

"THE HOT ROD STORY"

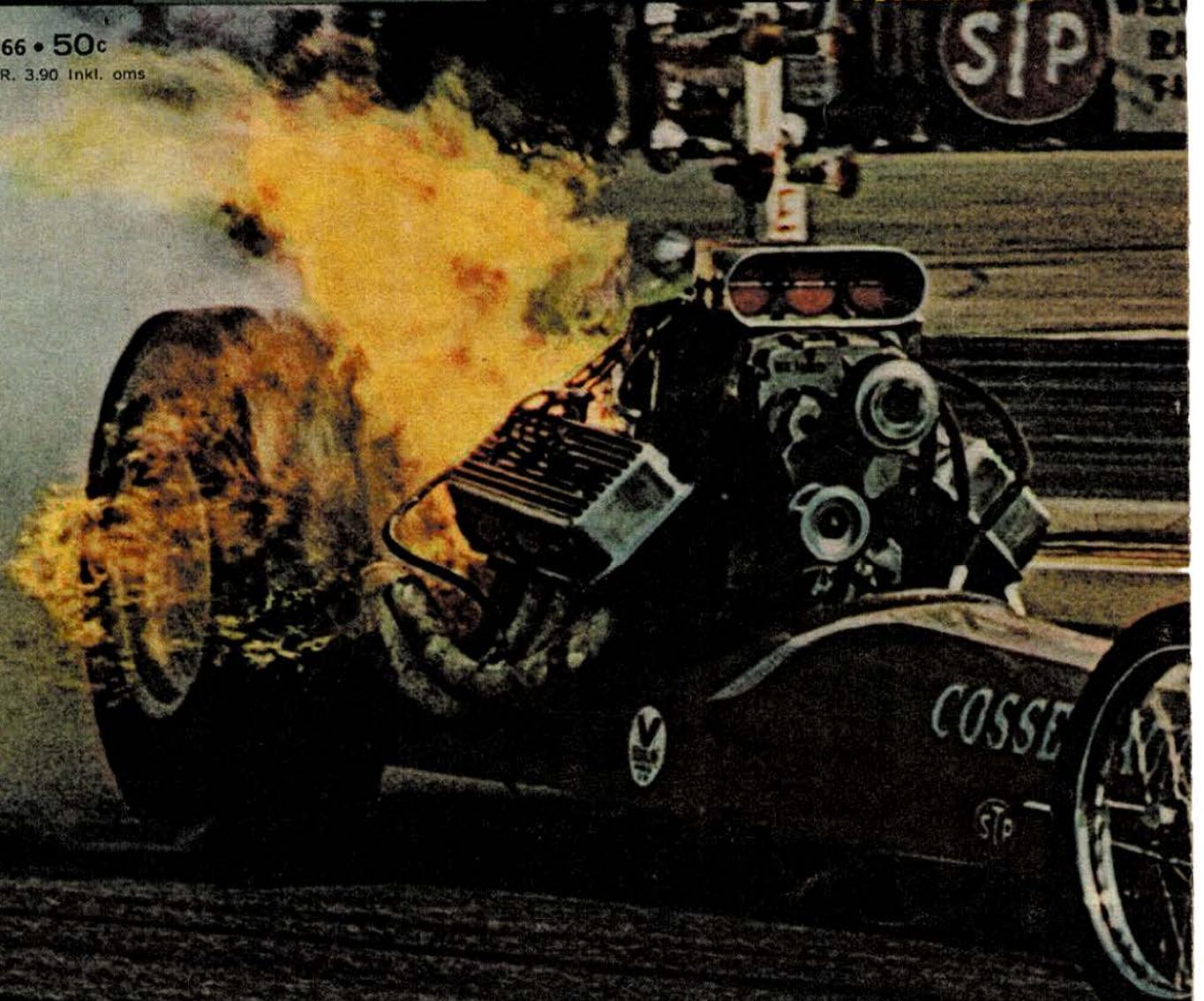
Chapter III: FROM SUPER-FUELERS TO THE JET-SET!

CAR CRAFT

First Coverage
NHRA NATIONAL
DRAG RACES

FORD BRONCO
FUNNY CAR

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DRAG RACING SAFETY...

"THE HOT ROD STORY"

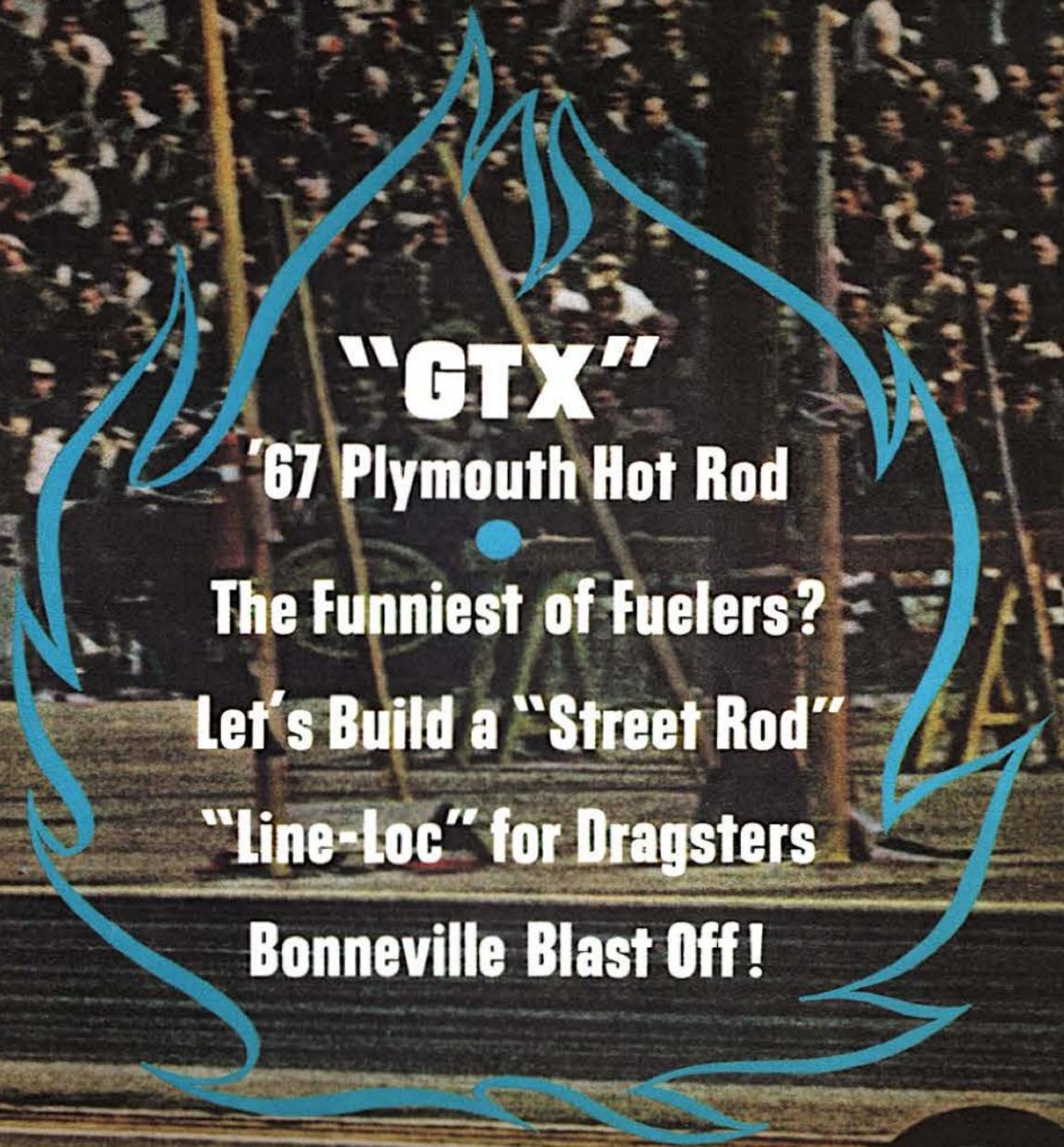
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"GTX"

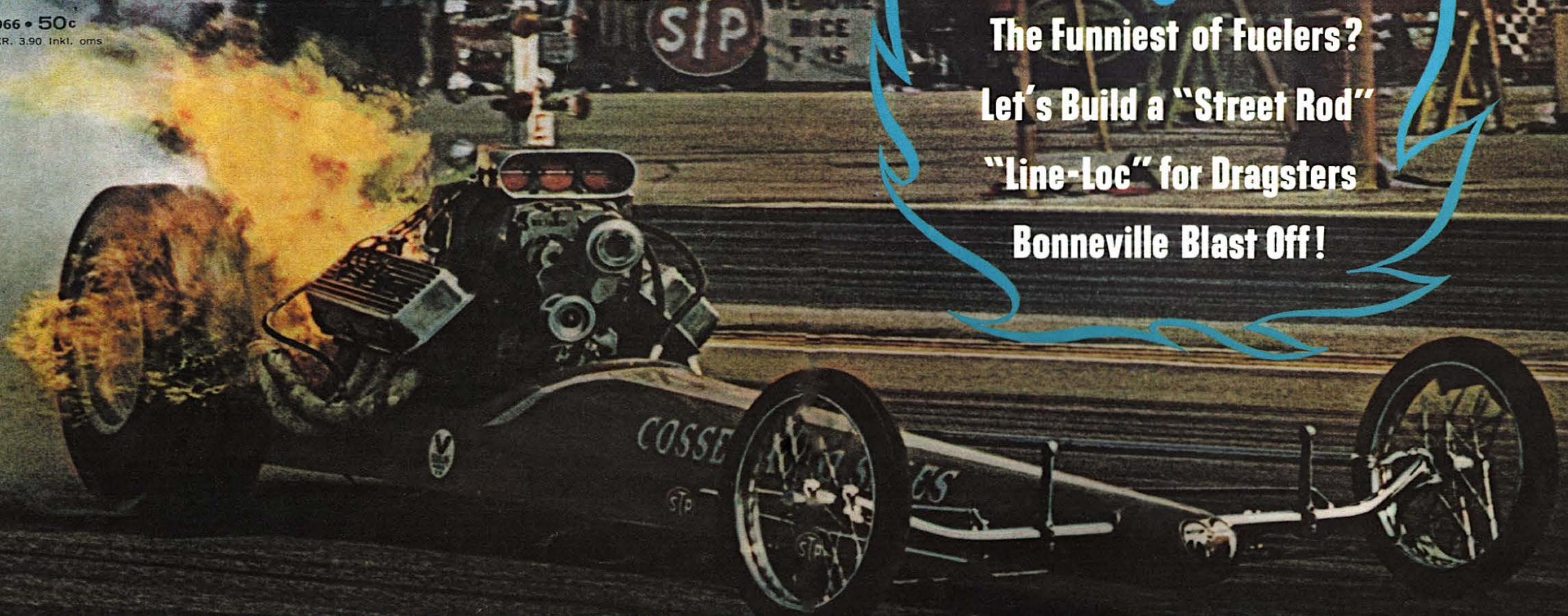
'67 Plymouth Hot Rod

The Funniest of Fuelers?

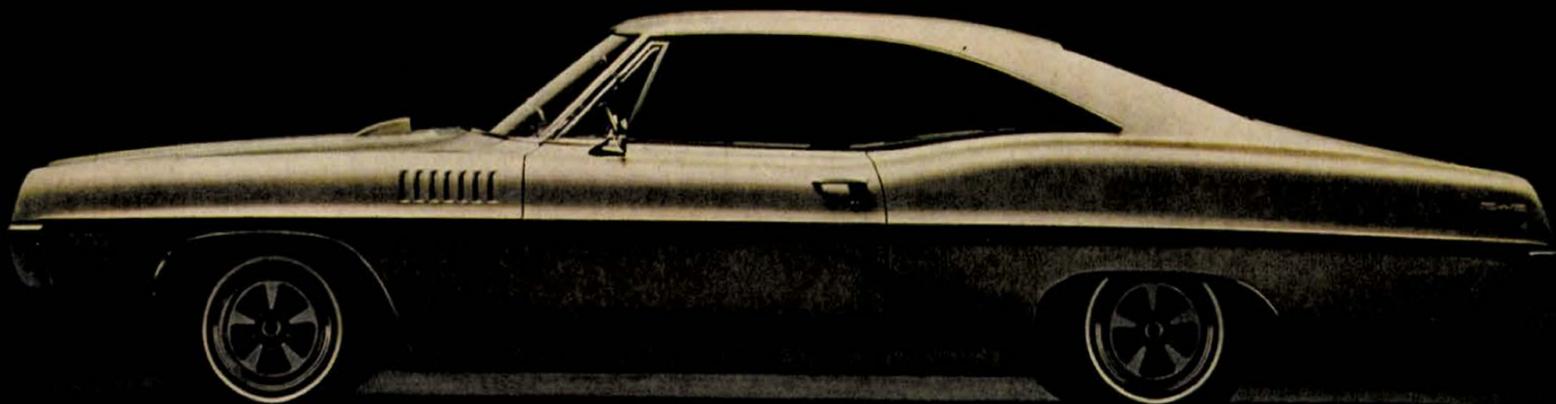
Let's Build a "Street Rod"

"Line-Loc" for Dragsters

Bonneville Blast Off!



DRAG RACING SAFETY... 15,000,000 miles later?



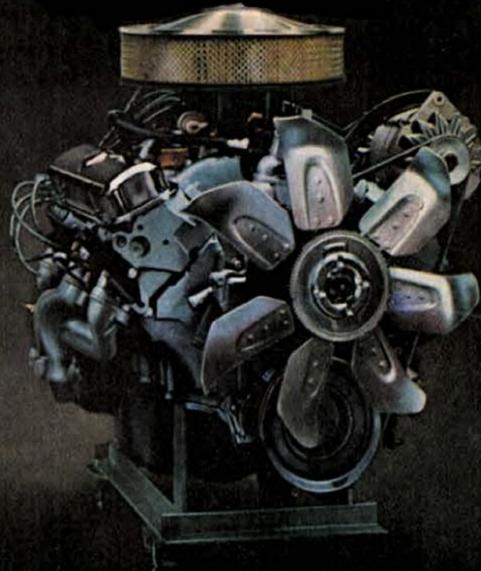
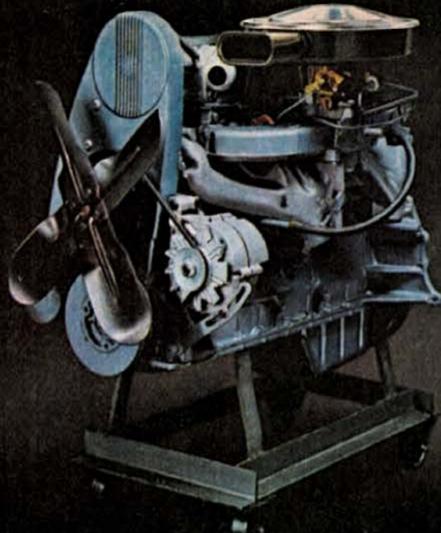
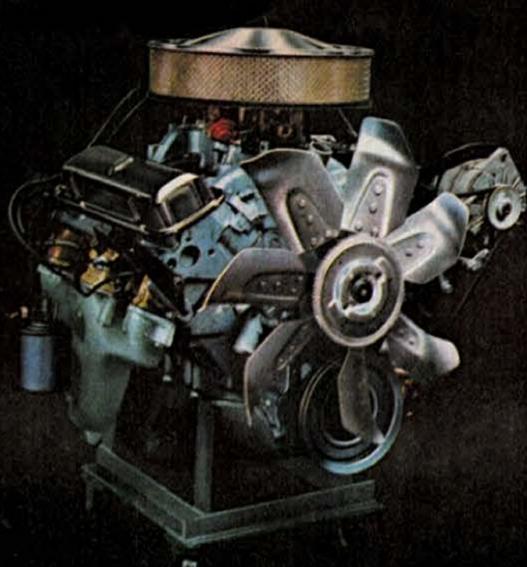
Big Brother



The Great Impostor



The Great One



Pontiac 2+2: Staring you in the face is the 2+2's new Quadra-Power 428 option. Same news as The Great One's Quadra-Power Four Hundred. Only 376 horsepower and 462 ft/lbs @ 3400 rpm. A 360-hp 428 is standard. So are heavy-duty shocks and springs, heavy-duty stabilizer bar, dual exhausts. So are bucket seats and an all-synchro 3-speed floor shift. Performance axle. Chromed air cleaner and rocker arm covers. The standard safety items on all Pontiacs include seat belts front and rear, with pushbutton buckles; front seat belt retractors; four-way hazard flasher; energy absorbing steering column. Options? You can order those Rally II wheels for a fraction of what you think they cost. Hood-mounted tach. Four-speed stick. Three-speed Turbo Hydra-Matic. Fully instrumented gauge package.

Pontiac Sprint: The red-blooded American sports machine everybody latched on to so fast because they were starved for the European thing—and didn't have twelve grand. 215 sophisticated horsepower from a belt-driven Overhead Cam Six. For the man who knows what to do with a curve when he runs into one. Highlift cam. 4-bbl Quadrajets. High rpm harmonic balancer. Enlarged valves. Heavy-duty valve springs. Heavy-duty clutch assembly. Firm front shocks and springs. Heavy-duty front stabilizer bar. 3-speed all-synchro floor shift (or you can specify 4-speed). Chromed wheel openings. Stripes on all coupes. You can order the Sprint option on all Le Mans and Tempests. And Rally II wheels (shown on 2+2) and hood-mounted tach. See our GTO/Sprint/2+2 performance catalog.

Pontiac GTO: That's big news you're looking at: our new 360-hp Quadra-Power Four Hundred. New heads. New combustion chamber design. Bigger intake and exhaust valves. New valve location. Enlarged ports. New intake manifold with smoother, more efficient runners. New free-flow header type exhaust manifold. New Quadrajets 4-bbl carburetor. If you know what we're talking about, you can order all this with the Ram-Air induction hood scoop option and new high output cam to replace The Great One's standard 335-hp 400 cubic inch. (Or a 255-hp 2-bbl regular gas version can be yours when you order Turbo Hydra-Matic—now available with manually controlled shift on all engines.) New Wide-Oval rubber standard. If you don't know what we're talking about, you're excused.

Pretenders, beware.

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Supercar. And how! The standard GTX powerplant just happens to be the biggest GT engine in the world. At 440 cu. in., it pumps out 375 hp. and 480 lbs.-ft. of torque.

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'67 Plymouth

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THE AUTOMOTIVE GO & SHOW MAGAZINE

features

- NHRA NATIONAL CHAMPIONSHIP DRAGS** By Terry Cook 16
- THE HOT ROD STORY** Final episode—Super-Fuelers to the Jet-Set..... 24
- WOULD YOU BELIEVE... THESE FUNNY FUELERS?**..... 36
- GTX—NEW PLYMOUTH HOT ROD** The '67 440 Belvedere is sharp & quick 38
- MARK IV—NEW REAREND FOR DRAG RACING** By Bud Lang..... 42
- LINE-LOC** Trick stuff for dragsters..... 44
- POINT PILIN' PICKUP** The popularity of a rod-pickup wins again..... 52
- BRONCO BUSTER** A one-of-a-kind funny car for drag racer, Doug Nash... 54
- 15,000,000 MILES LATER!** Facts on drag racing safety..... 58
- BONNEVILLE NATIONAL SPEED TRIALS** SCTA hot rodders do it again... 62
- LET'S BUILD A HOD ROD** But first what kind?..... 66

CC ACTION SHOWCASE: Photographed at Irwindale Raceway by Darryl Norenberg

departments

- MAIL RUN 6
- OUR POINT OF VIEW .. 10
- STRAIGHT SCOOP 12
- BENCH RACING 14
- YOUR CAR & THE LAW .. 87
- CC SHOPS 90
- DIPSTICK 92
- CC GASSERS 94

COVER

The harrowing experience that driver, Mike Danaylo is caught up in on this month's front cover isn't quite as grim as you might imagine—see page 58 for the reasons why. Photo is by Bob Swaim.



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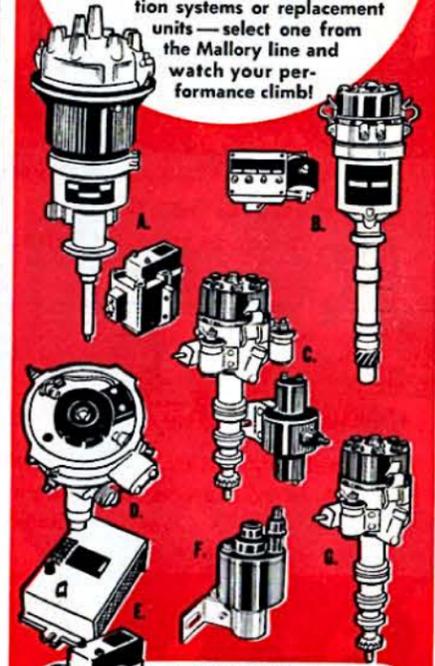
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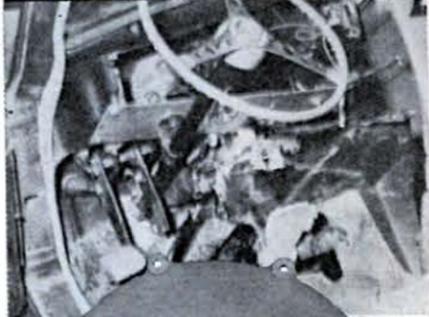
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Street Racing — for What?

Ran across a letter in your August issue from a Mr. Livingston who lives in St. Catherine, Ontario, Canada. Seems he was complaining about the fact that the area was without the facility of a legitimate drag strip, and some of the local enthusiasts had turned to some old country road for illegal activity. This is not the answer nor is the lack of a strip an excuse. The true rodders of St. Catherine know where to race and that is at either Lancaster, N.Y., some thirty miles east; Niagara, N.Y., fifteen miles east; or Cayuga, Ontario, thirty miles west of this area.

There should be no belly-aching or street racing from this group when three dragstrips are operating so close. The St. Catherine drag racers who participate at these strips do some good hard racing.

— GREG GILLIS
Niagara Falls, N.Y.

Mr. Livingston, are you listening? — Ed.

1200 Horsepower — Are You Kidding?

On the cover of your July issue you had an accompanying blurb concerning Jack Chrisman's new "GT-1 Comet" whereby it stated the SOHC Ford powerplant developed 1200 horsepower. I thoroughly read the article but I couldn't find mention of where the engine had been dyno tested to prove out the horsepower figure. This is not the first time I have encountered incredible horsepower figures in your magazine as well as other publications. To squeeze out over three horsepower per cubic inch is fantastic in my estimation. Furthermore, I have yet to read where one of these engines was actually proven by testing it out on a reliable dyno. How 'bout filling me in? I'm sure there are many other readers who would be interested.

