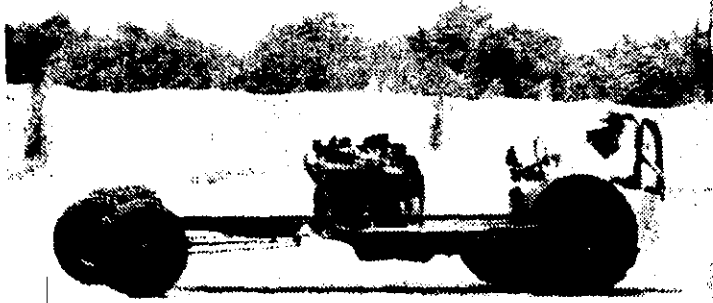
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Jay Cheatham and his gas burning Olds Dragster stopped fuel burning challengers short at Half Moon Bay Oct. 6 in races for Top Eliminator. Took class at 127.47 in 10.73, Top Eliminator at 128.38 in 10.73.

WESTHAMPTON RACEWAY
Results of September 29

Class	Name	Engine	Time
STOCKS			
E-J.	Cestellano	'50 Ford	66.91
D-	George Wenz	'52 Olds	76.92
C-	Richard Freely	'56 Chev	73.77
B-	Danny Borrows	'56 Merc	87.23
A-	Mike Quindazzi	'57 Chev	86.12
AA-	Willie Shaw	'57 Chev	83.33
AB-	Robt. Milson	'55 Buick	80.71
AC-	Joe Trovato	'54 Olds	72.58
SS-	Johnny Olsen	'57 Fury	93.75
SSA-	Art Hosking	'56 Chrys	84.90
CF-	Walter Doesch	'51 Ford	78.94
CD-	Bob Drake	'55 Chev	86.53
CC-	Art Hosking	'56 Chrys	89.90
CB-	Bob Vranm	(Chev) Chrys	76.67
SPORT CARS			
KC-	Ted Scharf	M.A.A.	69.23
KC-	Don Delisi	Corv	80.35
KA-	Bob Morse	Corv	94.24
XB-	Charlie Gennarelli	Corv	86.53
XA-	Art Hosking	T.Bird	104.65
DRAGSTERS			
GB-	Ron York	Chev	98.76
DA-	Bert Melody	Cad.blm.	136.66
BB-	Al Cresser	Ford	85.71
BA-	Don Webster	Chrys	92.00
AA-	Benny Appalano	Olds	93.26
CYCLES			
SC-	Rod Holbrook	BSA	81.44
SD-	Fred Sparks	Triumph	90.00
SE-	Orie Steel	Harley	92.30
MB-	Jud Butler	Maico	60.40
MD-	Pat McGivney	Triumph	94.73
ME-	Dick Haumann	Harley	97.82
FC-	Al Schwab	Triumph	87.37
FD-	Tom Grazias	Triumph	107.14
FE-	Wane Zeidy	Vincent	105.88
TOP ELIMINATOR			
	Tom Grazias-Cycle	Triumph	107.14
	Bert Melody	Cad.blm.	136.66
TOP TIME			
	Bert Melody	Cad.blm.	136.66

WESTHAMPTON RACEWAY
Results of October 6

Class	Name	Engine	Time
STOCKS			
A-	Mike Quindazzi	'57 Chev	N.T.
B-	Lenard Corfarm	'56 Chev	N.T.
C-	Bill Barsett	'57 Chev	75.00
D-	Gene	'55 Ford	N.T.
E-	Robt. DeFes	'50 Merc	N.T.
S-	Fred Schmalhuebe	'57 Chev	89.55
DRAGSTER			
	John Sabiston	Chev	120.80
TOP ELIMINATOR			
	John Sabiston	Chev	120.80
TOP TIME			
	John Sabiston	Chev	120.80

Cheatham Half Moon's Top Eliminator On Gas

Oct. 6 - Facing the challenge of a pit full of fuel burning machinery Jay Cheatham piloted his Olds - powered "A/OG" Dragster into the Top Eliminator slot with a top speed of 128.38 in 10.73 seconds. The Top Time of the meet was established by Dick Young at 129.12 in 11.76 seconds Elapsed Time. He was driving a fuel Dragster.

Cheatham won his class with a 127.47 effort in another 10.73 second E.T.