— EDD CALDWELL
Dallas, Texas

First, let me say we did take a little liberty with Jack's engine figures in stating its horsepower at 1200. Due to his tour commitments he was unable to dyno his engine prior to departing for points east. Our figures were estimated but not ill founded. A call to any one of three very reliable dyno shops here in the Southland such as Tony Capana (Wilcap), Autolite Performance or Champion spark plug's west coast office, and you would find that many high performance built racing engines, while running the whole can (98 percent nitro), can crank on your unbelievable 1200 HP. If you think that the hairy nitro engines are something else — how 'bout the gas engines that push out 800 to 850 HP in some of drag racing's top rails? — Ed.

Want to Build a Hot Rod?

I've been reading your magazine for a couple of years now and have to say it sure moves off the local newsstand in a hurry. If you're not alert in my neighborhood when it comes time for the new issue, you lose. I've lost out on a few issues that carried the "How To Build A Hot Rod" series and would like to inquire as to how to obtain them. There were eight chapters in all (November '64 through July '65) and I need five of them to complete the set. Where do I start?

— DANIAL GREENE
Brockton, Massachusetts

First suggestion to the solution would be a subscription. We've had an extensive amount of requests for various chapters of this feature series and the correct and fastest method of obtaining any back issue required, is to write our "Back Issue" department in care of Circulation. All is not lost though if they happen to be out of certain issues, because we are about to launch a new series on building a hot rod and you'll find all the information on page 66 of this issue. This time we are polling the readers to see what kind of rod they want to build. I suggest you get in the act and let us know your thinking — the new project is going to be a ball. — Ed.

One of the Family Now

OK, so you have proven to me you know what you are talking about and that you offer some mighty fine coverage for the racer. I've been reading your magazine for several months now and find myself forced to subscribe. That makes two subs actually, the other one is Hot Rod.

I'd like to put my two cents in now that I'm part of the family and agree with your readers who voiced themselves in the June issue. Any one can sit on the sidelines and play Monday morning quarterback, and they can go on further to say how many times they have seen Chevies blow off Fords — and Fords trailer Chevies, but when you're racing, it's what you do with what you've got that makes a winner. I'm stationed in the Philippines and we go over to Manila every month to race. It's not as good as the U.S.A., but they have some pretty impressive iron down here. Everyone is quite impressed with Car Craft — and you can send Tony Nancy on a Philippine tour anytime!

— BERNARD STEWART
Sgt. U.S. Army

Anything for a subscriber. — Ed.

Decals Are on Their Way

I haven't been reading Car Craft too long, but have to tell you it's the best magazine on (continued on page 8)

Please don't swipe our decals!



It's not necessary. The easiest and fastest way to get your Big Red Decal is to drop us a stamped, self-addressed envelope. While they're free, STP decals seem to be disappearing from the cars of some of our staunchest fans. This is the work of decal peeler-offers, and, rather than nail up reward posters, we prefer to send out free STP decals.

In case you're wondering why there are so many Big Red Decals around, we put together a list of users that includes the first eight place winners at the Indy '500,' drag champions from coast-to-coast, sports car types, record holders at Bonneville and practically everybody who's anybody in any kind of auto racing. These men count on STP Oil Treatment to protect the performance of their engines under the toughest conditions. They know that STP coats moving parts with a film of protection that keeps their engines running smoother, quieter and longer.

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MAIL RUN

the stands. When did you stop running all those customs and show cars? I probably missed a lot of good issues—but just keep 'em coming like the last four or five and you've captured a new customer. I've been running my '65 Chevy in Jr. Stock here at a new drag strip that opened in Mission City and have been having a ball. I've been doing pretty good in my class at the strip and thought maybe you'd like a little reciprocal publicity. I would like to run a couple of Car Craft decals on the car if you would allow me to—just to get the good word around. How 'bout it?

—OWEN MARSH
 Haney, B.C., Canada

What customs, what show cars? Man, where have you been? We did a one-eighty with the book about eighteen months ago and apparently it was the right thing to do since we are now about 70,000 new readers ahead of sales since that time. Sorry, I mean 70,001. Your request for decals is right on target since we just received a new shipment for distribution. By the time you read this, you should already have them plastered on that Jr. Stock's quarter windows. — Ed.

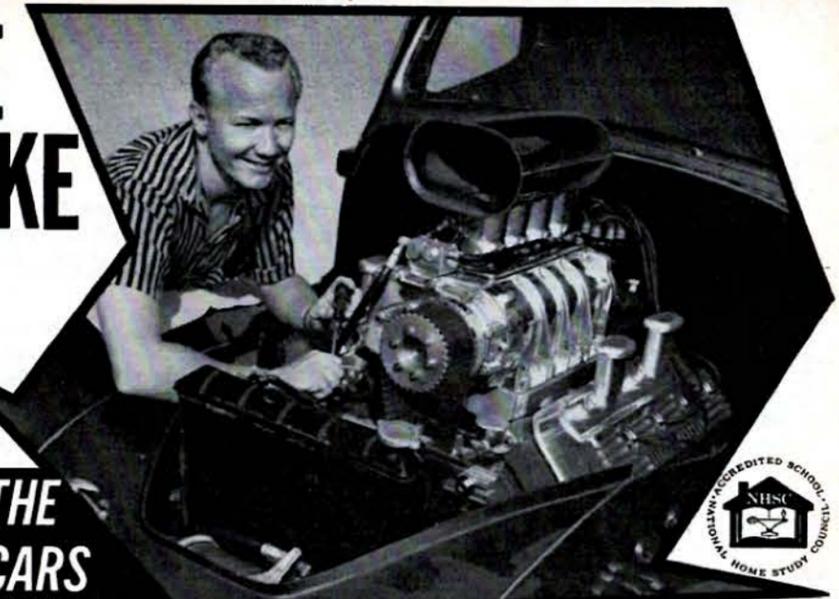
A Hot Rod First:

I have just read through your first chapter of the "Hot Rod Story" and had to sit down and drop you a line as to what I thought of it. First, I have to pass along my congratulations to Dan Roulston for such an interesting presentation. His down-to-earth approach, details and true knowledge of the hot rodder had to be the product of long experience and exposure. It's undoubtedly one of the most informative pieces of writing I have ever read on the sport in its early years. Those days had to be great for the backyard builder—but no more than it is today for some of the lower classes of drag racing where expense restrictions are replaced by mechanical ingenuity. Car Craft should be commended for bringing such a story to public attention—and I'm sure there are many young enthusiasts who will read for the first time of how it all came about.

—RICHARD MONTROSE
 Montebello, California

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OUR POINT of VIEW

● When attending the NHRA National Championship Drags at Indianapolis, it's pretty easy to find your-

"Hurst Country" at the Nationals

self caught up in all the hustle and bussle of the exciting action and overlooking some of the other all important aspects that contribute to the event's prestige and overall success. Aside from the tremendous job performed by NHRA in handling some fourteen hundred entries, and their professional crews keeping the "Big Go" on the move for an average of two thousand competitive runs per day—there still is another side of the huge five day show that bears recognition. Leading manufacturers of the speed and automotive accessory field, as well as Detroit auto makers, have long supported the NHRA Nationals. This support ultimately contributed to the \$54,000 "pot of gold" offered this year. But before a drag racer can compete, he has to be able to run. And sometimes this, even to the most experienced "pro," has been a last minute problem encountered in the NHRA tech inspection line, or during the heat of battle when he finds himself in dire need of immediate repairs. Where does he go? Not too many years ago he would head for town in hopes of finding a garage that could hopefully remedy his problems; over Labor Day weekend the chances were slim. But today, thanks to what we refer to as "Hurst Country," the problems can almost invariably be solved. The Hurst-Campbell Safety Center this year was bigger and better than ever before, and as in the past, it saved more than one racer from being counted out for a technical oversight or a broken part. Speaking for all those concerned, we say thank you. Mr. Hurst and Mr. Campbell for this contribution.

— Dick Day

● The sport of hot rodding and drag racing continues to grow in all directions at a rate that almost rivals the acceleration of some of its own unique machinery. There have been many achievements through the years that all of us in hot rodding can point to with pride. Another important milestone was reached this September in Indianapolis, site of the 12th annual NHRA Nationals. The Nationals holds the distinction of being the first drag racing event in history ever accorded full International sanction by FIA. Although this was another major step forward in hot rodding's long journey to world-wide recognition, I'm sure it went virtually unnoticed by the great majority of the competitors and spectators at the event. Actually, the sanction had little effect on the meet this year, but the NHRA's membership in the FIA holds great promise for the future. FIA is the Federation Internationale de l'Automobile, the French way of saying International Automobile Federation. Founded in 1904, the FIA is a voluntary association of automobile clubs from 70 nations around the world who promote international racing and touring, and exchange technical information. It has two major departments, but we are only concerned here with the motor sports section of which the ACCUS, American Competition Committee for the United States, FIA, Inc., is the American representative. How does this effect us? It gives drag racing very valuable prestige. It opens the door to truly World Championship drag meets and consideration of the standing quarter mile as a distance for International and World's Records. NHRA's membership is an important accomplishment, one of which we can all be very proud.

— Alex Xydias

● If you read this column last month, you know that another project is about to begin. If you missed it, I'll give you a brief run-down on exactly what we have in mind. Since there is so much interest in street roadsters these days, we'd like to have you help us design and build one. It won't cost you a cent, and we can all have a lot of fun doing it! Since last month we've received a lot of suggestions, but need a lot more. To simplify matters we've set up a questionnaire (see page 66). All you have to do is fill it in and forward it to us. We'll take it from there by trying to give you what you want to see. Another important part of this project is the difficulties that some of you might have run into and how you solved your problems. If you've found shortcuts that would be of help to other roadster builders, let us hear from you. If you haven't built a roadster, but have some great ideas, let us know. If you don't know where to start—we'll show you. We want to help you, but we have to know your problems and your ideas. If you're an old hand at building roadsters, we can use you—we don't have all the answers but with your help we should be able to get them. Remember, this is your project. With your ideas we can show you step-by-step how to build that street roadster. The questionnaire is easy to fill out, just check off the parts and pieces you think should be used in the construction of the Car Craft Roadster. If you want to learn the basic mechanics—where things go—how they work and why, follow our How-To series and build it yourself. This can really be a blast for all of us—join in the action... and fill out that questionnaire and let's build a hot rod.

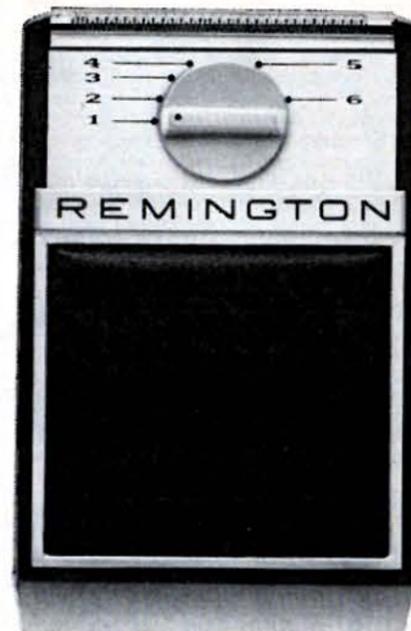
— Dick Scritchfield

● The premiere car show event for 1967 will be held December 1-4, 1966 when Robert E. Petersen presents the 8th annual Motorama at the Great Western Exhibit Center in Los Angeles, Calif. This spectacular show had its beginning in 1950 when Petersen, President of Petersen Publishing Co., initiated the Motorama concept of auto shows; one that features the finest high performance and custom vehicles under one roof. This initial show was soon followed by four more but by 1955 Petersen's publishing firm was also producing Car Craft, Motor Trend, Rod & Custom and many other magazines in addition to Hot Rod, the publication that put him into business. Relinquishing control of his show interests to the National Hot Rod Association, he concentrated on the magazine business. From that moment through 1965, NHRA put on their successful version, under the name of Winternationals Custom Auto Fair, in conjunction with the Winternationals Drags. At this point Petersen resumed the famed Motorama show as an adjunct to the Winternationals Drag Races. By advancing the date of this latest show, Motorama 1967 will offer you your first chance of the show season to view the most impressive and exciting cars available. Actually, the '67 Motorama will be two big shows wrapped into one because Motorama, Inc., has purchased the Mickey Thompson Speed & Boat Show. Cars originally scheduled for the Mickey Thompson show will now be seen in Petersen's Motorama. If you wish to participate in this new show, write for an entry form today. Send name, address and type of car to: 1967 Motorama, 5959 Hollywood Blvd., Hollywood, California, 90028. Don't miss this one.

— Bud Lang



If you're under 25 your skin needs this dial to protect it.



If you're under 25, your skin probably hasn't been chewed up and turned crusty by shaving.

If you use this new shaving invention, the REMINGTON® 200 Selectro shaver it doesn't ever have to.

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Just click the dial; the side panels flip open and, with a *plfft* from you, it's clean. That's all there is to it.

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THERE MAY BE . . . as many as a dozen dragsters powered by Ford's powerful overhead cammer in 1967, according to the latest report from Dearborn. Ford is said to be interested in getting more Ford powered rails in action, and may have a much smaller funny car program for next year. Thinking behind that is "Where do you go from here?" Meaning, of course, that the fastest funny cars right now are little more than rail frames topped by a super-light fiberglass body shell, and how do you make that any lighter or faster. So don't be surprised if it's more rails and regular stock cars from Ford next year, and fewer funny cars.

THERE'S A NEW . . . man at the wheel of Ford's drag racing program. He's Chuck Fulger, who comes to the job from the highly successful LeMans Ford GT project. Fulger is no stranger to the quarter-mile straight, as he used to drag a roadster. Ford's former drag man, Charlie Gray, moves over to head the oval-track stock car program.

THE LOGGHE BROTHERS . . . are about the busiest drag car builders in the country these days, thanks to the success of some cars they built for the start of the 1966 season. Those would be the Mercury Comet flip-top funny cars campaigned so successfully by Don Nicholson, Jack Chrisman and Ed Schartman. The ultra-light dragster type chassis on these vehicles were Logghe built, and now several racers have placed orders for similar super-swift machines at Logghe Stamping Company in Fraser, Michigan, outside Detroit. A whole funny fleet will be rolling off the Logghe lines this fall. One of the biggest name Chrysler teams has a Barracuda on order, while other orders call for a Dodge Charger and a Corvette. The 'Vette is being built for a Southern Chevy dealer, and will be powered by a supercharged fuel burning 427 inch mill. One report from Detroit says that Ron and Gene Logghe will also be doing some wind tunnel development work to study the problem of airflow around and through these light weight bodies. That's an area where there is a lot to be discovered.

PHIL BONNER IS . . . planning on retiring his Falcon and taking up drag racing with a Mustang. It's the car that Holman and Moody started to prepare for Ford stock car driver Cale Yarborough when Ford pulled its factory teams out of stock car racing a while back.

JIM CAVALLERO . . . Head of Detroit's Dynamic Engine Service, has built a new unblown A/fuel dragster to replace the highly successful one he has been campaigning lately. Like the old rail, it's powered by an injected 389 cubic inch Chevrolet engine. It's got an all-new chassis with a 150 inch wheelbase and weighs 910 pounds. The chassis is a new Logghe design. Cavallero plans to keep the name from the old car (Assassin), and the driver will still be Mike Bennett. Cavallero must really expect great things from the new setup, as the rail he's retiring has been clocked at a fantastic 7.65 e.t. And that's an unblown Chevy, remember!

DRAG RACING CONTINUES . . . to grow in popularity with our neighbors north of the border. Canada's one and only car performance magazine, Canada Track and Traffic, recently published a special report on the sport, headed "Drag Racing Booms," and featured a blown rail dragster on its cover. According to the magazine, there are five drag strips in the province of Ontario, three around Montreal, several in western Canada, and strips being opened at Quebec City and just outside Canada's national capital, Ottawa. Two years ago there was only one fuel dragster in all of Canada. Today there are more than 30, with the team of Farndon-Arnold-Oska being the best known. (They made a good showing at the Bristol Springnationals). Canada's hottest MoPar stocker is the Highlander Dodge, owned and campaigned by Argyle Chrysler-Dodge. The Canadians aren't behind the times, either. They have quite a few funny cars, with more building.

MOTORCYCLE ACE . . . Bob Leppan, whose twin-Triumph engined streamliner was featured in the August, '65, issue of Car Craft, has finally realized his ambition of capturing the world's unlimited motorcycle speed record. Leppan took the record on gasoline at Bonneville last fall, but it wasn't until this August that he was able to crack the all-out record of 230.269 mph. And crack it he did, upping it by 15 mph, to a new official mark of 245.667 mph. His two runs back and forth over the mile were clocked at 247.763 and 243.572 for the two-way average record. Leppan is building a fuel drag bike that will be powered by the same two engines that were in his streamliner (the Gyronaut X-1) when he set the record. Look for a report on this potent drag machine in Car Craft before long.

THE INTEREST IN . . . American type racing is growing around the world. The latest evidence of this is the fact that during October a group of USAC Championship (Indianapolis type) race cars were invited over to Japan for a 200 mile race. The Japanese put up a purse reported at \$40,000, and paid expenses to bring cars, drivers and mechanics over to Nippon. Idea was to have the same 33 cars and drivers as were in the starting line-up at this year's Indy 500. It was not possible to exactly duplicate the Memorial Day field, especially with drivers like Graham Hill, Jim Clark and Jackie Stewart busy with their European racing commitments, but a better than fair duplication was achieved. This move on the part of the Japanese lend a lot of weight to reports that motorcycle-king Honda is building cars for the 1967 Indianapolis 500 race.

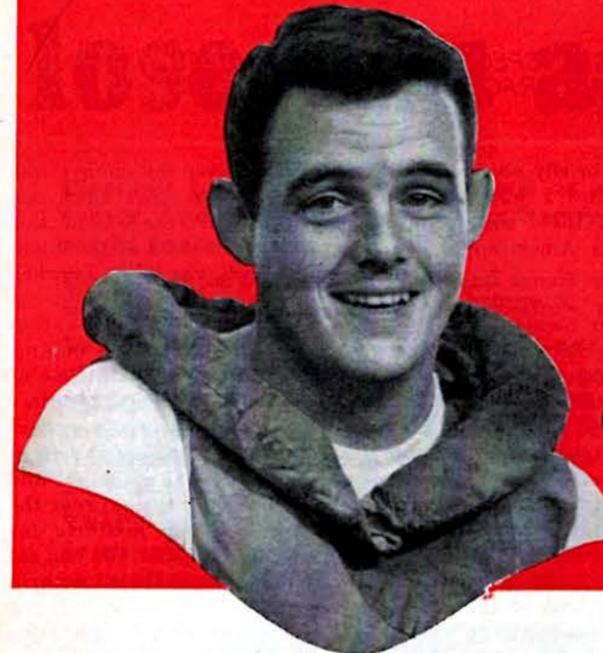
IT'S NOT GENERALLY . . . realized that the engine that is dominating international Grand Prix World Championship racing this year is basically an American engine. Specifically, it started life as an aluminum Oldsmobile V-8, modified by car builder Jack Brabham, to bring it down to the limit of 3 liter (about 181 cubic inches). Australian Brabham, who has twice won the World Drivers' Championship, and is far ahead in the race to win it this year, made Grand Prix history this summer when he became the first man to ever win an international Grand Prix in a car of his own design and manufacture. The Repco-Brabham, as he calls it, won four races in a row, prior to the Italian Grand Prix at Monza. Brabham is used to making motor racing history. He was the first to bring a Grand Prix car to Indianapolis in modern times, beating Jim Clark and the Lotus crew by at least a couple of years. He finished in the top ten.

A GOOD STRONG . . . rumor has floated out of Detroit to the effect that Mercury will continue its highly successful funny car program in much the same form for next year. Major change is said to be that '67 model fiberglass bodies are being built to replace the 1966 model fliptops. Jack Chrisman will not rebuild his damaged '66 roadster, but will campaign his old '65 car until a '67 roadster can be readied. One report says that Chrisman would like to field a Mercury powered dragster, aiming at speeds around 225 mph. Younger drag fans may not realize that Chrisman was a highly successful rail pilot before he took up funny cars, winning both the NHRA Nationals and Winternationals, among other honors.

YOU WON'T HAVE . . . to miss seeing the 1967 Daytona 500 stock car race just because you can't make it to Florida this year. That's the news from the famed Florida speedway, which has announced that the race will be shown "live" in some 200 theaters on closed circuit, big screen TV, similar to the Indianapolis 500 theater showings. In addition to the U.S. and Canada, the race will be shown in Great Britain and parts of Europe, beamed across the ocean via Early Bird satellite.

CIRCLE TRACK STOCK-CAR . . . rules for 1967 have been agreed upon by both NASCAR and USAC, and the biggest change seems to be that there will be "no weight or displacement handicaps placed on any car." That means that the 427 pounds of extra weight that 1966 rules placed on Ford's overhead cam engine has been removed. It was this weight handicap that caused Ford to withdraw its factory teams after the season started. The rules also state, however, that 500 of a car and engine must be produced and "titled" or, apparently, sold to a genuine customer, before they can be raced. So, unless Ford wants to mass market the SOHC engine, this would seem to still keep it from racing. What does Ford plan to do? Word from Dearborn when this was written was that Ford would "wait and see how independent Ford drivers do" before making further plans. Many of the Ford factory stock car drivers have gone back racing at independents. Although current rules now permit use of two 4-barrel carburetors, instead of the former single 4-barrel, most are using just one carb on their wedge-head 427 engines. Reason for that is said to be that there was a problem with manifolding for a total of 8 barrels.

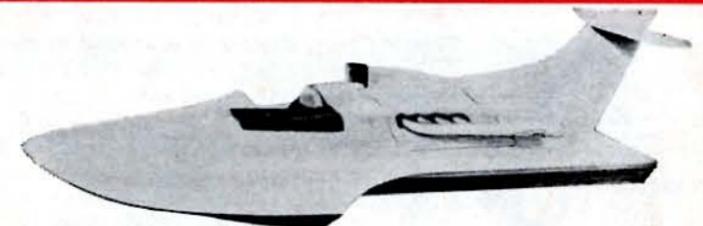
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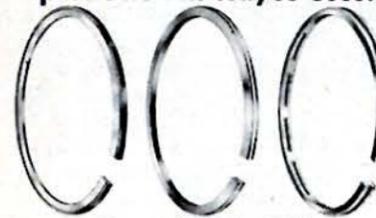


The same engine powers MAHRYA III, 204-m.p.h. blown fuel dragster. Rail is jointly owned by Bill Hayes, Jeff Layton and Fred Obyrnes.



Bill's 200-m.p.h. dream boat, MAHRYA TOO, now under construction, will be Grant equipped. Engine will be hairy 427 Chev... Watch for it soon!

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Bill Hayes is technical editor of the book division of Petersen Publishing Co. He knows by test what's best for high performance equipment... HE KNOWS GRANT IS BEST! That's why he always chooses GRANT! So, stop experimenting...if you really want to GO—GO GRANT!

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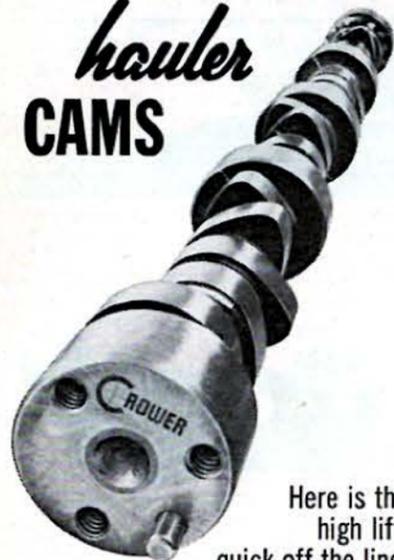
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BENCH RACING

with *Tony Nancy*

ENTHUSIASTIC SPECTATOR SUPPORT GIVES AUSTRALIAN DRAG RACING A BIG BOOST

LAST MONTH I told you briefly about Australian drag racing. Now I would like to tell you a little of the Aussie spectator's reaction to this American-bred sport.

The average Australian is interested in almost all forms of motor racing and the local newspapers devote many pages daily covering the sport. However, until the appearance of the U.S. Drag Team, not many of them had ever witnessed a drag race. The press attended these special events and gave them excellent coverage. I would like to quote one of these articles. It appeared in the AUSTRALIAN, the largest newspaper in the country, and was written by John Weinthal. I believe it is typical of the excitement created by the sport of drag racing in the "land down under." Mr. Weinthal said, "Eight electrifying seconds ushered in a new era of motor sport to Queensland last Sunday. A blue blur, the howl of more than 1000 supercharged horsepower leaving a pair of wide strips over a quarter mile, wrenched at the senses of 10,980 people who had paid to see what drag racing was. A large part of the crowd had been very skeptical about the attraction of dragging. All that they had read, the movies, and the enthusiasm of those who had seen it before, had still left us cold to the idea of two totally impractical vehicles racing each other in a straight line for 440 yards. But we went to the races, and our minds were 'open,' we said.

"INTERESTING - A wander through the pits gazing at these 24 foot long vehicles with the front bicycle wheels, huge engines with superchargers towering above, chrome plating everywhere and iridescent paint work on way out bodies was interesting. The odd looking blokes who were to pilot these machines, clad in spaceman-like 'all foil' suits and helmets, reminded one of a wander through the side shows at Wirths Circus. Then out rolled The Wedge. The only rear engine dragster, and the only Oldsmobile-powered one. I would not try to convey what I felt eight seconds later. All I know is that I was roaring with the 10,979 others. The first single run had won every on-looker.

"IMPRESSIVE - Even my mother who has loathed all motor sport since one bleak day in 1937 when she was hustled off to the car races instead of the Richard Tauber concert, was taken in when she stopped for a half hour look during an afternoon drive. If she can get enthusiastic about anything with an engine, then it must be impressive. Not one of the crowd was seated during the latter runs by the alcohol and nitro monsters from America. The feelings of the dragster driver are difficult to visualize, and the men themselves cannot express the sensation involved. They just live for those eight seconds. Anyone who has sat in a really fast car knows what a thrill acceleration can be, even in an E Type Jaguar or popular sports car. But while the E Type is aiming at 100, the dragster has hit 190 and stopped again.

"GREAT TRIALS - While the E Type may smoke its rear wheels for 50 feet and jerk the tires on the gear change to second, the dragsters wheels claw for adhesion for the full quarter mile, tracing great trails of rubber and plumes of tyre smoke. There is obvious danger and excitement and noise. But whatever the thrill of drag racing is, it is beyond any words I have read. All I know is that drags came to Queensland last Sunday, and they will stay."

It's easy to see from Mr. Weinthal's comments that he found our sport to be both exciting and worthwhile. We were met with this same enthusiasm throughout our tour, from the press and the general public that attended the meets in Queensland, New South Wales and Victoria. We were literally surrounded at each event by fans of other forms of motor sports who were "captured" by their first exposure to speeds and acceleration never before witnessed in Australia. They were eager to learn more about us and our machines, and about drag racing - its rules and regulations, classes, tips on building a car strictly for acceleration, etc. Their questions were intelligent and indicated that the Aussie racing fan is interested in cars of all types, is mechanically minded, and will soon find his way down out of the grandstands and onto the drag strip as a competitor.

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Clearasil just lost Dave Hammond as a customer. And if you think he looks happy, you ought to see us.

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tomorrow's complexion problems. It works fast to help dry pimples. It softens and loosens blackheads. And it controls skin germs associated with pimples and acne.

Use Clearasil as often as you can, especially at night. Put it all over your face to remove excess oil that may cause future trouble. Put extra on pimples you have. Above all, use it regularly. That's what Dave did. And now that he is older, he's glad he did.

Time, discipline and Clearasil can make a real difference. Try Clearasil soon.

It's the serious blemish medicine that wants to lose you as a customer, too.



Dave Hammond, former Clearasil user.

NHRA NATIONAL



CHAMPIONSHIP DRAGS

In the wild world of drag racing Labor Day weekend means Indianapolis Raceway Park, the site of the sport's biggest event. This year more fans watched more racers go for more awards than ever, and Roland Leong's "Hawaiian" became the first car in history to win the Nationals two years straight.

BY TERRY COOK

THEY CALL IT the "BIG GO" and it's aptly named. For five days it is the Mecca of the drag racing world — an incredible display of performance and precision, of power and people. This meet is run like clockwork and the clocks work over 20 thousand times a day recording the speeds of over 1300 of the world's fastest accelerating machines. The stands are jammed with some 118 thousand half deafened, completely fascinated, overly sunburned fans watching a staggering total of three quarters of a million horsepower being unleashed. The National Hot Rod Association's 12th Annual Nationals had to be the "greatest show on earth."

The Indy "Big Go" runs from September 1 through 5, and the chronological

action was broken down as follows. On Thursday the first, the track was opened for those who passed through inspection, with tune-up runs and time trials representing most of the strip's activity. In Top Fuel and Top Gas qualifying runs, and it wasn't long before Roland Leong uncorked a 7.55 e.t., 205.94 mph, as driver Mike Snively aimed the "Hawaiian" down the Indy strip. This run stood as low elapsed time for Thursday, and it was apparent that Leong had but one thought in mind, to repeat his 1965 Nationals win. In Top Gas competition driver Roy "Goob" Tuller put John Peters' "Freight Train" twin blown Chevy rail down the course with a strong 8.26 e.t., 184.08 mph, which was the mark to beat for that bracket.

As Friday rolled around, the pits began to fill with top name competitors in

all classes and qualifying became a bit more serious. Roland Leong installed a set of Hilborn four-port injectors in place of his Enderle "bug-catchers" and linked the four-holer up to a new high-capacity Hilborn vane-type fuel pump which is capable of pushing 20 gal./min. The pump is one of only three in existence, and is strictly experimental. The gamble paid off as Snively improved the Hawaiian's qualifying marks to 7.46 e.t., 215.82 mph retaining the number one position. The Peters & Tuller 8.26 held as low e.t. on gas.

On Saturday, however, Leong watched from the trailer as Connie Kalitta set low marks with his SOHC Ford fueller at 7.39 e.t., 209.78 mph. Vic Brown drove the Tulsa Creitz & Greer machine to a fine 7.41 e.t., 212.76 mph for the second spot, and Don Westerdale re-

placed driver Merek Chertkow (only for this meet) and blasted a 7.42 e.t. for the third spot in the Ramchargers' entry. Leong's 7.46 moved to fourth low elapsed time. The cutoff for the low sixteen qualifiers stood at 7.61 with Oklahoman Jimmy Nix in the precarious 16th or "bump" spot. Although the top gas dragsters in the nation tried their best, Peters and Tuller held their own for low spot on gas with the 8.26 e.t. from Thursday.

Saturday also hosted eliminations in the lower stock, modified-production, and gas coupe classes. Perhaps the most interesting turn of events occurred in the surprisingly hot F/G class. Last year's Street Eliminator at Indy, Ferd Napfel, edged tough Clyde Segal, and then lost to Indiana's Gene Moody, who won the World Points Championship title at Tulsa in 1965.

A hot clash was shaping up in AA/G class as George Montgomery's SOHC Ford-'33 Willys punched out a 9.55 e.t. only to be topped by Junior Thompson's

9.52. And then, out of relative obscurity the purple '40 Willys of Paul Frost pulled to the line and pounded out an incredible 9.35 e.t., 153 mph. The Brockman's Speed Shop sponsored rig out of Dayton, Ohio, literally stood the class on its ear, and sent other competitors buzzing back to their cars for another tune-up attempt. It should be noted that last year's winners, Stone-Woods & Cook, and two other cars, K. S. Pittman's and John Mazmanian's machines were not in attendance.

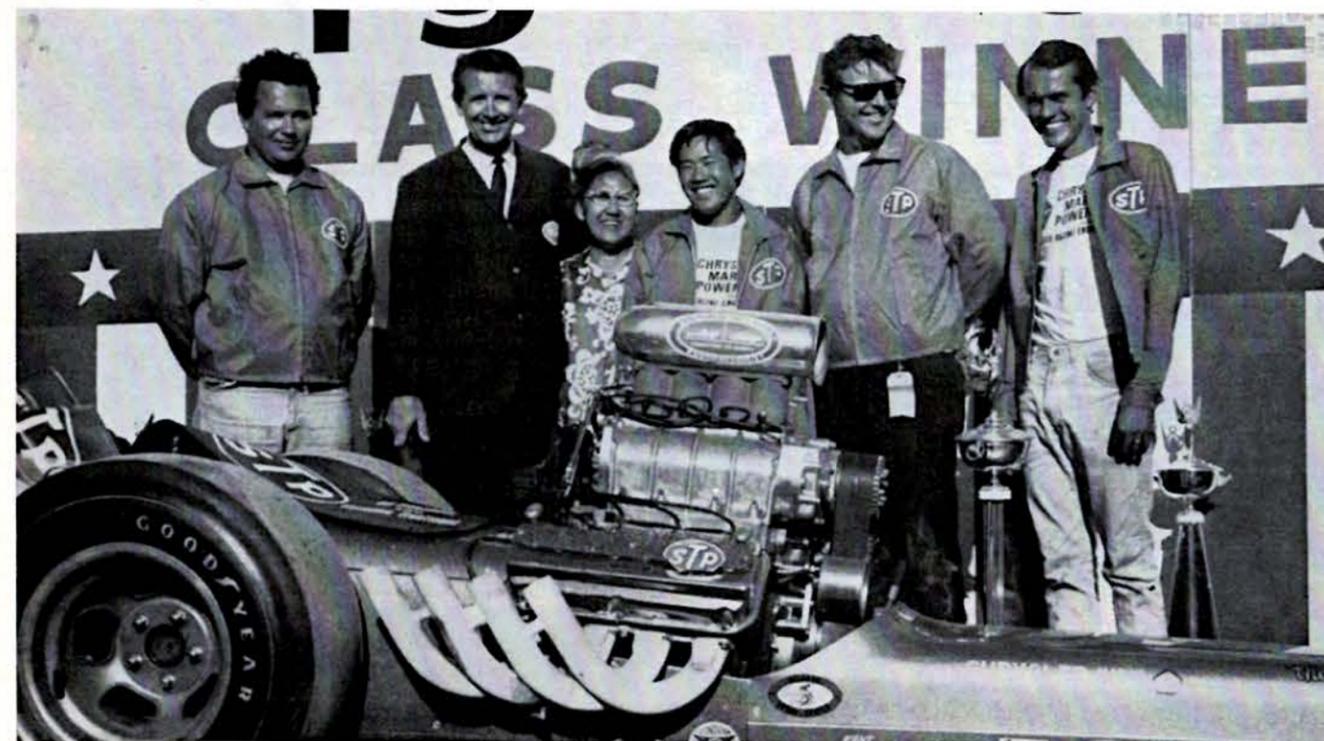
When Sunday rolled around, the stands were packed to capacity, and the racers anxious to get into class eliminations. In AA altered class, there was a standout, at least appearance-wise, as the famed Kohler brothers "King Kong" blown Chevy-Anglia AHRA legal A/GS car was competing in AA/A, since it did not meet NHRA's AA/G class requirements. "King Kong" did exceptionally well, reaching the final round, only to lose to the conventional AA/A of Ohio's Stan Bowman. Both the Anglia

and the altered turned identical 9.37 e.t.'s on the trophy run, but Bowman had the edge out of the gate for the win. In BB/A the Hamberis and Mitchel A/GS car, which likewise did not meet class requirements, placed runner-up to Ontario's Glen Gregory, who campaigned a blown Chevy Fiat.

Tooth and nail action also occurred in A/SR class, where Jim Parsons drove "The High & Mighty" torquefite late Hemi-Dodge powered high-boy to a win over Lawlis and Remmy, who were champions from last year. Ohio's Jim Parsons grabbed class honors when he edged the SOHC Ford powered roadster of Kentucky's Jerry Basham. Both ran in the low 10's and high 130's.

Thirty-six of the nation's toughest fuel dragsters showed for the first round of AA/FD class, and early favorites Adams-Wayre & Mulligan, the Surfers, Pete Robinson, Brand Motors-McEwen, Jimmy Nix, and Marvin Schwartz all fell in round one action. Incidentally,

(continued on following page)



Opposite Page — "Yipee, I won" seems to be what W. Virginia's Jim Minnick is saying as he waves to fans from the seat of his AA/GD. Opponent John Reed (left) red lighted in Top Gas Eliminator final.

Above — The "in" crowd. From left to right, crew Dan Broussard, NHRA's Wally Parks, Mrs. Leong (Roland's mother), car owner Roland Leong, engine man Keith Black, driver Mike Snively. Top Fuel Elim — '66

Right — Joe Lunati, from Memphis, Tenn., grabbed off Street Eliminator laurels at the 12th Annual Nationals with his AM/SP machine, the same car he used to win the same Street Eliminator title two years ago.



NHRA NATIONALS

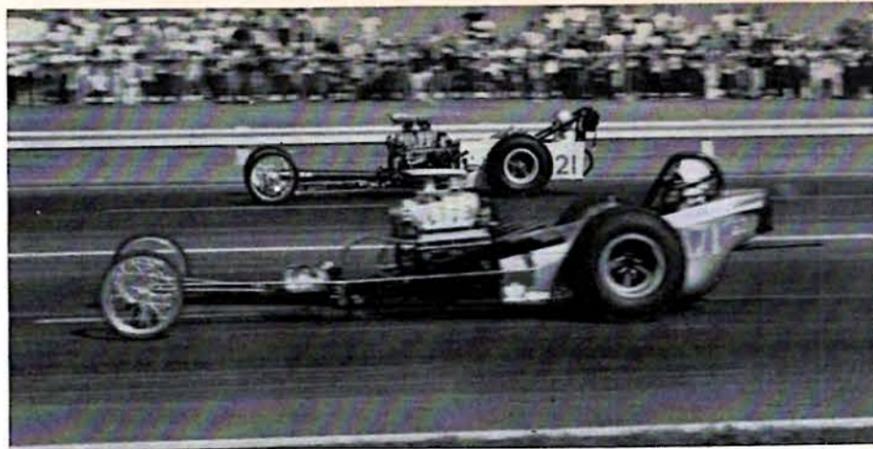
the Lou Baney owned Brand Motors Special driven by Tom McEwen sported a blown SOHC Ford engine, and although this marked the first time out for the Ed Pink built engine, it qualified for fuel class on the third pass with a strong 7.59 e.t. Notables Don Prudhomme, Creitz-Greer & Brown, and Tom Hoover lost out in round two. Kalitta, Ongais, and Ivo were eliminated in the third heat, and Don Garlits and Dunn & Yates lost in the fourth. In the semi-final, Nick Marshall just edged the always-tough Ramchargers with a hole-shot of 7.39 e.t., 214.78 mph. Ramchargers' driver, Westerdale, ran a blistering 7.31 e.t., 213.76 mph for his losing effort which remained low elapsed time of the meet. Snively singled in the Hawaiian and the stage was set for the AA/FD class final. Nick Marshall cut the light too close, drawing the red, as he churned to a futile 7.37 e.t., 213.28 mph. As for Snively, the supercharger exploded about 100 feet off the starting line, and he coasted across the finish line with a weak but winning 13.82 e.t., 58.44 mph, earning the valuable sit-out spot. Marshall and Vermilya, incidentally, set top speed of the meet on their qualifying blast with a strong 218.46 mph.

Competition in AA/GD class produced a surprise winner, as forty-four cars vied for the all-important class win and automatic sit-out spot on Sunday. John Reed from Decatur, Georgia, drove Billy Webb's "Blue Light" blown Chrysler dragster to the win, first defeating Lloyd Rider, then taking a single in round two, putting a hole shot on Tom Larkin in the third heat, topping Robert Frankes in the fourth, and winning the last two against tough Earl Poage and Gordon Collett when they both red-lighted. Although the Reed-Webb machine did not run better than an 8.43, only qualifying in the 15th spot, Reed's super alert driving earned him the sit-out.

George Montgomery reinstated himself as the "King" of A/GS class, as he bested all comers in AA/G eliminations. Tough competitors fell, as Paul Frost wheelied and lost to Eddie Sanzo in round one, and Junior Thompson crossed the center line, eliminating himself. Montgomery really had his hands full with both Bones Balough and Jack Merkel. Only the deep breathing horsepower of George's SOHC Ford enabled him to drive around Balough and Merkel on the top end. George's best run was a fine 9.49 e.t., 153 mph.

Monday's action featured nothing but the seven various eliminator runoffs, and in Top Fuel eliminations, where the low 16 qualifiers vied for a shot at the sitting-out Hawaiian, drivers Ongais and Prudhomme literally fought their

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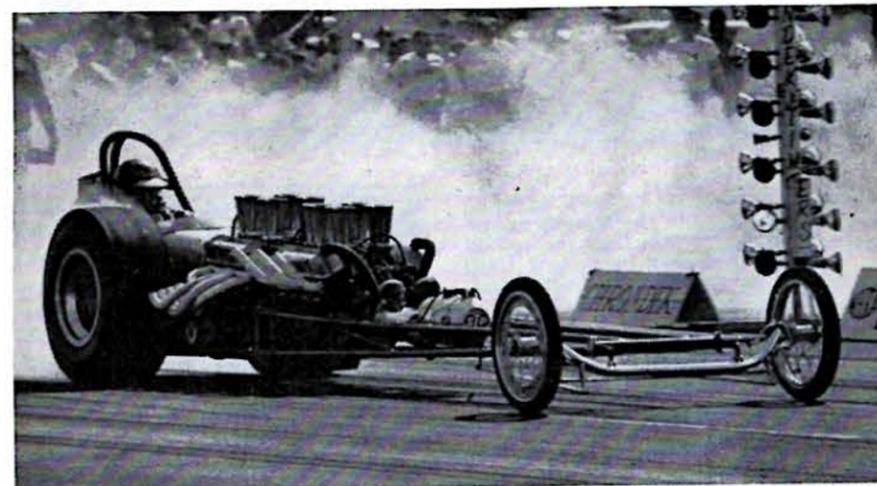
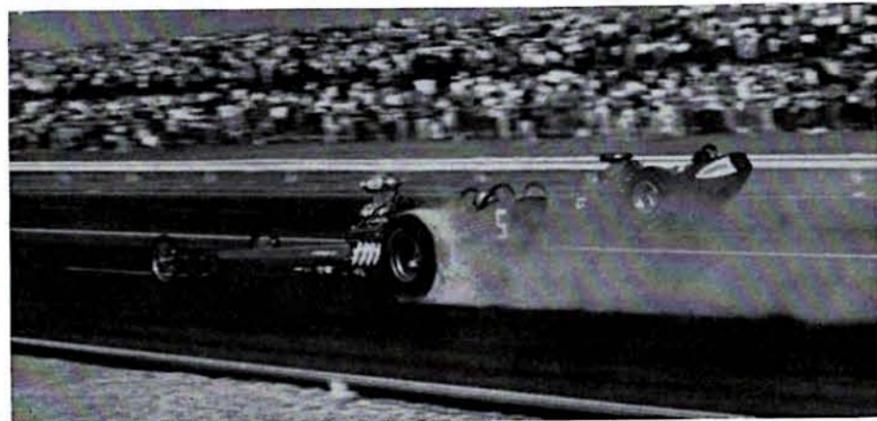


Above — The BB/D of Ohio's Jim Mehalik & Ed Vanko (near side) beat all comers in Super Eliminator racing. Driver Mehalik defeated New York's Lee Peck here in a class run, uses 301 Chevy for motivation.

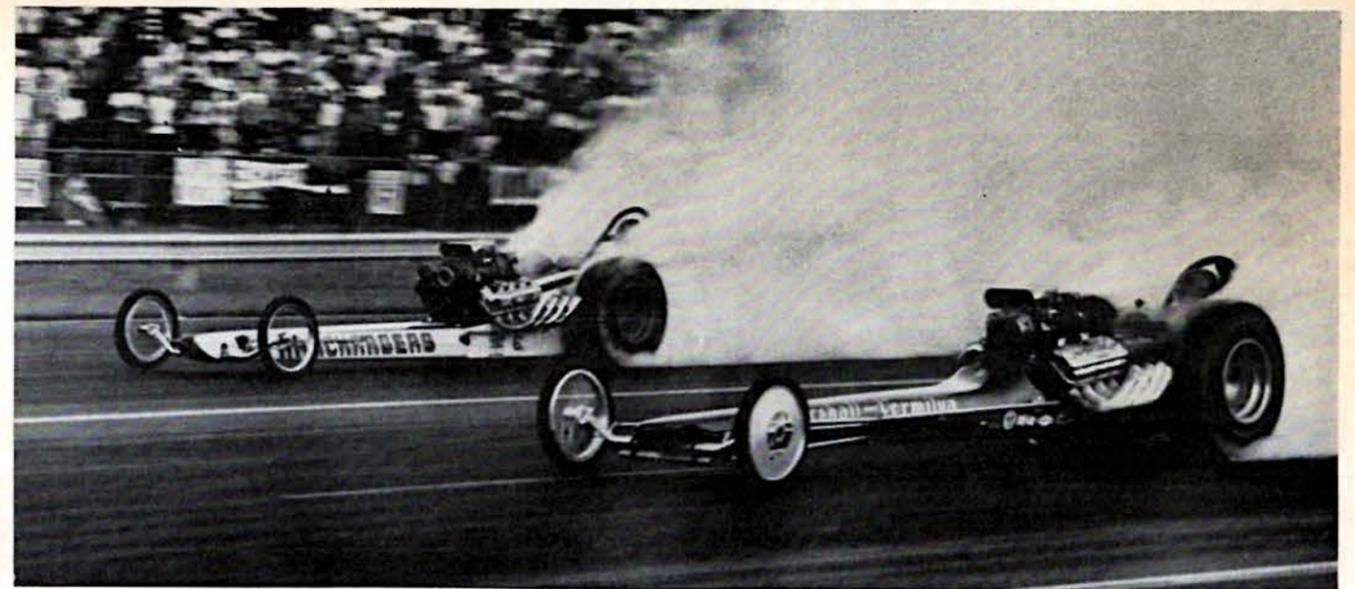


Right — "Ohio George" Montgomery made a new mark for the record book as he took A/GS class for the sixth time at the NHRA Nationals, erasing Billy Rasmussen's record of five wins. SOHC Ford ran strong.