Young was knocked out of competition after setting his Top Time when his Dragster went into a spin after the

brakes failed and ended up resting on its roll bar. The sturdy construction of the car contained the force of the flip and Young crawled out with a skinned knuckle and a bent front axle. This left Cheatham unopposed for the final run.

The Top Time, Top Eliminator and class winner in the motorcycle competition was Russ Kirkby, riding a Harley 74. Kirkby, a veteran Bonneville rider, turned a top speed of 116.12.

One of the most interesting classes at the strip, the "Cheatin' Stockers," was won by Art Billings, driving a Chevrolet. Billings hit a top speed of 93.36.

"Super Stock" honors went to Fletcher Greathouse with a slightly faster Chevrolet, turning a top speed of 93.84.

HALF MOON BAY
Results of October 6

Class	Name	Engine	Time
GAS C/S			
A-	Jim Berning	Cad	85.22
B-	Charles Tabucchi	Chrys	103.21
C-	Bob Jenecke	Chev	93.07
D-	R. J. Mooney	Chev	89.73
ALTERED COUPE/SEDAN			
A-	Jim Jose	Merc	98.79
B-	Jim Schiele	Merc	92.97
C-	Bill Beaupre	Merc	94.14
STREET ROADSTERS			
A-	Pete Pantages	Cad	102.97
B-	Dell Sessions	Chev	96.35
OPEN GAS			
A-	Jay Cheatham	Olds	127.47
FUEL CLASSES			
COUPE/SEDAN			
A-	Ed Santos	Merc	771.94
B-	Joe Ybarra	Merc	100.78
C-	Jim Monroe	Merc	98.80
MOD. COUPE/SEDAN			
A-	Merril Mooney	GMC	170.12
B-	Hood Ferrara	Merc	107.14
FOUR BARREL			
	Doug Hardy	Ford	69.87
HOT ROADSTERS			
B-	Rich Hartsock	Chev	83.33
MOD. ROADSTERS			
B-	Ted Gotelli	Ford	107.11
DRAGSTERS			
A-	Dick Young	Olds	129.12
STOCKS			
A-	Jim Kozanan	Chev	87.54
B-	Mike Fontana	Chev	86.32
C-	Bruce Lavazzano	Chev	84.74
D-	Lev Schwoob	Olds	84.90
E-	Gerry Hardesty	Stude	75.43
AX-	Jim DiRiccio	Buick	85.06
CX-	Bob Brandt	Olds	81.69
SS-	Fletcher Greathouse	Chev	93.84
Z-	Art Billings	Chev	93.36
P.U.	Bill Ercoline	Dodge	80.28
P.U.	Marville Ascencia	Cad	96.98
SPORTS CAR			
B-	Butch Paul	Healey	72.93
C-	Jim Thomas	Corv	98.68
D-	Dennis Douglas	Corv	94.63
E-	William Jung	T.Bird	87.63
CYCLES			
Gas			
	Russ Kirkby		116.12
	LeRoy West	BSA	90.36
	Howard Peterson	Triumph	93.55
	Mel Gonsales		73.95
FUEL			
	Hal Seeskin		98.03
TOP ELIMINATOR			
	Jay Cheatham	Olds	128.38
TOP TIME			
	Dick Young	Olds	129.12

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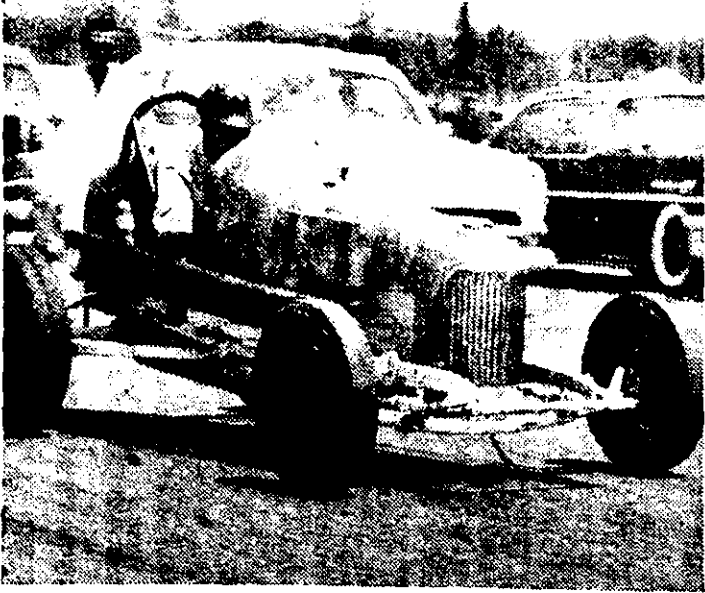
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Veteran Gus Sherman, and his OHV conversion Ford 4 engine, copped Four Barrel honors in Santa Maria Central Coast Championship, Oct. 6. Hit 100 flat for class trophy.