Below — The "Hawaiian" is behind in this photo, but Danny Ongais (far side) had to red light to get ahead. Snively and Leong ran 2nd low elapsed time of the meet on this shot, with a blistering 7.32.



Best Engineered Car of the meet award went to Dave Weiss, his "Sweet Sixteen" A/FD is a masterpiece of construction and ingenuity. Twin Chevy rail from Seattle, Wash. lost out in eliminations. Weiss-Verheul-Kielland car holds NHRA record at 193.96.



Above — Strong runners Marshall & Vermilya set top speed of the meet (218.46) while the Detroit Ramchargers, with Don Westerdale at the wheel, grabbed low elapsed time honors at 7.31.



Left — Driver Roy "Goob" Tuller surveys his car, the twin chev. powered "Freight Train." Gas-burning powerhouse set low e.t. and top speed of meet on gas with 8.14-193.54 performance.

Below — Driver Danny Ongais towed in alone from California with the Honda of Wilmington fueler, and while other teams brought a spare engine, runnerup Danny only brought two extra pistons.



Left and Above — The "Brand" new SOHC Ford fueler of Lou Baney (far left working on engine) debuted at Indy, complete with driver Tom McEwen (in car) and engine builder Ed Pink (far right). Brand Motors sponsored rig ran 7.59, qualified for Top Fuel on the third run it ever made. Car is immaculate. Baney & McEwen are past and present UDRA presidents, both veteran racers.

NHRA NATIONALS

way to the final run with hole shots. The two master drivers met head on for the final blast and it was, Ongais taking the win with a 7.46 e.t., 207.36 mph. It's interesting to note that Ongais drove out from California all alone, and while other competitors came with complete spare engines, Ongais had but two pistons for spare parts.

The last race of the 12th annual Nationals pitted paced sit-out class winner Mike Snively in the "Hawaiian" against Ongais. When Snively brought up the revs as the starting system began its count-down, the car crept forward. Snively quickly cinched down on the brakes hard and held the car in the precarious position of almost red-lighting while waiting for the green light. Ongais, however, knowing the reputation of the Keith Black "Hawaiian" horsepower, didn't wait for the green and red-lighted, running a strong but losing 7.44 e.t., 208.32 mph. Snively unleashed a blistering 7.32 e.t., 215.82 mph to clinch the 1966 "Top Fuel Eliminator" Championship crown, while turning in the second lowest elapsed time of the meet. It was later discovered that oil had seeped on to the spot brakes of the Hawaiian, almost costing Snively a red-light at the start. Without the problems of trying to hold the car at the starting line, Snively would have had the additional "roll out" on the clocks and possibly would have set low e.t. of the meet. This "Top Fuel Eliminator" win for Roland Leong marked his fourth major NHRA victory having set an unprecedented record of

winning both the NHRA Winternationals and Nationals in 1965, and again repeating with the same outstanding performance for this year. Leong's win marks the first time anyone has ever won the Nationals two years in a row.

In Top Gas action, 1965 World's Point Champ Jim Minnick, fought his way to the final in his supercharged 1966 Dodge Hemi powered dragster. Minnick duplicated his masterful driving technique as he faced the Gordon Collett car with Bobby Vodnik at the wheel in the final round of the low 16 runoff. Collett had hurt his back on Sunday night, and the effects of a doctor's shot had not yet worn off, so he placed 1963 NHRA Champ Vodnik in the driver's seat. Minnick opened a big hole-shot on Vodnik, taking the win with a slower 8.32 e.t., 186.72 mph to Vodnik's 8.26 e.t., 191.08 mph. Minnick then faced Reed for the Top Gas Eliminator title, and won automatically when Reed red-lighted. Jim Minnick, from Nitro, West Virginia, was again the top man on Gas.

Top speed and low elapsed time on gasoline fell to the "Freight Train" of John Peters and Roy Tuller with an 8.14 e.t., 193.54 mph. The "Train" was favored to win Top Gas Eliminator, but broke a quick-change gear on Sunday during class runoffs and lost to Vodnik and Collett in a tight race on Monday.

The favorites fell in the first round of Super Eliminator, as Hugh Tucker red-lighted his sub-record running AA/SR, and George Montgomery dropped a close one to Ray Godman's tough BB/FD "Tennessee Bo-Weevil." In addition, Ed Schartman's S/XS class winning 8.28 second Comet was edged out by the

CC/GD of the Yount brothers. The original twelve cars narrowed to a pair in the final, pitting the BB/GD of Ed Vanko and Jim Mehalik against the BB/FD of Ray Godman and driver Eugene Atkins. With the gas burner receiving the handicap start on the "Christmas Tree," Atkins simply couldn't wait, and left early drawing the foul, but running right on the record with an 8.00 e.t., 200.44 mph. The BB/GD pumped a 9.23 e.t., 154.63 mph for the win, and Vanko and his driver, Jim Mehalik, both from Parma Heights, Ohio, couldn't have been more delighted with their little blown 301 cubic inch Chevy knowing that it knocked off the big guns at Indy and ultimately became king of the supercharged eliminators.

In ever-tough Street Eliminator, where some 27 various class winners locked horns, it was Joe Lunati pushing his 1525 pound Devin-bodied AM/SP into the winner's circle. Lunati, a 30 year old machinist from Memphis, Tennessee, dubbed his 370 inch Chevy-powered rig the "Trouble Maker," because of the murmurs he raised in 1964 when he won this same title at the 10th Annual NHRA Nationals. As the action narrowed the field, Connecticut's Dick Moroso edged the E/Gasser of Gene Schwartz, Lunati topped the tough F/Gasser of 1965 NHRA Points Champ Gene Moody, and the Garrison-Hassel-Cox B/Gasser defeated Jerry Harvey's healthy SOHC Ford E/Experimental Stocker. Moroso's DM/SP Corvette put away Ron Hassel in a close one while Lunati singled, and then the two modified sports cars met in the final, with Lunati taking the coveted win.



Photos by Bob D'Olivo, Pat Brolier

From Supercharged Experimental to O/Stock, from eight seconds to eighteen seconds, the stock classes put on an unforgettable knockdown, drag out battle

Although the tire-churning AA fuelers pleased the Indy multitudes, it was those furious "Funny" cars that captured the spectator's fancy. They cheered long and loud every time an altered wheelbase machine was shuttled out of the staging lanes. Serving notice that he was there to race, Atlanta's Don Nicholson laid down a smokeless 8.31 e.t., 174 mph blast on Thursday - just for openers.

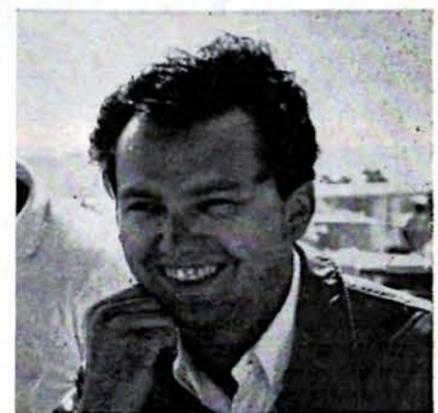
The National Hot Rod Association had created six classes for these wild creations, called Experimental Stock, with S/XS for the blown cars, and A/XS through E/XS for the unblown models. The tube framed unblown Mercury Comets of Don Nicholson, Schartman & Steffey, and Kenz & Leslie were placed in S/XS class because they had more than the allowable 25% setback.

The S/FX class eliminations on Sunday had to be one of the high points

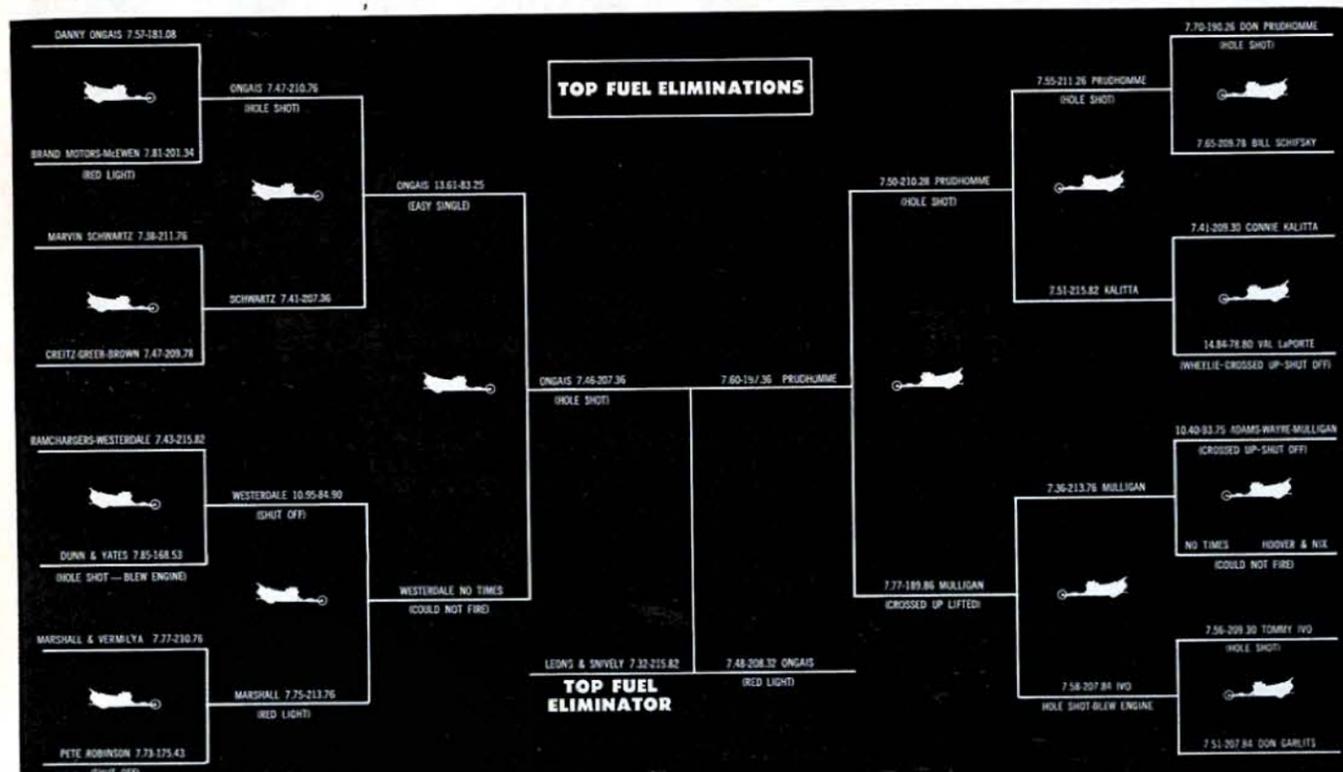
of the meet, as virtually every name "Funny Car" in the nation was in attendance. Darrell Droke started things off with his blown SOHC Mustang, cutting an 8.88 e.t., 161 mph to down Bobby Woods' blown Chevy. Ed Schartman then ran a strong 8.45 e.t., 170.13 mph to edge the 442 of Minnesota's Lutz & Lundberg. Jack Chrisman drove Dee Keaton's Merc to a 9.17 e.t., 160.71 mph defeat over the crossed-up Maynard Rupp "Chevroon." Don Gay's blown GTO put Larry Reves away in the "Kingfish" with a 9.17 e.t., 159.17 mph. Rounding out the class, Don Nicholson pumped an 8.61 e.t., 170.13 mph to defeat Roy Gay's GTO.

In round two, Droke's 8.77 e.t., 130 mph was enough to trailer Jack Chrisman. The Schartman & Steffey Comet then blistered the asphalt with an 8.31 e.t., 171.42 mph, proving that they were equally as quick as Nicholson, as they handily eliminated Don Gay. Nicholson

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"Let's Get It On" seems the idea as Ohioan Eddie Schartman jerks the wheels on the Roy Steffey tuned factory-backed Mercury Comet. This tube framed, glass-bodied stormer (Top) won tough S/XS class, defeating blown "Funny" competition with unblown Merc., and set low elapsed time of the meet for stockers with a fantastic 8.28. Schartman (Above) looks rather happy with his car's performance. All runs with the lightweight were made without the use of rosin, but heavy doses of Nitromethane were used to squeeze maximum possible horsepower from the overhead cam engine.



NHRA NATIONALS



singled at 8.49 e.t., 166.66 mph to close out the round. For the semi-final, Schartman singled and Nicholson put down a progressively weakening 8.58 e.t., 167.91 mph to eliminate Droke.

The stage was set for an all Comet final, and when the chips were down, Ed Schartman and Roy Steffey blistered the asphalt with a fantastic 8.28 e.t., 174 mph run to easily win over Nicholson's two dead cylinder pass of 9.29 e.t., 112.50 mph. To say the least, this was a crucial run, as the intercamp rivalry between these two Comet factory team cars is intense. Schartman went on to compete in Super Eliminator, but lost a very close race in the first round to the CC/D class winner of the Yount Bros.

The other "Funny" class which cap-

tured the fans was A/XS, featuring a host of unblown, but fuel-burning machines. Kicking things off, Sox and Martin's Barracuda drove around the Norwood Chevrolet with a strong 9.09 e.t., 161.58 mph. Hubert Platt drove Dick Brannan's factory Mustang to an 8.90 e.t., 157.89 mph win over Hans Anderson's "Golden Chariot." Charlie Allen downed Dave Strickler's wild new Corvette with a 9.40 e.t., 147.29 mph, and Bill Lawton followed by defeating Don Schumacher's "Stardust" Dodge Charger. Preston Honea edged David Heath, and Tom Grove ended the first round by putting Gas Ronda away with a 9.07 e.t., 154.37 mph.

In the next go-around, Sox cut Platt
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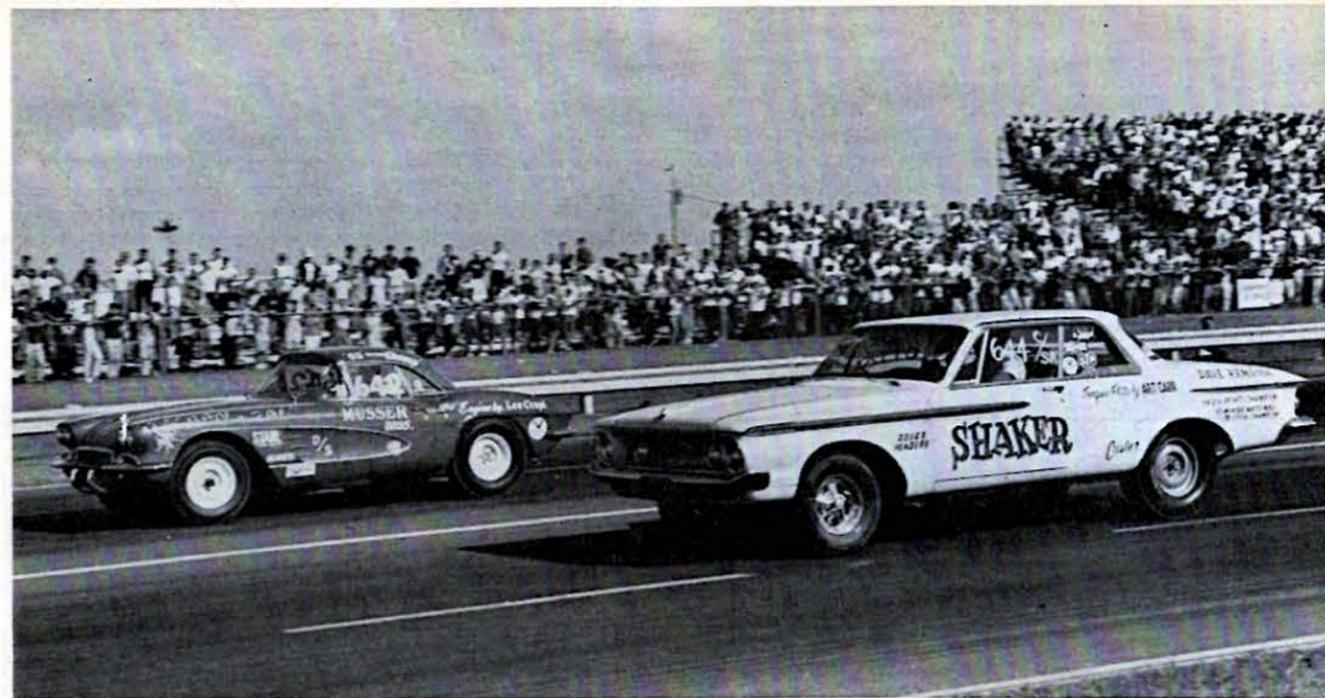
Left — Atlanta's Don Nicholson may be a whiz when it comes to tuning SOHC Mercury Comet, but he definitely seems to be having trouble with his mini-bike. "Dyno-Don" nabbed 2nd low elapsed time of the meet for "Funny" cars as he cut a red-hot 8.31.

Below — Remember the famed "Old Reliable" Chevrolets? Dave Strickler kicked the MOPAR habit recently, and unveiled this all new super-long match race Corvette. The York, Pennsylvania based rig lost to Charlie Allen in A/XS, but wooed the Nationals fans.



Above — Comet Factory team rivalry flared when Don Nicholson dropped S/XS final to Schartman and Steffey. This was the big one, as Schartman set low "Funny" e.t. of meet with an 8.28.

Left — Just as in years past, the Hurst Performance Clinic was on the scene at Indy to help any and all competitors modify their cars to meet the class rules, and keep them running.

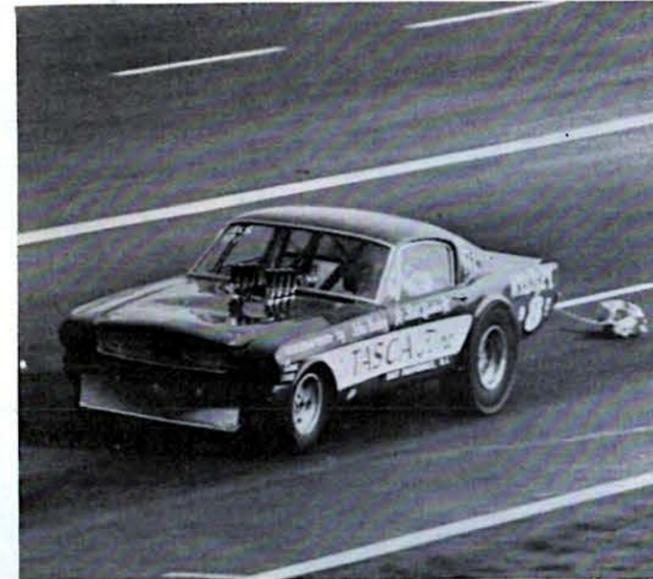
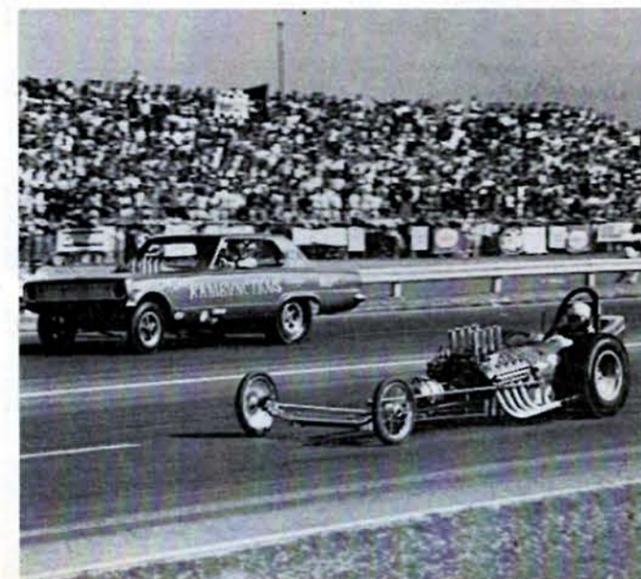


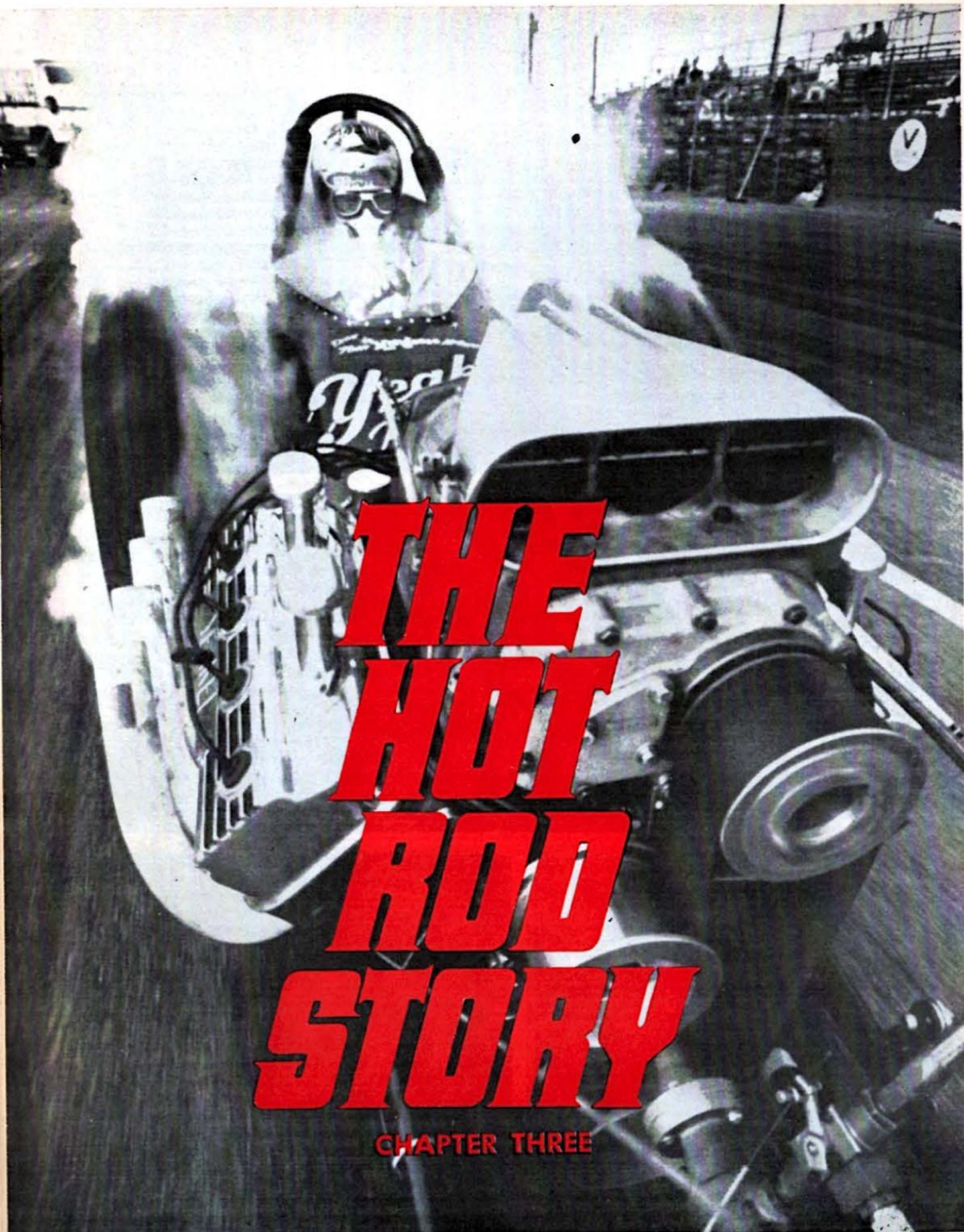
Above — Junior Stock Eliminator final pitted California's Dave Kempton against Ernie Musser. Pennsylvania D/S Corvette of Musser brothers ran 12.97, but the C/SA Plymouth of Kempton took the gold with a close 13.08 seconds winning attempt.

Right — Red light race in Top Stock Elim. final gave Jere Stahl, of York, Pa. the automatic win over his rival, Berwyn, Pa.'s Bill Jenkins. Stahl's street Hemi Dodge (in far lane) also won Top Stock at Bristol Springnationals. Both run A/S.

Below — Funny car beats dragster? That's what happened in the Comp. Elim. final, Gene Snow's "Rambunctious" Dart beat the B dragster of Greg Gibson. What if we told you that the Dodge also won C/FD class, and holds A/XS and C/FD records!

Below Right — Bill Lawton pops the chute in his wild Tasca Ford SOHC Mustang. He grabbed the big win in hot A/XS class, topping Sox and Martin in the final go when Sox red-lighted. Bill also made it to semi-final of Competition Eliminator.





THE HOT ROD STORY

CHAPTER THREE

CONCLUSION

By Dan Roulston

IF ONE WORD was used to sum up all the color, drama, appeal, evolution and motivation of the hot rod movement, that single expression would have to be spelled out as — competition! Com-



a racing club who operated the Famosa strip solely in order to have a legal place to compete. They expected a big turnout of racers and were prepared for plenty of action.

ponent was paralleled by an outstanding "Banzai" run.

Art Chrisman, driving Frank Cannon's full-bodied "Hustler," provided the early excitement as he made several strong 175 mph runs in the 8.7 e.t. bracket and then topped these with an eventual flat 8.70 sprint. Ted Cyr, driving the Cyr & Hopper blown Chrysler, was another consistent 8.7 runner and

In three quick decades hot rodding has produced its own industry — has captured or established every significant speed record — and continued to be labeled the fastest growing automotive sport in the world!

tion provided the original incentive and the desire to out-do others continued to spark The Hot Rod Story to even greater and as yet unperformed accomplishments to be chronicled in future chapters of this thrilling narrative.

Such rumblings, erupting in dozens of outcroppings around the country, provided the challenge for the first massive assembly of the thundering fuel dragsters in the Spring of 1959.

Even the wildest dreams of the sponsoring "Smokers" Car Club could not have anticipated the turnout for this first U.S. Fuel & Gas Championship at Bakersfield, California. Recalling the thrill of the first major competition at Bonneville just ten years before, the "Smokers" sought to duplicate it with a gathering restricted to the nation's all-out quarter-mile sprinters.

Drag racing had spread from coast to coast with overlapping waves, each topping the spectacular performances of the previous. Although the center of activity continued to be in the "homeland" of Southern California, the reported performances of midwestern and eastern drag racers were proving to be a continuing source of question and concern among the traditional leaders of the Pacific Coast.

Without plan, the Bakersfield meet was tagged as the battleground for comparison and competition by almost every serious crew in the dragster ranks. The names of prominence saw the March '59 meet at the vast Famosa Airfield as a means for a showdown between east and west while hopefuls conjectured it as a vehicle for a fast ride to fame.

Competition was the keynote of the first event and strangely enough, money took a back seat. The "Smokers" were

The "Smokers" had called it right regarding the turnout of racers, for their invitation lured them from all parts of the country. On hand from points east were Bobby Langley, Setto Postoian and the fabled Don Garlits, the Swamp Rat from Tampa, Florida. Representing the west coast was a field of "big guns" the likes that had never assembled before.

A bigger surprise for the sponsoring group awaited them in the spectator department. Although they did not come from as far away as some of the dragster crews, they certainly turned out in some strong numbers. Thousands of cars jammed full of eager drag racing fans were waiting for the strip officials when they arrived early Sunday morning to open the gates. Access roads were so clogged it was almost impossible for the competition cars to thread their way through. Thousands more followed them through the semi-arid oil fields surrounding the strip. Emergency gates were cut in the fence and still spectators came.

Organization was as loose as the competition tight and by mid-afternoon the only clear spot on the vast expanse of asphalt was the drag strip itself. The rest of the former military auxiliary airfield was a mass of humanity and mutilated beverage cans crushed by the thousands of feet struggling for an unhindered view of the action. If "Op Art" had been in, the "Smokers" would have needed a fleet of trucks to transport their revenue from the sale of these artifacts.

The action was really more like a Fourth of July extravaganza climaxed by a classic Roman Holiday. Broken engines attested to the determination of the crews and each destroyed com-

overshadowed the performances of the eastern visitors.

When it came down to the final blast for "Top Eliminator" honors, Chrisman lined up against the amazing Waters-Sughrue Desoto-powered "T" roadster driven by Tony Waters. In the A/Dragster class final, Chrisman had shut down Cyr with a strong 8.75-175.43 mph, qualifying him for the final shot at the Hashim Auto sponsored roadster.

Cans were cleared from the strip and obliging spectators turned on their headlights for the final pass as the sun began to fade. Waters was carrying a full load of nitro in hopes of "zapping" Chrisman off the line, but the big charge caused him to cross up halfway through the run. Chrisman's slingshot had an advantage in every department and the drag racing pioneer took the title with the engine breaking just as he entered the timing lights.

In the gasoline-burning ranks, a young motion picture and television actor turned drag racer by the name of Tommy Ivo ran away with the title of being the fastest gas dragster and won the bucks that went with it. Ivo not only topped his opponents with lightning speeds and e.t.'s, but electrified everyone with a continuous series of starting line "wheelstands" with his injected Buick-powered slingshot. "Wheelies" soon became a trademark with Ivo and wherever he ran crowds clamoured to see his uncanny exhibition of starting line capers.

Bakersfield also previewed a new aspect in the sport when the two top stock classes went to women drivers. There were quite a few Detroit products trying for their share of the

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Like cross-town rivals, East vs. West added a new spark to drag racing and created the touring "pro."



Two of sport's fastest hot rodders, Don Garlits (left) and Mickey Thompson. Garlits pioneered drag racing, being the first driver to officially break 200 mph in the quarter-mile, while Thompson was the first to top 400 mph at Bonneville with "Challenger I."

THE HOT ROD STORY

Bakersfield spotlight even though the show was billed as a dragster event. Shirley Shahan pushed her '58 Chevy to Super/Stock honors, while Carol Cox won the Super/Stock automatic class with a '59 Pontiac.

Garlits turned in some respectable preliminary runs, but mechanical failure plagued him during elimination runs. He left the event with a vivid understanding of west coast competition, realizing that an unblown engine just wasn't the answer when it came to running west coast "boys." Before departing the pacific shores he built a new 454 cubic inch supercharged Chrysler with help of Ed Iskendarian, and went looking for some of the Bakersfield "pros." He didn't find them all during his short remaining tour, but he was able to knock off a few of the top runners to prove his capabilities.

In a Northern California preview at Lodi he was more than convincing with runs of 165 mph with e.t.'s of nine seconds flat! . . . here he was able to trailer such notables as Ed Cortopassi and his fleeting "Glass Slipper," Setto Postoian and the Bakersfield Waters-Sughrue roadster.

Working his way home, Garlits made a pass at Chandler, Arizona, where he was clocked at 175 mph with an 8.43 e.t. His happy hour followed at Houston, Texas, where on a measured 1320 drag strip he cranked on 182.56 mph and an unbelievable elapsed time of 8.40! This won him the coveted national title of "king of the 1320", a title previously held by Art Chrisman.

The razzle-dazzle of the big Bakersfield U.S. Fuel & Gas Championships and Garlits' west coast tour marked the start of a new era in drag racing

and would set the pace for many different approaches to big league events.

Back on the east coast and through the midwest, more and more of the hot dragsters and other competition machines were having to make room for a new challenger — the stock car. You took the fastest machines that Detroit offered, added your own ideas within the framework of a very strict classification system, and blasted down the strip. The action was hot and heavy, came in large volumes, and almost every race ended in a near photo finish. This spelled c-o-m-p-e-t-i-t-i-o-n and the fans loved it.

With all this new interest in stockers and lower class cars, the sport of drag racing was virtually capturing the country. The participants knew it, the huge following of spectators knew it and the National Hot Rod Association knew it, better than anyone. In their opinion the sport was primed and ready for its most important debut. Detroit had been focusing interest towards the support of drag racing but it had come in the form of sporadic pledges. If Detroit's auto makers were to be thoroughly convinced, then they had to go to the drags to see all the action. NHRA decided that the best way to expedite this exposure was not to bring Detroit to the drags — but to take drag racing to Detroit. This they did in 1959 when they moved their Nationals from Oklahoma City to Motor City's own backyard at Detroit Dragway.

From top to bottom, standards and automatics, the stock car segment of the program for that year was filled with everything from storming Pontiacs, Fords and Chevrolets to a 75 mph Hudson. And that wasn't the only thing filled to capacity. The stands had their share of avid enthusiasts, 70,000 of them, in fact, and NHRA tech inspection lines had processed over 600 contestants. The pits were full of a new kind of observer. They gave you the impression of typical white collar workers, a little out of place amongst the carnival atmosphere of souvenir T-shirts, weirdo hats and thousands of speed equipment decals. Between the hussle and bussle, engine noise, staging cars, class runoffs and other such racing activity, the small group of wandering strangers would stop, chat a moment with some crew or racer, take some notes and bid farewell. More and more contestants took notice of what was happening and soon it became apparent that NHRA had pulled it off. The strangers turned out to be the top brass of the automotive capital. They represented Ford, Chevrolet, Pontiac,

Oldsmobile, Buick, Dodge and Plymouth. And for five straight days and two nights the brass liked what they saw.

Harold Ramsey of Wilmington, Delaware, came out on top of the heap for "Mr. Stock Eliminator" with his '57 Chevrolet cranking on a 15.55 elapsed time with a best speed of 92.30 mph. Ramsey's convincing victory provides quite a contrast by today's stock car performances.

Former Bonneville star Karol Miller teamed up with a young handler named Rodney Singer to grab off "Top Eliminator" honors. The Houston based dragster, running a very healthy supercharged Lincoln engine, literally drove past a field that represented the country's fastest rails before putting the whammy on Jiggs Shamblin's competition coupe for the final run. Singers took 9.76 seconds to reach the lights with a speed of 152 mph. In addition to the spoils and prestige of winning the greatest competitive event in drag racing, the Karol-Singer crew drove home in a brand new El Camino Chevrolet awarded by D-A Lubricant.

"Middle Eliminator" and "Little Eliminator" titles were won by a couple of newcomers to the national ranks, Otis Smith and George Montgomery, respectively. The fastest time

fraternity headed for Great Bend and the AHRA championships. Two of the hottest names in the game dominated this action and when the meet was over, everyone knew the previously reported performances of Don Garlits and Chris Karamasines were not the products of "happy clocks" at over-ambitious country strips.

Garlits' "Swamp Rat" set the top time and low elapsed time of the meet with a 179 mph and 8.23 e.t. While Karamasines battled his way to the winner's circle as "Top Fuel Eliminator," winning with an 8.75 e.t.-173.74 mph.

Experimentation came to the front as drag racing wrapped up its first 10 years of organized operation. A dozen different guys were each convinced that they had the answer to the challenge of the quarter-mile. Engines went up front, in the rear, crossways and in pairs.

At Bonneville that year records really flew — and so did the cars. Earlier in the week, salt conditions were poor and on the soft and slushy side, but once things got dried out, competitors pulled all the stops. The full-bodied Chrysler-powered '53 Studebaker of San Chez-Kamboor-Locasto did the fantastic when it established two new speed marks in the "B" and

Cummins boosted the "A" Modified Roadster record to 206 mph, and the Summers Brothers continued their climb of unequalled performance by setting a new "B" Modified Roadster mark of 225 mph. This was after they had flipped their roadster earlier in the week at a similar speed, repaired it, re-qualified at a one-way speed of 236! . . . and came back the last day to establish the new two-way run class record average.

In the streamliner class, Mickey Thompson previewed his beautiful four-engine Pontiac-powered "Challenger I." With only practice runs he captured the meet's fastest time and set a new record for "A" streamliners. His quickest run was 362 mph with the best two-way average of 330 mph. Thompson used the SCTA Speed Week for shakedown purposes for the "Challenger" since he was to return to the salt in a month's time for his attempt at John Cobb's World Land Speed Record of 394.20 mph.

The contrast of the two were quite unusual. Cobb had taken two years to build his "Railton Special" which used two twelve cylinder Napier "Lion" supercharged aircraft engines. Thompson had taken ten months. Cobb had inched his way up to the eventual WLSR . . . and it had taken him two months to just break 300 mph. Thompson did it in two days. In spite of the car's numerous moving parts, they all worked with amazing smoothness. His Speed Week shakedown runs had been achieved with only partial throttle and with small doses of nitro. Thompson was ready, but the weather man wasn't.

Under the handicap of bad weather and poor course conditions, Thompson returned to the salt the first of October for a quick try at the record. It just wasn't in the cards, and Thompson, through the suggestion of the USAC officials, had to settle for some short passes and some insignificant International records at that time. As it stood, Thompson missed the one he wanted most, but shattered four World Speed Records while battling time and weather all the way. The "Challenger" went up on blocks to wait out the year.

Hot rodders have constantly searched for new undeveloped areas for competition . . . activities that offered a new challenge to their mechanical ingenuity. One such activity did come to life in '59 going far beyond their expectations for popularity and performance. Boat racing had always been an area of competition to some of drag racing's finest engine builders. Since all of the

(Continued on following page)



World's record holder for drag boats is René Andre who this year drove his new drag hydro, "Citation II," to an all-time speed of 172 mph in quarter-mile. Sleek 3-point hull is powered by supercharged Chrysler engine that develops well over 1000 hp on fuel.

of the meet went to Art Arfons in his Allison rear-engine "Green Monster II" at 172 mph — on gasoline! Darrell Zimmerman, now Division Director for NHRA, won Car Craft's Best Appearing Car and Crew award with his beautiful little dragster from Julesburg, Colorado.

With NHRA competition still restricted to "black carbon," the fuel

"C" Competition Coupe/Sedan class. In "B" they averaged 213 mph while in "C" they came through with a 198 mph two-way score. Their best single run was 217!

Bonneville "pro" Tom Beatty had his blown B/Lakester leaned out just right as he kicked his previous year's record up to 239 mph average to retain top speed for an open wheel car. Larson and

200 mph modified roadsters, lakesters and small streamliners eventually led rodders to the WLSR cars.

THE HOT ROD STORY

hot inboard boats around Southern California were making use of the same top engine and tuning specialists, and many of their customers were dry land hot rodders turned boat rodders, it occurred to a few to actually try drag racing their boats. Sleek custom-built ski boats had long been part of the popular scene along pacific shores and it only took the word of a few small events to publicize hot boat drag racing into unbelievable prominence.

Boat drags had its embryonic start at Lake Ming in Bakersfield, California, in 1957, but it took the Long Beach Boat & Ski Club and their first efforts to sky rocket the sport to recognition. With this, drag boat racing quickly became a second cousin to the hot rod sport. Engines that powered some of the top dragsters were dropped into specially designed hulls and soon the speeds of the aquatic dragsters were breaking the century mark with regularity.

There were just a handful at first, names like John Simas and his sleek Sanger drag hull, Carl Maginn's cracker box "Hot Ice," Fred Silagy's "Tiger," Jack Williams' "Golden Comode" and Rudy Ramos' "Phffft" SK

Rayson-Craft, were first of the wet rodders to run in the 100-to-110 mph speeds for quarter-mile acceleration. Little did the boat rodders know at that time that within a short seven year span their skills and abilities for design and speed would contribute to a special breed of boat called the "Drag Hydro." And that the world's record for a drag boat would reach a fantastic 172 mph!... as it did this last summer by Rene' Andre in his blown Chrysler-powered "Citation II" at Perris, California.

Change and experimentation are the life's blood of the hot rodder and when the land drag racers began to reach performance figures in the quarter-mile that were rated as spectacular at the dry lakes just a couple of years before, the high-speed long-run car builders headed for their drawing boards.

In 1958, Doctor Nathan Ostich outlined an idea to Hot Rod Magazine's Technical Editor, Ray Brock, for the construction of a jet-powered car to run at Bonneville. "Doc" had been bitten by the "Bonneville bug" in the mid-1950's and felt that a jet engine was the way to go to reach speeds above 400 mph.

The East Los Angeles doctor's plans called for the installation of a G.E. J47 engine using pure thrust power. He realized that this type vehicle would not qualify for F.I.A. recognition as an automobile because power was not transmitted through the wheels, but felt that this technicality would not detract from the accomplishments if the car came up to his expectations.

For two years, "Doc" Ostich took as much time as he could from his medical practice and worked on his ideas along with Ray Brock, Ak Miller and Al Bradshaw. He named the car the "Flying Caduceus."

In August 1960, the "Flying Caduceus" arrived at Bonneville for its test runs. A variety of mechanical problems, including collapsed air ducts, plagued "Doc" on his first runs, holding his speed to about 250 mph. Other jet powered cars that followed would accomplish the goals he set for himself, but "Doc" Ostich had pioneered the way for a new chapter of The Hot Rod Story.

History books will adequately record the accomplishments of Craig Breedlove, Art Arfons, Walt Arfons and Donald Campbell, Jr., but a grey-haired

doctor from East Los Angeles opened the door for the jet-set.

In the spring of 1960 another revolutionary phase of drag racing's amazing spiral took place. Tommy Ivo once again set top time for gas dragsters at the 2nd annual Bakersfield bash at 170 mph with an e.t. of 8.97! Ivo was at the wheel of a newly built car that featured his ideas for all-out horsepower. Nestling side by side in the new slingshot dragster were two injected Buicks that had just claimed for him the crown as being the fastest gas rail in the country.

Ivo raced for the love of competition, but basically he was a showman. With a flair for the spectacular and a handful of letters, he launched the first coast-to-coast performance tour. Granted, Garlits, Karamasines and others had toured the big major events around the country, but Ivo was off to race somewhere different every week. His plan was to run the local hero, where there was one, and to "smoke 'em up" on exhibition runs and "wheelies" when the competition barrel was empty. The success of that first tour by Ivo has kept him on the competition trail every year since and opened it up for hundreds of other full-time touring professional drag racers.

Mickey Thompson and his desires to become one of the fastest hot rodders in the sport and also America's number one automotive "Record Man," took on much more meaning in the early morning hours of May 14th, 1960. On the vast runways of March Air Force Base near Riverside, California, he and his crew took a single car named "Assault I," which was built on a dragster design, and with three Pontiac engines of various displacements, blasted out twelve new International FIA World Records for the standing kilometer and mile.

Drag racing continued to be the big bomb, however, and when it came time for the NHRA Nationals again in the Motor City—the stockers were bigger than ever. Detroit auto makers had taken to drag racing like ducks to water and there was little doubt over their discovery of product image and its values when regarding drag racing's ever increasing popularity.

The Detroit Dragway grandstands virtually exploded into chaos when the large field of stockers paraded the quarter-mile strip in preparation for elimination lineup. The explosive sounds of cheers and boos rattled throughout the entire session of the heated battle of eliminations—and Detroit was listening good. The hometown

racers became heroes that Labor Day as Jim Wanger, driving the Royal Pontiac entry from Royal Oak, Michigan, trailed all comers to become "Mr. Stock Eliminator" 1960. His '60 Pontiac's winning speed was 102 mph with an e.t. of 14.14. On the automatic side of the class, attorney Al Eckstrand brought his '60 Plymouth home with a top speed of 98 mph with a 14.51 e.t.

The field competing for the "Top Eliminator" spot was as closely matched as a group of retired Bocci Ball players. Twin engine dragsters had hit their peak and this event had them all. In the twin Chevy rail camp was Jack Moss driving his "Two Much" car, Dragmaster's "Two Thing" with Dode Martin at the helm, Don Westerdale's "Double Trouble," Jack Chrisman was up in Howard Johansen's "Twin Bear," while TV Tommy Ivo's twin Buicks played the role of competent outcast.

The two engine dragsters looked like they had it going away, posting top times in the 165 mph bracket and it appeared to be merely a choice of who was going to race who. That interpretation slowly changed as a couple of dark horses eased their way up through eliminations with precision-like runs. By this time the shouting had turned to a roar, the twin-engine cars were on the sidelines, and on the line for the final run were Red Dyer in Ray Godman's fantastically quick Chrysler-powered "Bo-Weevil" modified roadster from Tennessee and Leonard Harris in the Albertson Oldsmobile dragster, all the way from Playa del Rey, California. It was Harris through the "eyes" first with a 9.65 e.t. and a speed of 165 mph that crowned Albertson Olds and its crew of Gene Adams, Vern Tomlinson, Carrol Davis and Ronny Scrima "Top Eliminators" for the year.