Santa Maria . . .

(Continued on Page 14)
strip, the world's record holding Cook and Bedwell Dragster, was also off its usual performance, but did set a new strip Dragster record of 147.68.
After Saturday's competition free dinners were presented to Groh's Texaco of Rivera, Calif., and Tony Nancy of Sherman Oaks, Calif., for the 'Best Appearing Car and Crew.' The judges were deadlocked on these two beautiful Hot Roadsters.

Free meals also went to the "Genis" of Ventura, Calif. for having the most club members present and to the Standard Motors of San Luis Obispo, Calif. for the Hard Luck Trophy.

The 120-Plus mark took a terrific beating as the records started to fall early in the meet. Pete Caponilla of Santa Barbara, Calif., starting things off when he turned 122.00 for a new "B" Roadster Mark.

Tony Nancy came to the line and hit 125.87 for a new "A"

Hot Roadster standard. Just as the judges were tied in the 'Best Appearing' judging, the roadsters were also tied in competition as Groh's Texaco came through with an identical 125.87 to cop the "B" Hot Roadster mark.

The 148.76 Top Time mark set by the Speed Sport Special was also good enough for a new "A" Modified Roadster mark as the record-breaking performance continued.

In the "A/OG" competition LeBlanc and Maringo teamed up to set a new class record in their division at 120.80.

Before blowing their 400 cubic inch Cad engine, which won them the hard luck trophy, the Standard Motors "A" Competition Coupe turned 124.80 for a new class strip record.

SANTA MARIA		
Class	Results of October 5-6	Time
	GAS C, S	
A—Don Sullivan		92.30
B—Jim Harris		101.69

C—Bob Robertson	97.82
D—John Scott	94.24
ALTERED COUPE, SEDAN	
A—Shultz & Domingos	102.85
B—Al Tanorizan	105.88
STREET ROADSTERS	
A—Alvin H. Gee J.	80.35
B—Leon Permosse	86.30
ROADSTERS	
A—Scoville Bros. & Cole	120.00
B—Pete Caponilla	122.00
OPEN GAS	
A—LeBlanc & Maringo	120.80
B—Bill Collier	103.44
FUEL CLASSES	
COUPE, SEDAN	
A—Jack DeMuth	114.64
COMP. COUPE, SEDAN	
A—Standard Motors	124.80
B—Archold Bouck	104.65
FOUR BARREL	
Gus Sherman	100.00
HOT ROADSTERS	
A—Tony Nancy	125.87
B—Groh's Texaco	125.87
MOD. ROADSTERS	
A—Speed Sports Auto	148.76
B—Alley & Dewitt	116.00
DRAGSTERS	
A—Bean Bandits	140.62
STOCKS	
S—Art Merald	100.00
A—Jerry Morgan	91.83
B—Leland Stant	87.80
C—Nicholson Speed Shop	88.23
D—Dale Hicks	77.58
D—Chas. Platt	77.25
Harrell Fletcher	75.63
Ray Yukum	100.00
A & N Speed Shop	119.63
Banner Bros.	98.90
Craig Camilar	104.65
TOP ELIMINATOR	
Bean Bandits, Jazzy Nelson, Speed Sport	M.T.
TOP TIME	
Speed Sport	148.76
*Denotes Record	

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SELL: '32 Ford Victoria, Chopped, Solid Body, Good Radiator Shell, Rear Fenders, Running Boards, Locked 4.11's, Safety Hubs, Front-End set up for Drags, Chrysler Motor Mounts. Contact: Lloyd Edwards, 6301 Riggs Pl., L.A. 45, Calif. Phone: OR 2-4024.

SELL: Esky E-4 with Lifters for Chevy. Make Offer. Also New Chevy to Ford Adaptor \$25.00. Contact: Bob Fielding, 4324 Olive, Long Beach, Calif.

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