Bonneville that same year was as busy as the proverbial cat might be on a Wendover tin roof. The twelfth annual event had everything from four-engine World Land Speed Record hopefuls to tiny streamliners not much larger than the rodder riding inside. They all had one thing in common—they went fast.

Mickey Thompson was again on hand with his "Challenger I," only this time the four Pontiac powerplants sported GMC superchargers. The "Challenger" provided the big blast as Mickey took the car over the smooth nine-mile course to a new "A" Streamliner record of 354 mph. But even this spectacular performance was overshadowed by the Quincy Automotive-Brissette Bros. Class "A" Lakester when it

toured the speed traps at an incredible 264.70 mph for its best single run, then backed it up with an almost equal return run to average 251 mph for a new record. In the rear of the low profile converted wing tank sat a 355 cu. in. blown Chrysler, while up front nestled handler Bob Summers. Summers became the driver of the world's fastest open wheeled car and probably, along with his brother Bill, commenced thinking about a bigger machine that would eventually set a World's Land Speed Record for wheel driven automobiles.

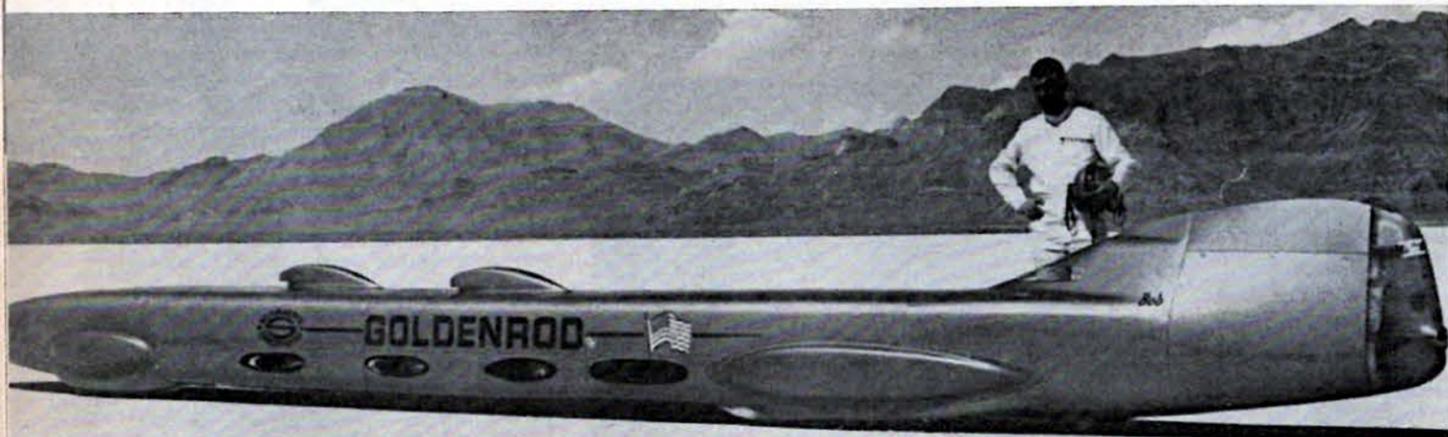
Veteran driver, Bill Burke, joined the exclusive 200 mph club when he pushed his small "D" Streamliner to an amazing 205.94 mph with a 156 cu. in. Ford Falcon engine built and tuned by Bill Stroppe. Just as exciting was Knot Farrington's '56 Ford T-Bird with a 429 cu. in. blown Chrysler that fairly churned up the salt with speeds of 200 mph. Els Lohn of Eelco had returned again with a new version of his mini-streamliner named "Wee Eel II" and proceeded to boost the "G" Streamliner class record to 135 mph with a best run of 158 mph. Considering the "Eel's" small displacement engine, a 61 cu.in. Morris Minor with a PS Products supercharger, you had to know that Els had quite a ride. A change in powerplants to a 90.5 cu. in. Coventry Climax a few years later, would see Els snake the "Eel" up to a final blast of 185 mph. The San Chez full-bodied Stude coupe apparently had everything going for it again as it flew through the course for a new two-way record of 220.99 mph in "A" Competition Coupe/Sedan class.

The really big noise from Bonneville came in September, a month after Speed Week had locked its doors. Four World Land Speed Record giants were on hand explaining that they were there "just for the record?" Citizens of Wendover were seriously thinking of setting up a tourist bureau.

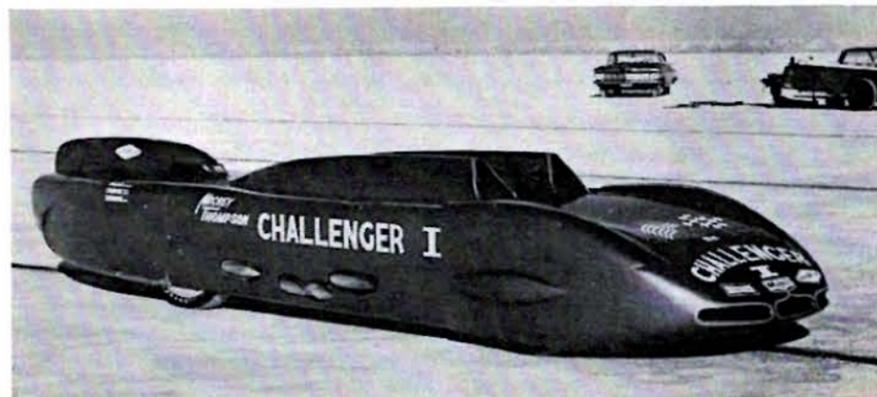
After a mechanically plagued session with the salt early in August, "Doc" Ostich had returned with his "Flying Caduceus" jet car to share the world's greatest high speed race course with Mickey Thompson, Art Arfons and England's Donald Campbell, Jr.

Ostich's jet car ran into serious front end problems at speeds above 250 mph. Between repairs and other futile attempts to get it to handle properly, it was finally decided to return the car to Los Angeles for a complete new front end and wait for another day. Art Arfons' new V-12 Allison-powered streamliner carried the traditional

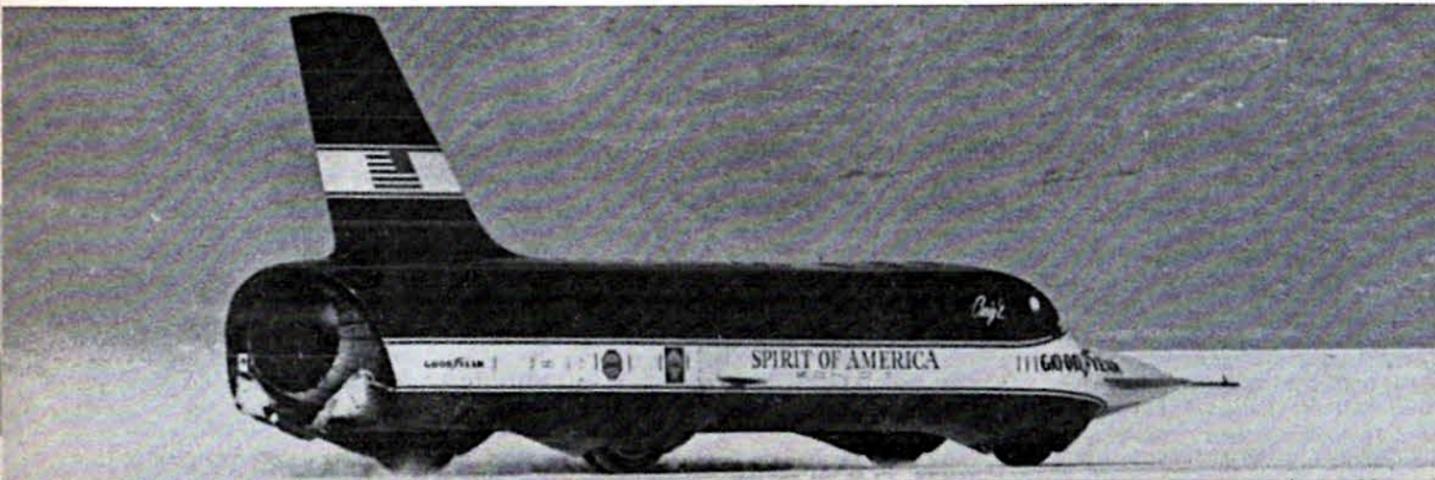
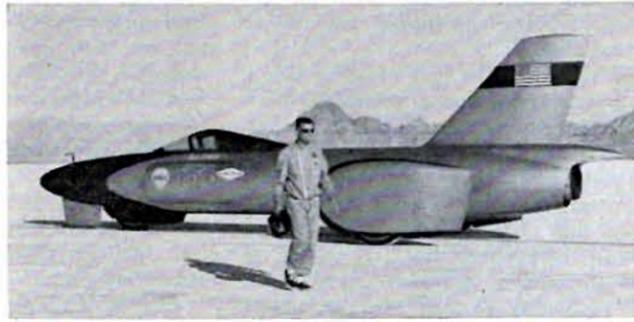
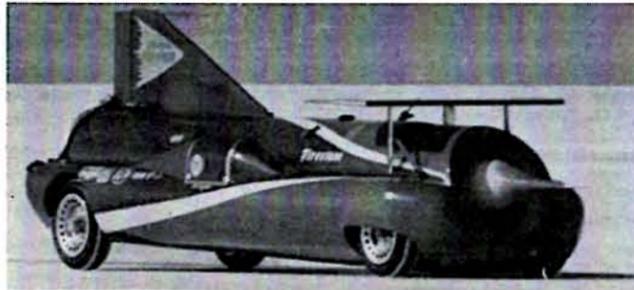
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The Summers Brothers' "Goldenrod" now holds the World Land Speed Record for reciprocating engine powered cars at 409.27 mph. Bob Summers' best time was 412 mph. Car is thirty feet long, weighs three tons and uses four Chrysler 426 Hemi engines which develop 3000 hp. The famed "Challenger I" was driven to top speed of 406.6 mph by Mickey Thompson in 1960. It used four supercharged Pontiac engines for its ultimate horsepower.



When jet streamliners became the big roar at Bonneville—the race was on to see who could light one off to run over 600 mph.



Doctor Nathan Ostich was the first member of the jet-set previewing his "Flying Caduceus" (above left) in 1960. After crashing car later in '62 while running at 331 mph, "Doc" decided to retire from further attempts. Above right is Art Arfons' "Green Monster" jet that he drove to speeds of 537 mph last year. Pictured in center is Craig Breedlove's first three-wheeled "Spirit of America" car that he set 428 mph record with in 1963. Below is current Breedlove special, "Sonic 1," that now holds the world's record (November '65) at the fantastic speed of 600.60 mph making Breedlove the fastest man in the automotive world for the third time.

THE HOT ROD STORY

"Green Monster" title and was geared for 400 mph runs at 4000 rpm. Clutch problems right from the offset held the car to only 249 mph and he, too, packed up and headed for home.

When Donald Campbell, Jr., son of famed Malcom Campbell, arrived on the scene everyone realized just what unlimited sponsorship meant. The "Bluebird" streamliner was a monstrous car. It rolled on Dunlop tires that had an outside diameter of 52-inches! Although not a reciprocating engine powered car, its huge Proteus Bristol Siddeley turbine engine did drive all four wheels which qualified it under FIA

regulations. Campbell's shakedown runs were strictly trial passes, the best being 159 mph. Problems with steering and instrumentation sent it back to Wendover for extensive changes.

With a determination to run on the eve of his father's record-shattering anniversary of years before, Campbell proceeded with his attempt to become the world's fastest human even though his crew warned him that his car wasn't quite ready. At speeds just over 250 mph, Campbell lost control of the "Bluebird" and crashed. His injuries though serious, were not critical, and he and his crew commenced laying

plans to rebuild the car for another attempt in the future.

Thompson's "Challenger" had been waiting in the wings throughout the week for ideal weather. Although Thompson had reserved the previous week for his exclusive assaults, 'ol man weather had not been in a cooperative mood. During that period, in determination, even against poor course conditions, Mickey had made a one-way run of 372 mph but complained of slippage and that the car skated around precariously. Back in Wendover the car's weight was redistributed for better balance and additional weight was

added to the front end to improve front wheel traction.

At the end of the open week of competition for the four giants, Thompson made his last run. Course and weather conditions were ideal. It was this run that Mickey came the closest he had ever come to achieving the World Land Speed Record. The car ran 406.6 mph, faster than any automobile had ever traveled. He and his jubilant crew quickly calculated that a return run of 392.6 mph would be all they needed to leave the salt with the coveted title they had come for. Little did they know it would prove more difficult than they anticipated. With victory almost in his hip pocket, the "Challenger" scattered one of the members in its complicated driveline system on the return run and Mickey was through.

It was a quiet and disheartening ride back to Los Angeles for Thompson and his hard working crew for they had come within what could be considered fractions of achieving their glory and goal. But for them and the sport there was the personal pride and prestige of designing and building a glorified hot rod that had traveled faster than any other car in the world!

NHRA, after initiating their Winter-national Championship dragfest at Daytona, Florida, during NASCAR Speed Week in 1960, decided to move the event to Southern California in '61. For a land known as the capital of warm weather, freeway traffic and smog, it now acquired its third traditional atmosphere—Championship drag racing!

It was through the efforts of Lt. Ron Root and Chief Ralph Parker of the Pomona Police Department, Vernon Venatieri of the Lions Club and Chuck Griffith of the Pomona Valley Timing Association that the Los Angeles County Fairgrounds was the site chosen for the February big blast. Fairground officials had cooperated all the way by laying down a whole new surface of asphalt that could only mean the best of drag racing action.

Twin engine rails were still going strong, if not stronger and when final race day came, it was Jack Chrisman driving cam grinder Howard Johansen's "Twin Bear" that showed Dick Rea's single engine A/dragster with Tom McEwen at the controls, the shortest way to the finish line. Jack toured the quarter-mile course at 170 mph with an e.t. of 8.99 to win the "Top Eliminator" laurels. The fastest time of the meet was turned by Hayden Proffitt driving Bayer-Freitas' twin Chevy engine slingshot at 176 mph.

Mickey Thompson was riding his Pontiac invasion to new heights with a pair of Pontiacs in a weird four-wheel drive dragster that was just a little premature for the meet. He had a little four-banger Tempest tuned to perfection, however, and grabbed off "Middle Eliminator" title with an amazing 10.50 e.t. at 131 mph on gas.

Pontiac's grip on the stock car action was broken when "Dyno" Don Nicholson dominated a field of fifty tough qualifiers for "Stock Eliminator." His 409 Chevy ran flawlessly to eventually trip the clocks at 105 mph with a winning e.t. of 13.59.

The first west coast championship event had to be classed as the biggest thing that had hit the southland for drag racing. Attesting to this was a crowd of 50,000 fans that consumed 96,000 hot dogs, 24,000 cases of cokes—in only two days!

Between major racing events most hot rodders turned to local weekend activity that spelled competition fun and a little relaxation. Of course, the "big guns" were always experimenting with new innovations to determine the quickest way to the winner's circle. But not Mickey Thompson.

His speed endeavors, while working hand in hand with Pontiac, seemed endless. In another one of his famed one man Speed-O-Ramas he again took over the long runways at March Air Force Base, and with four cars ranging from small to full size dragsters to a full-bodied Pontiac Catalina Coupe, captured fourteen out of a possible eighteen FIA International records.

Labor Day weekend of that year found competition once more at a peak as rodders headed for either Bonneville or the National Drag races. If your prerogative was the high speed thrills of pushing a modified roadster over two hundred, then it was the SCTA National Speed Trials that echoed the beckoned call. But if you had been bitten by the bug of quick fire acceleration, you and your crew just naturally pointed the nose of your tow car towards Indianapolis—new home for the NHRA drag races.

The real surprise of the NHRA event that summer was the performance of one "Sneaky Pete" Robinson. The Atlanta, Georgia, engineer earned his spot in The Hot Rod Story by simply driving by the best in the country with a series of top end charges; accomplishing this with a small 352 cu. in. supercharged Chevy. Robinson was invariably second off the line on almost every run, but the screaming little Chevy passed them all just before

reaching the "eyes." He trailed the best, consisting of such stars as Jack Chrisman in the "Twin Bear," Dode Martin and Jim Nelson's "Two Thing," Texan Eddie Hill's twin Pontiac slingshot, Joe Schubeck, Mickey Thompson and Tom McEwen in single engine powered cars. The big run to determine "Top Eliminator" saw Robinson down Bob Carroll's super-quick "Fiat Bug" from Marietta, Pennsylvania, with a final blast of 169.49 mph and an e.t. of 8.92. Probably Pete's toughest run took Place when he went up against McEwen for the class AA/Dragster showdown. On this pass he had to have it to the wood for he caught the McEwen-Adams car right at the lights with a speed of 170 mph and posted the meet's lowest elapsed time of 8.86. Most of the 75,000 spectators agreed that the value of the confederate dollars went up considerably.

Hayden Proffitt copped the crown for "Mr. Stock Eliminator" after driving his "Thompson Enterprises" '61 Pontiac to victory over one of the largest fields ever assembled for a national meet. Don Nicholson, Arnie Beswick, Al Eckstrand, even Mickey Thompson, represented a few of the top performers in the big stockers, but after Beswick and Nicholson took the tube for illegal entries, Proffitt, who had missed a shift in one of the last rounds of elimination, politely accepted the spoils. No one was embarrassed to say the least, since he had his Pontiac in the low 12's with a top time of 110 mph.

NHRA had initiated a new World's Points Program for added inventive during the '61 racing season and through the cooperation of the Hurst-Campbell Performance Company, the awards were nothing short of sensational for the drag racers. Competitors had the opportunity to accumulate a given amount of points for participation in regional and divisional "points" events, which took place prior to the Nationals. The array of awards sponsored by Hurst-Campbell represented the biggest "pot of gold" the sport had ever experienced. Jack Chrisman racked up some 24,000 miles while on national tour and enough of the prized points to become the first "Top Competition Points Winner" and drove away in a brand new Ford Thunderbird for his efforts. Bruce Morgan won the "Top Stock" points title and towed his '57 Chevy B/Stock winning car home with a new '61 Pontiac Catalina award. Respectively, all "Eliminator" bracket points winners were the recipients of new Pontiac engines. Drag rac-

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THE HOT ROD STORY

ing was getting large and so were the rewards.

Bonneville was another story. The condition of the salt flats was the worst it had been in years and instead of being able to manure an adequate course of nine to ten miles in length, SCTA was only able to scratch out a running distance of eight miles.

This cancelled out all World Land Speed Record cars since they needed at least a twelve to fourteen mile distance to facilitate adequate acceleration and stopping.

Art Arfons did bring his car to the meet though in hopes of some additional shakedown runs. The course was much too short for him, but before he packed up the Allison-powered "Green Monster" he did make a couple of test runs; the best being 313.78 mph.

The star performer of the meet was once again the Summers Brothers. They debuted one of the most unique single engine streamliners in history.

At first glance you would imagine that the car had only three wheels, but with closer inspection, the rear wheels were positioned in a tandem manner, while the engine powered the front wheels. Using only a 302 cu. in. supercharged Chrysler powerplant, driver Bob Summers registered a top speed of 302 mph before scattering the small displacement engine ending further attempts.

The short course fit right into the plans for Bill Burke and his D/Streamliner "Punkin' Seed." After his previous high of 205 mph the year before, Burke had teamed with Mickey Thompson and dropped in a 183 cu. in. blown Tempest, a combination that paid off for the team with a record of 232 mph. The San Chez Stude coupe was back looking more streamlined than ever and boosted its record to a strong 230 mph. Knot Farrington had spent all winter rebuilding his blown Chrysler-powered '56 T-Bird and with a streamlined nose and tail section, plus engine set back, he dominated the Sport Racing Class by driving his streamlined 'Bird to a top speed of 228 mph and a new two-way record of 219 mph! Then things got ridiculous. Craig Breedlove, a couple of years away from bigger things, climbed into the Schapel-Orndorff-Standun go-kart I/Streamliner, and even with shifting problems, clocked a top run of 93.84 mph powered by a 16 cu. in. Standun engine.

Hot rodding has always been known for its sleepers; areas where all of a sudden a breakthrough occurs and a whole new world of interest is created. Who would have ever thought at the time that a 1/25 scale model kit of a 1932 Ford coupe and roadster offering authentic hot rod parts and pieces, from dropped axles to hot engines to chrome wheels, would have caused much excitement? Not too many people in the hobby industry did, they were busy playing with their traditionally successful airplane and HO train sets — what else? But a plastic company in Detroit by the name of AMT was curious. Its Vice President, George Toteff and his staff of engineers, who were performance car buffs by the way, decided to take a gamble. That little gamble not only served as a springboard for AMT to become one of the country's top model makers in the industry, but the dividends paid off with the kit selling over five million units across hobby store counters throughout the world.

The tremendous audience that AMT discovered was there all the time and basically represented young hot rodders on their way. The adolescent, instilled with the anxiety of owning or

building his own car once he became of age, turned to the dream world of model cars with such enthusiasm that it revolutionized the entire hobby industry.

Rapid-fire injection molding plastic machines couldn't pump the kits out fast enough even with some of the leading manufacturers working around the clock. Hot rod and custom model car contests became a rewarding activity to the young automotive enthusiast. Today it represents a multi-million dollar business built around one of the country's favorite hobby pastimes, and it all started with a model replica of a 1932 Ford hot rod.

The second annual NHRA Winternationals was kind of a wet and dry affair. Rained out for their initial dates, the event had to be postponed 'til the following weekend. Many of the out of state entries on hand for the opener were forced to return home, but a field of top competitors still made the scene when tech inspection lines opened for business a week later. The strip again was repaved and the speeds displayed by competitors proved it when no less than seven of the AA/Dragsters ran well under the nine second bracket in qualifying.

Glen Ward, who had replaced Jack Chrisman in the Howard Cam Special "Twin Bear" had posted a speed of 176 mph and an 8.50 e.t. This would stand as the meet's fastest time, but he would have to share fastest e.t. honors with "Sneaky Pete" Robinson and his screaming little supercharged Chevy rail fresh from the prior Labor Day Nationals win. Mickey Thompson had signed Jack Chrisman to drive his new twin engine Pontiac car, which featured a single blower for both engines.

A car that literally captured the meet for design, beauty and performance, was the new Adams-McKewen dragster. Featuring a wrap around body shell and a semi-stretched chassis, it provided a graphic impression of things to come. The sleek dragster was, in its purest form, a quarter-mile "race car." It represented a professional approach to drag racing, an element long needed to dress the "pros" in their "Sunday best."

When it came to the final run for "Top Eliminator" it was Jim Nelson in his Dragmaster Dodge Dart and the beautiful Adams, McKewen Oldsmobile-powered rail. On the sidelines stood some of the top racers they had eliminated, Chrisman, Ward, Connie Kalitta, Lefty Mudersback and "Sneaky Pete" Robinson. With both engines cleaned out they left the line simultaneously.

You had to know that both racers had their foot buried hard against the throttle as they made their charge nose to nose for the lights. And it was Nelson's Dart that had the slight edge at the finish line. It was difficult to express the emotion that crept over the faces of Jim Nelson and Dode Martin, two of the sport's true pioneers in drag racing, who had finally captured the "big one" they had been looking for, for so long.

In the mighty stock car field with Detroit laurels riding on every elimination run, it was Chevy all the way. Dave Stickler in "Old Reliable" went up against Don Nicholson. It was an east versus west situation. A hole shot off the line by the "Dyno" man spelled doom for Strickler as he was never able to recover the ground. Nicholson had again put Chevrolet in the spotlight for top performance as he returned to the starting line to accept "Mr. Stock Eliminator" honors.

The Winternational event that year previewed a new addition to the stock car ranks and they came in with the roar of a formidable lion. It was called Factory/Experimental, which meant little compact stockers with big engines. It was a fun class for both Detroit and the hot rodders who liked to play with unknown quantities of horsepower to weight ratios. One of the strongest of the new hybrids was Mickey Thompson's Tempest powered by a 434 cu. in. Pontiac V8. With Hayden Proffitt at the helm the Tempest turned in times just slightly under 120 mph and elapsed times averaging 12.40! Don Nicholson had selected a "family" car for his B/Factory Experimental entry; a Chevy II station wagon sporting a bristling 350 hp Corvette engine.

The new Experimental cars proved more than just popular, even though they were overshadowed by the bread-and-butter stockers that drew the most acclaim. They served notice, however, that before the year was out they would be running equal to A/Gas class times, 120-to-126 mph, with e.t.'s in the eleven second brackets.

Another highlight of that event was a group that had travelled all the way from Hawaii to compete with their beautiful Chevy-powered rail called the "Hawaiian Dragmaster." They not only returned to the 49th state with the Longest Distance award, but also the Best Appearing Crew trophy. The car owner's name was Roland Leong, a hot rodder who would someday pull off the unprecedented victory of winning both the Winternationals and the Nationals in the same year.

Dragsters took on the low, sleek look — and had to move over to make room for the popular Super/Stocks, F/Xers . . .

Simple arithmetic will tell you that there are ten quarter-miles in a two and half mile distance. This is quite a change in pace to any hot rodder that cut his teeth on high speed cars designed to run in only a straight line. Add two hundred laps of turning left at Indianapolis Speedway and you have just complicated matters. But if you want to grab off the top prize in the "greatest spectacle in racing" these are the requirements.

In 1962, Mickey Thompson arrived at Indianapolis and shook the old brickyard right down to its most historic cube. Hot rodders had taken many long, hungry looks at the Memorial Day Classic, but Thompson had a new idea. He had built up a lightweight, rear engine chassis quite similar to the European Grand Prix cars. In typical hot rod fashion, he selected a Detroit engine and souped a little Buick V8 to the limits. With three identical cars, Mickey was ready for Indy. There were many doubts, however, if Indy was ready for Mickey Thompson. If even the hot rodders classified him as a rebel, what would happen when he got to Gasoline Alley?

The answer came on race day when Tony Hulman intoned his classic, "Gentlemen, start your engines." In response to his command, 32 Offies roared to life, housed in the classic Indy roadster chassis. The lone dissenter was Dan Gurney, driving Mickey Thompson's Buick. The first surprise came when Gurney qualified the car in eighth

spot. He then kept the railbirds buzzing by staying in the thick of things up to the halfway point. An oil seal in the rear axle housing knocked him out of the race.

Ray Brock's report of the race in Hot Rod Magazine contained a closing observation . . . "some of the mechanics and car owners in gasoline alley are starting to think that this might be the way to build a race car."

The year 1962 was definitely Mickey Thompson's "moment of glory." From Indy, he headed for the Bonneville Salt Flats and another shot at John Cobb's World Land Speed Record. Thompson's "Challenger I" took a trial run at 357 mph before calling a halt because of the rough salt conditions. Following the run, Thompson for reasons of his own, announced his retirement from LSR competition.

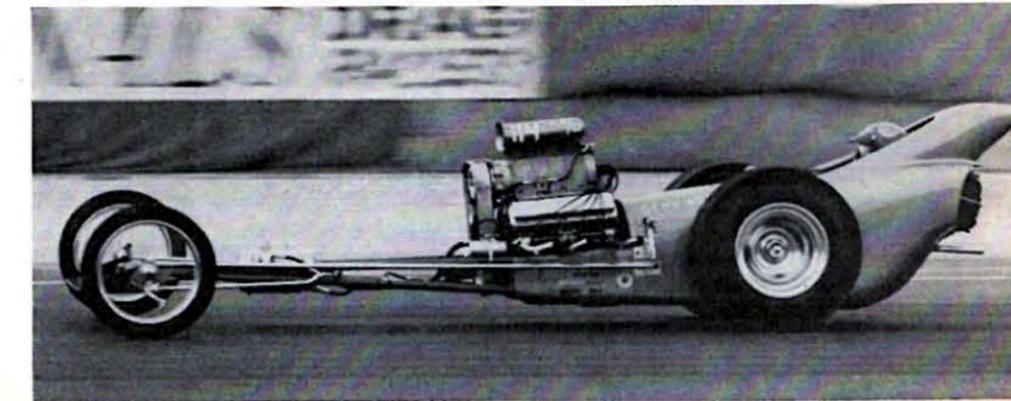
Craig Breedlove was scheduled next for the salt, but his unique three-wheel "Spirit of America" was not ready, so "Doc" Ostich and his "Flying Caduceus" took the spotlight. His first few runs were checkouts since he had not driven the car following his 1960 attempt.

After eleven trial runs to test a new suspension and steering system, "Doc" advanced the throttle to 80% and took off. This run netted him a 324 mph reading on the clocks. Everything was ready for the 13th run on the 13th of August. "Doc" had 100% under his control and left in a cloud of salt. At the seven-mile marker the jet car went into a violent slide. The timers read 331 mph with the car sliding sideways and the chute deployed. The left front wheel collapsed and Ostich rode the jet to a sliding stop. The "Caduceus" was through for the year with an undecided future.

One hundred and forty-four entries made it to the National Bonneville

(continued on following page)

The dragster that changed the "face" of drag racing was the beautiful McEwen-Adams rail previewed at '62 Winternationals. Car featured stretched wheelbase and first custom built body shell. Other cars soon followed the sleek "race car" design.



Out of the prodigious growth of stock car popularity came the experimental hybrids - the "funny" car.



First exhibition stock cars consisted of the Dodge "Chargers" which toured country in spring of '65. Drivers Jimmy Nix and Jim Johnson staged thrilling match race shows with supercharged, red, white and blue special built cars running 135 mph on gas.

THE HOT ROD STORY

Speed Trials a week later and established thirty-two new records. One of these was Art Arfons with a brand new WLSR jet car that he drove to a one-way pass of 338 mph, then set a two-way average of 330 mph. The Summers Brothers continued to solve the problems with their "reversed wedge" streamliner and upped their single engine speed to 323 mph. On the strength of this performance they began taking a long hard look at the world's 400 mph mark.

Before the week was out eight cars had set records in the 200-300 mph range and for single qualifying runs, three cars ran over 300 mph and twenty-three had run between 200-300 mph. Although speed week seemed to be loosing a few of its pioneers to drag racing, the rodders who continued to make the pilgrimage each year were coming on strong with their ever-increasing high speed assaults.

Jet cars and four-engine machines weren't coming off any assembly line, but there were quite a few of them being built, and all with one thing in mind - break John Cobb's world speed record. For those involved, the WLSR cars were the ultimate, but for a whole new generation of hot rodders coming up, they had a problem seeing farther than the end of a quarter-mile.

Though Mickey Thompson had officially retired from active competition driving this still didn't remove him nor his endeavors from the performance field. For this reason he and about four thousand other car builders, racers and crew members headed for the mecca of drag racing - the 8th annual NHRA National Championships at Indianapolis Raceway Park.

In its natural course of events, the sport of drag racing had developed its own unwritten code of who was a pro-

fessional and who wasn't. Driver identification was becoming a big thing, especially to those who made their living from touring drag strips across the country. The value of "ink" became a topic of conversation and if you weren't "known" you could have the fastest car in the land but a promotion minded strip operator wouldn't touch you. The battle for the appearance dollars was waging hot and it became quite apparent that a win at the Nationals was like money in the bank.

For that reason the pits of the Nationals that year had quite a few new faces in the crowd. Two of the most respected names in "fuel" drag racing were Don Garlits and Art Malone. They had apparently decided that bottled ink was a pretty good substitute even if you did have to run gasoline and settle for a little less horsepower.

The event was full of surprises in every class but it was Jack Chrisman driving Mickey Thompson's Pontiac rail and Don Garlits who captured all the attention. And that's the way it finished for the "Top Eliminator" run-off. This was after Connie Kalitta had set top time of the meet with his "Bounty Hunter" at 180 mph blast, and Chrisman had put a hole shot on Gordon "Collecting" Collett to take on Garlits for the final honors.

The final run saw both cars leave together and remain that way all the way through the quarter. In a matter of 8.76 seconds, Chrisman had just nipped Garlits in the lights to become 1962 "Mr. Eliminator" with a speed of 171.75 mph. It was a title that Jack Chrisman had been seeking for some five years and proved to be just the start of one of the most successful careers in the drag racing sport.

You could always count on Hayden Proffitt, the old fox from Garden Grove,

California, as being one of the top dogs in any stock car field and sure enough he lined up against Jim Thornton driving the Ramchargers' Dodge for the final "Stock Eliminator" go. A master at getting off the line, Proffitt took a slight edge over Thornton and that's all she wrote. It was Proffitt's 409 Chevy all the way with a top speed of 113 mph and a 12.83 e.t.

One of the more interesting design trends stemming from the dragsters that participated at the Nationals was the extra long wheelbase cars of Garlits, Kalitta, Malone, Chrisman, Collett and others. Instead of trying to meet NHRA minimum wheelbase specifications of 92-inches to save precious weight, most of the hot machines were stretched out to as much as 120-inches. Two things were obvious with the longer chassis. One, the extra length assisted in cancelling out engine torque and its effect to lift the front wheels, and two, the extra length vastly improved the handling characteristics of the cars at high speed.

From this, long lightweight chassis became the "in" thing and if it didn't flex each time you added a quart of oil it was too heavy. The "flexy flyer" was born overnight and a rash of chassis experts were in business.

Advertisers of that era would have you believe that all you needed forward of your foot to be a winner was a camshaft, but reality dictated that all the horsepower in the world would do you no good if you couldn't stick it to the ground. Additional engines definitely increased horsepower, but they also added weight. Bolting on a supercharger would almost duplicate the horsepower return without the added weight and suddenly builders became as weight-conscious for their race cars as a former beauty queen on her 40th



Two of the wildest and most popular exhibition cars in drag racing today are the "Little Red Wagon" and Hurst "Hemi Under Glass." Cars were built strictly for single car exhibition runs. Their giant "Wheelstands" made them acrobatic stars overnight.



birthday looking for a second chance.

Assembly line dragsters soon took over the scene as professionalism in the sport picked up steam. With weekly appearance monies ranging between \$500 to \$750 dollars an accepted fact at leading strips throughout the country, experimentation took a back seat to winning. Engines were strained to their limits and you never wasted a single run. Engines by Keith Black, Dave Zueschel, Ed Pink combined with a chassis from Kent Fuller, Woody Gilmore, Schubeck, Logghe Brothers, Speed Products, Garlits or Race Car Specialties was the hot set-up.

You bought the tailored made parts and pieces for a challenger and with a little assembly work and your own trick stuff, tried to make it a champion. The fans who paid the tab didn't seem to mind the switch from experimentation to performance. There were no more "sidewinders" or "Green Monsters," but there was plenty of competition between the sleek beauties of drag racing. For the most part nobody really seemed to mind the fact that they all looked alike, but with this, driver identification became a big thing. Nicknames quickly swept the field and soon the sport had its own heroes called; Big Daddy, The Snake, Mongoose, The Greek, Gentlemen Joe, and of course, The Colonel. These became almost household words - at least if you came from a drag racing family.

The '63 Winternationals was a real curtain raiser for drag racing. After the absence of "fuel" cars since 1956, NHRA officials opened the door to the nitro burners and speeds near 190 mph became commonplace. All the big names were there, augmented by a few new ones. Detroit auto makers had been dishing out semi-sponsorships in pretty

good numbers and the Stock and Factory-Experimental fields showed it.

Much like their counterparts, widely publicized names were beginning to become bywords among the colorful stock car clan. Tom Grove, Herman Mozer, Bill Shrewsberry, Les Ritchey, Bill Golden, Gas Ronda, Al Eckstrand, Len Richter, Dick Landy, Jim Thornton, Dave Stickler, Bill Shirey, Hayden Proffitt, and Proffitt's young 16-year old protege Don Gay from Dickerson, Texas, were just some of the favorites in this group.

Top speed of the meet went to a new west coast fuel car that had a four name monogram of Weekly-Rivero-Holding-Fox after a sizzling run of 188.66 mph. "Big Daddy" Don Garlits picked off low e.t. with an 8.11!... and it was obvious that the Pomona asphalt agreed with the stormin' fuelers. Over in the gas class for rails it looked as though Michigan's Connie Kalitta had things going his own way with his Chrysler-powered "Bounty Hunter." But within the class a twin Chevy rail run by John Peters and Nye Frank had been quietly and methodically registering speeds almost equal to that of the fuelers. After a sprint of 185 mph and an e.t. of 8.36, even Jack Chrisman had to admit that the Peters-Frank machine would be the car to beat for "Top Eliminator."

And how true it was. Peters and Frank came away Gas "Top Eliminator," after a heated duel with Kalitta in the run-off. Garlits pulled the same sneaky trick on "Colonel" Art Malone in the fuel eliminations to capture his first major NHRA victory.

In the stock car lineup it was Bill Shrewsberry who put on the show in the F/X class, bringing his '63 Pontiac home a winner with speeds nearly equal

to some of the lower class coupes/sedans.

Detroit competitors, Al Eckstrand in the Ramchargers' Dodge and Bill Shirey in the Golden Commandos' Plymouth, had to come all the way to Pomona to settle their cross-town feud. Eckstrand came off the better man with a winning time of 115 mph, 12.44 e.t.

Again the Winternationals were tagged a tremendous success. With the fuelers back in competition for this winter date, it meant that many more drag racers could lock up the eastern homestead and head for sunny California for winter touring and the big buck.

Bakersfield was still going strong and their annual U.S. Fuel and Gas Championships had now resolved itself almost exclusively to dragsters. It had become the prestige rail meet where everyone tipped the nitro can all the way, then let everything hang out for glory, ink and the dollar.

The big fuelers were nibbling at the mythical 200 mph barrier and Bob Haines driving the Masters & Richter Chrysler car almost made it when he cranked on a 194.38 mph for the '63 Bakersfield dragfest. Don Prudhomme almost equaled the similar eight seconds flat e.t. barrier when he took his beautiful Greer-Black-Prudhomme rail through the "eyes" at an unbelievable 8.02! Longevity was with Art Malone during the entire meet as he came away "Top Eliminator," while in the gas class Gordon "Collecting" Collett did the trick with a 174 mph and 8.60 e.t.

Every aspect of the sport of hot rodding and car building was on the upswing during the early sixties. Drag racing was reaching for a new pinnacle of prestige and performance, and on the other side of the ledger car shows were absolutely going wild. Creative

(continued on page 70)

Photos by Hid Takano

Would You Believe...

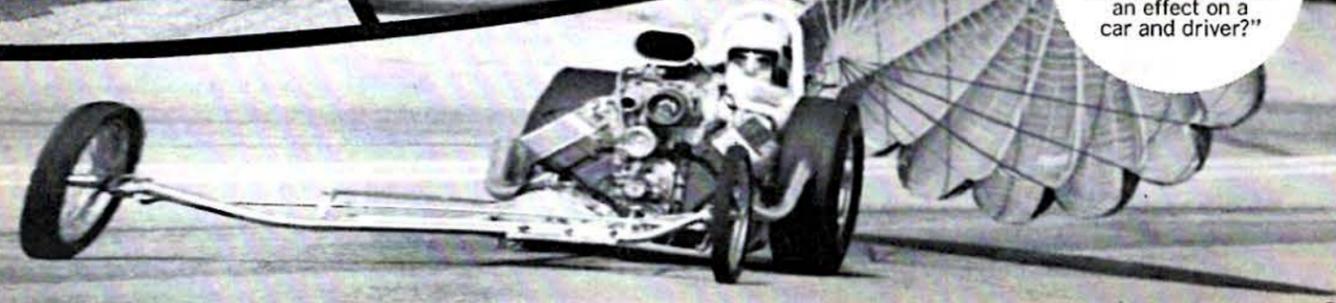


"WOULD YOU BELIEVE... that TV Tommy Ivo's dragster, after 999,999½ wheelies, has only sustained a slight amount of damage?"

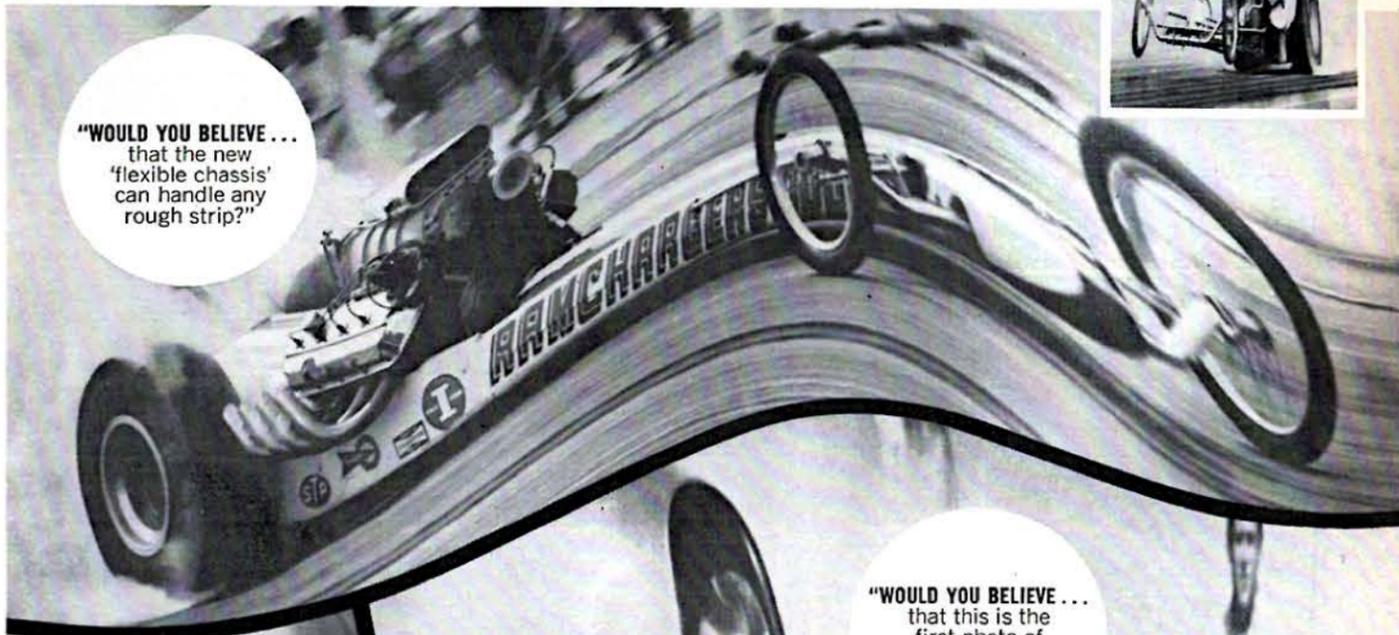
"WOULD YOU BELIEVE... that this new aerodynamic design for dragsters will soon be a hot set-up?"

"WOULD YOU BELIEVE... that on a 200 mph rail the new 4-ply super-slicks do have a tendency to flex a little?"

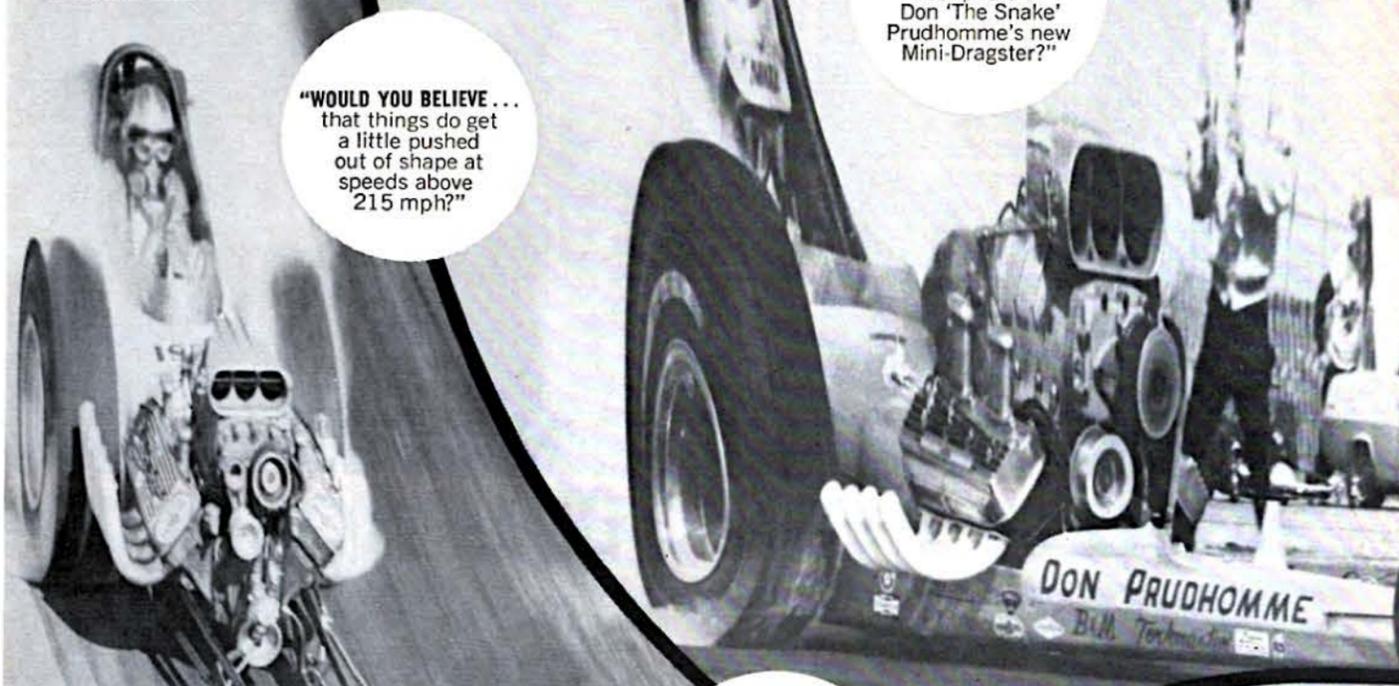
"WOULD YOU BELIEVE... that 200 mph parachute stops eventually do have an effect on a car and driver?"



These Funny Fuelers?



"WOULD YOU BELIEVE... that the new 'flexible chassis' can handle any rough strip?"

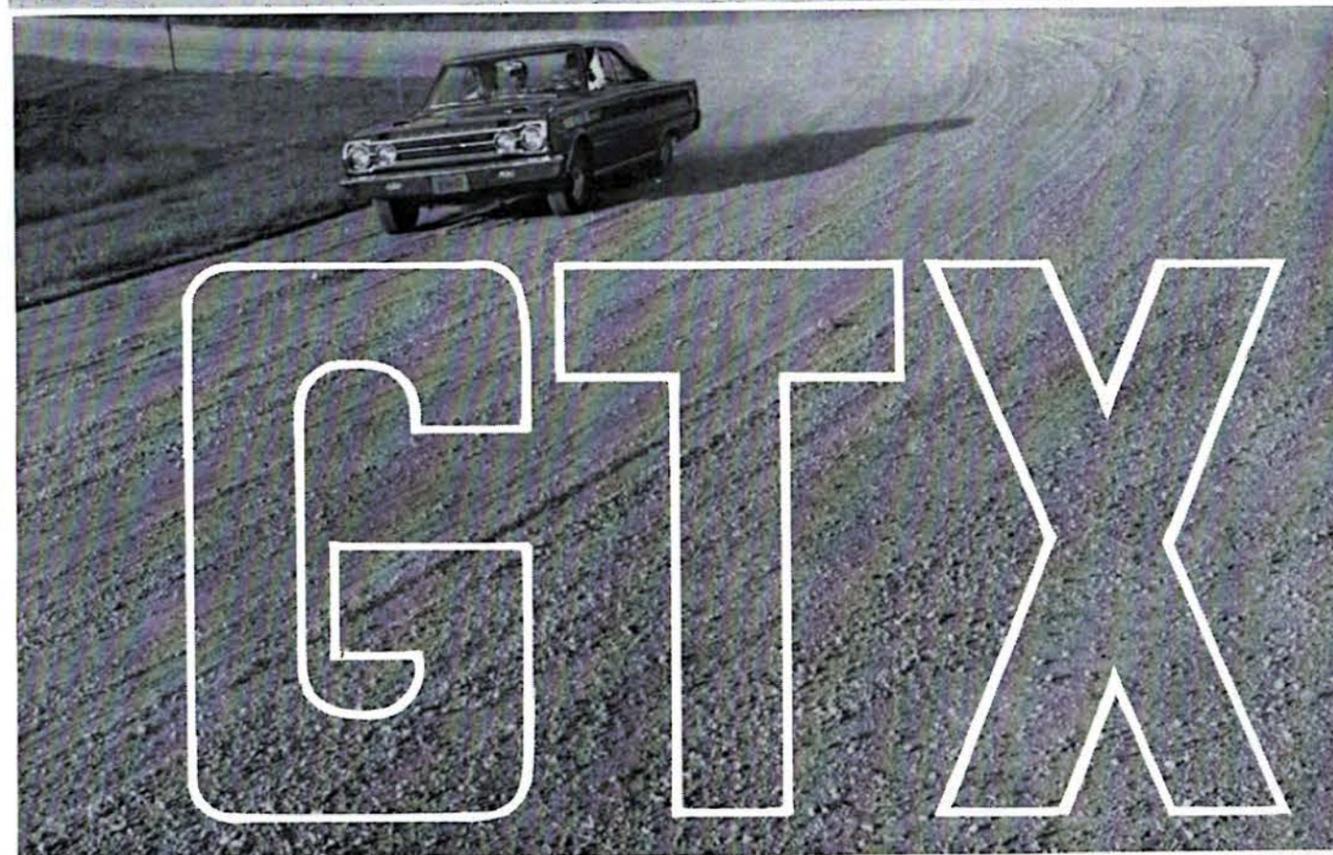


"WOULD YOU BELIEVE... that things do get a little pushed out of shape at speeds above 215 mph?"

"WOULD YOU BELIEVE... that this is the first photo of Don 'The Snake' Prudhomme's new Mini-Dragster?"



"WOULD YOU BELIEVE... Jimmy Nix's new telescopic rail, 'tis said it's great in the lights?"



A NEW PLYMOUTH HOT ROD!

Plymouth pulls an engine swap for '67 that's got to make one of the wildest combinations for a super street machine. That's not to mention the sharp Belvedere shell they've wrapped around it.

Test Team / Sad Sacks, Harper Woods, Michigan

BY DICK SCRITCHFIELD ■ Not too many years ago Plymouth built a nice economical family car. They still build a nice economical family car. But today, they also offer a nice family trophy winner, too. It's a model that has taken Plymouth out of the domestic snapshot album and put it right in the middle of the performance picture, and with a very sharp image I might add. □ This new star, with a name that sounds more like a super spy than a super stock, comes from a long line of scene stealers, each one a headliner on the circuit. Names like "Melrose Missile," "California Flash," "Hemi-Cuda," "Sox & Martin," "Golden Commandos" and "Brand X" have all won their share of drag racing's "Oscars." This year's top billing for Plymouth has been the result of two racing stars. One, a pretty young housewife called the "Drag-on-Lady," Shirley Shahan, and the other a fast guy from Dixie by the name of Richard

Petty. Together, they have captured the spotlight from Daytona to Pomona and are still packing them in wherever they appear. □ Plymouth's latest entry for top role of "performance car of the year" has what it takes to make it to the big time. It's exciting to look at and it's exciting to drive. In Plymouth's language for 1967 they're spelling performance "GTX." □ The minute you see this new model it's obvious that it was designed for performance attraction. Although retaining the basic '66 Belvedere body shell, the GTX has several impressive changes. Fiberglass simulated air scoops have been added to the hood and are highlighted by bold striping. Four horizontal headlights are mounted into a blacked out grille on which only the bottom and center moldings are accentuated. At the sides, only the wheel openings and rocker panels received bright metal moldings further exemplifying the clean styling features of

the car. "GET" name plates stand out on the front fenders and deck lid, but the real answer to what makes it run is the hood ornament, which displays either "440" or "426" designating the engine displacement, and in either case, a powerful statement. □ At the rear, the GTX has its own design taillight lenses which wrap around the quarter panels providing an extra safety factor. Connecting the twin tail lamps is a wide molding with the center area again blacked out to harmonize with the grille design. □ Also new on the GTX is a chrome racing-type, pop-open fuel filler cap. Touching the release on the right side snaps the spring loaded cap open for easy access, with the cast metal ring acting as a protector for the paint. □ The appearance of the car impressed the members of our car club test team with Larry Dunn commenting, "The car is sharp! It's good looking, trim, and has that eye appeal that I think young guys go for. Toning down the chrome, blacking out part of the grill is the styling theme I'm referring to. It's something even the customizers might consider. Although the scoops are noticeable, the car is really set off by the wide 'suspender stripes' on the hood and deck. They look great!" □ The Sad Sacks Car Club from Warren, Michigan, was chosen as "Test Team of the Month" as they are one of the oldest and most active clubs in the Detroit region.



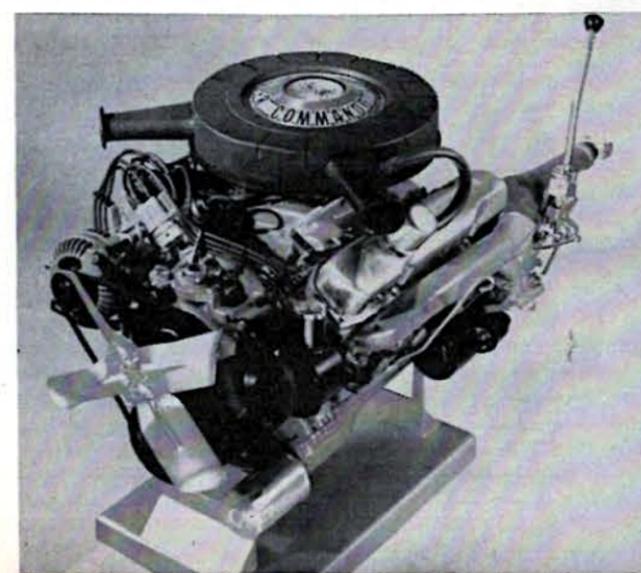
Getting their start in Harper Woods in 1955, they have been active in drag racing and in the Michigan Hot Rod Association ever since. In a land where you see clubs come and go, it's refreshing to meet a club where out of 20 active members, 95% have been in the club over five years! How's that for sticking together? □ The test area was located in the beautiful green rolling hills of the Chrysler Proving Grounds at Chelsea, Michigan. Jack Smith, Manager of Product Planning for the Belvedere line, was on hand and gave the test team answers to their many questions. Smith explained how, "The GTX was designed as a completely 'tuned' automobile, from the engine to the chassis. Everything is built to hold the strain and abuse of drag racing. In its class, we feel that this will be the car to beat." □ Each member of the test team was given a chance to really get the feel of the car by driving it over all types of roads and terrain. As you can imagine, however, the boys spent a great deal of their time driving on a quarter-mile stretch of concrete where drag performance is evaluated by the test engineers. We weren't fortunate enough to have the clocks available, so we just had to play it by ear (or by the seat of the pants, in this case). □ Visibly impressed with the performance of the GTX, the team's interest now shifted to the source of all this power. The "big" news for '67 is really under the hood, a whopping 440-cubic inches of it, the largest displacement, high performance engine in the industry. This is the basic block that has been standard in the 1966 Chrysler Imperial



Placement of spare tire under floor provided GTX with a very large trunk area. The large 2½ inch dual exhaust system is tipped with heavy gauge oval steel tubing to reduce damage.

Jack Smith, Manager of Product Planning for Belvedere models, on the left, told Sad Sacks test team members about technical advances featured on Plymouth's "hot one" for '67.

GTX power comes from this whopping 440-cubic inch Super Commando V8, largest displacement in its field. Big boost comes from new intake and exhaust manifolds, heads, camshaft.



and New Yorker, but the GTX version has been given new cylinder heads, new manifolds, and a new camshaft to get it producing 480-pounds feet of torque at 3200 rpm and 375-horsepower at 4600 rpm. No changes were made to the 4.32-inch bore or 3.75-inch stroke. □ The new intake manifold received the benefit of a 10% increase in porting, facilitating a smoother port angulation into the heads. Their match ports end at 2.08-inch intake valves and 1.74-inch exhaust valves. Although the intake valves are the same as 1966, the exhaust valves are new, having been enlarged one-eighth inch. New high-load valve springs with serge dampers to reduce flexing at

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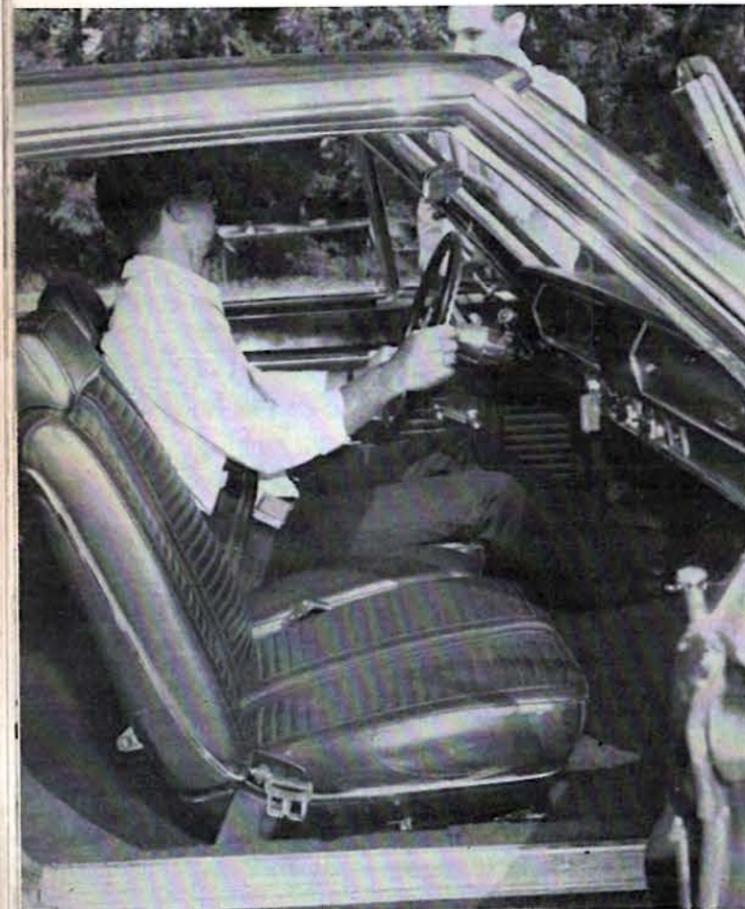
A NEW PLYMOUTH HOT ROD!



Photos by Chrysler Photographic

Chrysler Proving Grounds proved to be perfect spot to put GTX through its paces. Action centered around drag strip.

high rpm are used rather than dual springs. Spring loads measure 105-pounds at 1.86-inches, and 245-pounds at 1.36-inches when the valves are open. The compression ratio is up to a competition level of 10-1. □ Reposing atop the intake manifold is the big single Carter AFB 4327S carburetor with each of its four barrels measuring 1-11/16-inches. A dual snorkel, low restriction, unsilenced air cleaner adds to the efficiency of the induction system. The dual snorkel design allows a large volume of air to enter at high speeds without the normal starving found in single intake cleaners. □ The 440 uses hydraulic lifters to reduce noise and maintenance and rides on Plymouth's latest high-lift .450-inch cam. With a duration of 268 degrees, the



Plush interior is stamped tuck and roll design vinyl with full carpeting. Safety features include lap belts, front and rear, adjustable head rests, yielding rear view mirror and improved sun visor location. Ample leg room is a plus.

intake opens at 19 degrees BTC and closes at 69 degrees ABC. The exhaust opens at 77 degrees BBC and closes at 27 degrees ATC giving the valve a 284 degree duration and 46 degree valve overlap. □ New dual, low-restriction cast exhaust manifolds have been designed to provide better streamlining and branch separation allowing the gasses to flow into the 2½-inch exhaust pipes with minimal restrictions. □ There are several important refinements that appear on the 440 engine when the optional 4-speed transmission is used. These include dual breaker points in the distributor, a fluid drive fan, and an oil pan windage tray. The windage tray is a sheet metal stamping added on the inside of the oil pan and fitting near the crankshaft throws when the pan is attached to the engine. It is designed to keep the oil from being splashed around by the crankshaft's rotation, creating a horsepower loss. As you can see, everything has been done by the factory to produce every horsepower available. It is a street engine with racing ability without the problems of the finely tuned racing mill. The 440, therefore, retains Plymouth's full, 5-year-50,000 mile warranty. □ Quick to give his opinion after a blast down the ground's quarter-mile, Larry Krolkowski explained, "The performance is great! It has a tremendous amount of torque and moves quick without tail wagging out of the chute. I expected some wheel hop and bounce, but there was none. The suspension is just what you'd want in a car of this type, firm but comfortable. The torsion bars in the front and the leaf spring in the rear makes a good ride/handling combination. The new wider tire is quite an improvement over last year's models. For a street tire, it really holds the road." □ Like we said, the Super



Commando 440 has the inches but if you have about \$500 extra for the ultimate in engines, then the optional 426-cubic inch Hemi is the mill for you. Although it has less inches, it puts out 425 horsepower at 5000 rpm along with 490 pounds feet of torque at 4000 rpm, a gain of 50 horsepower over the 440. All the super-good stuff goes into the Hemi and with its specialized assembly over that of stock production, it comes out pretty close to a ready-to-race blueprinted engine. □ With a bore and stroke of 4.25-inches by 3.75-inches, it has a compression ratio of 10.25 to 1 and features a .480-inch lift (Int.) and 276 degrees of duration on both intake and exhaust. If you'd like to compare the timing to the 440 cam, the intake opens at 30 degrees BTC and closes at 66 degrees ATC giving a 52 degree overlap. The exhaust opens at 74 degrees BTC and closes at 22 degrees giving a 52 degree overlap and .460-inch lift. □ Since the owner of a Hemi is not concerned that much with a noisy engine, the more efficient solid lifters are used instead of hydraulics. In the valve department, the intake valve head measures 2¼-inches to the exhaust valves' 1-15/16-inches. Intake valves are made from silicon-chrome alloy while chrome-manganese alloy with a welded stellite face is used for the exhausts. □ To insure maximum smoothness and durability, an electronic device is used to check the dynamic balance of the completely assembled engine while it is hanging suspended by two cables. In this "floating" condition, a very close check can be made without interference from an anchored test stand mount. □ Once the engine is started and running, electronic pickups record the unbalance. Weight is then added or removed from either the flywheel or vibration damper. It is this type of precision treatment which accounts for the fairly significant cost of the engine. Because the Hemi is principally designed for racing, its warranty is limited to one year. □ Only two types of transmissions are offered in the GTX; a three-speed Torqueflite (which is standard), and a four-speed manual. The special Torqueflite has a much higher torque capacity and durability than the standard units. A higher-upshift governor allows the engine to rev more before shifting so that the high output rpm engine can develop power. The column mounted shift lever has the "sport shift" feature allowing manual shift of the transmission. The ratios run first 2.45; second 1.45; drive 1.00; and reverse 2.20.

□ Dave Sawicki noticed that, "Manual shifting of the Torqueflite really didn't improve the quarter-mile times any. With the transmission properly adjusted, you can just sit there and stab it and steer it. The car feels great and gets rubber in every gear. It shows me a lot of class and doesn't need much in the way of changes to make it run!" □ When the optional 4-speed manual transmission is ordered, an 11" by 7" I.D. clutch disc is used with a semi-centrifugal, 6-roller pressure plate. It is a combination pressure plate having roller



weights which develop extra force to reduce slipping at high rpm. Ratios for the 4-speed run: 2.65, 1.90, 1.39, 1.00, first to fourth. Several other changes are made when the 4-speed is requested. At the differential, Dana #60 axles are used since standard axles will not holdup under the pounding that a 4-speed can dish out. "Dana" is a manufacturer that supplies the automotive industry with premium, extra heavy-duty equipment so with this axle, it isn't likely you'd find yourself "tweeking" axles when you put it to the wood. The standard ring gear is replaced with 9¾-inch diameter, 3.54 to 1 Sure-Grip for durability. The rest of the chassis is completely race worthy with heavy-duty ball joints, torsion bars, front stabilizer bar, shock absorbers and rear springs. Front torsion bars are made from .92-inch chromium alloy steel compared to the standard .88-inch, thus improving front end stiffness. New high-rate semi-elliptical rear springs are designed to reduce the tendency of the rear axle to yaw during rapid acceleration, thus improving directional stability. □ Separate hydraulic brake systems, that are making their debut in most of the new cars this year, are standard and assures braking facility

should one system fail. The front wheels and the rear wheels are on separate systems being operated from a dual master cylinder. Failure in either system automatically lights a warning light on the dash, indicating that the driver had better start looking for a service station quick. The heavy-duty brakes are extremely larger, having 11-inch diameter by 3-inch width in the front and 11-inch by 2½-inch shoes in the rear. Power disc brakes are available for the front, but in view of the large drum units they would only be necessary for extreme driving conditions. □ Sad Sacks' President, Andy Maiuri, liked the GTX's braking action and spelled it out this way, "The non-power brakes are a little harder to push, but they bring the car to a satisfactory stop. Power brakes would definitely be



an improvement for the driver's comfort, naturally. I liked the head rests, since they were not in the way like they normally are in other cars. They're just the right size and positioned where you need them to do the most good. One thing I did have problems with, was the arm rest. When you turn a corner to the left, you have to keep sliding your left hand around the steering wheel or your arm comes directly down on top of it! This could be improved, I'm sure." □ With the current emphasis on safety, the GTX offers an array of injury reducing features. Bucket seats and four lap belts are standard, but form fitting head rests and diagonal shoulder belts, for the front seats, are owner request items... well worth considering, we might mention. Even if you wanted to install a set in your existing car, it could easily be done. The numerous safety research programs that have been carried on since 1954, have proven that lap belts alone cannot always prevent

(continued on page 82)



Classic lines of GTX accentuate the "action" theme of the powerful new model. Rear taillight lenses wrap around quarter panels as added safety factor. Wide rear molding has blacked out center, matches grille.



Four horizontal headlights mounted in blackened grille, twin hood scoops highlighted by bold striping, GTX name plates and a racing type pop-open gas cap "give away" Plymouth's new entry in the performance field.

Important new safety option is diagonal shoulder belt available for both front passengers. Instruments are standard Belvedere with exception of special 150 mph speedometer. 8000 rpm tach for console is available.



A NEW REAREND FOR DRAG RACING



The Summers Brothers introduce themselves to the speed equipment industry with a precision rearend assembly for drag racers. It solves the problems of flex, width, bearings and longevity.

BY BUD LANG

THE NAME SUMMERS BROTHERS has long been synonymous with extremely fast hot rods. The two young rodders from Ontario, California have not only left a traditional trail of speed records from the early dry lakes' era leading to Bonneville — but today stand as record holders of the most coveted title in the world for wheel-driven cars; The Land Speed Record.

They share the same degree of automotive prestige as John Cobb or Donald Campbell, for on a momentous day last November, Bob Summers drove their sleek streamliner to the ultimate World's Wheel-Driven Land Speed Record, with a 409 mph average.

The "Goldenrod" was designed, built and driven by the Summers Brothers. The three-ton thirty-foot long aluminum bodied missile, powered by a combination of four in-line Chrysler 426 injected hemis, made its best pass at the USAC clocks at 412.70 mph. This performance returned the FIA World Land Speed Record to the U.S. for the first time in 37 years.

Since that time the Summers Brothers, Bob and Bill, have been busy touring the "Goldenrod" throughout the country. In what little spare time they had they also opened a machine shop and speed center in their hometown. It was only a question of time until they turned to the speed equipment manufacturing field, and this they did recently with a new product for drag racing. Their treasure chest of vast automotive knowledge focused on a new rearend assembly. It begins as a stock pre-'53 Oldsmobile rear axle assembly, but evolves into a race car unit unlike any other. It is precision and unique in every respect.

One of the prime reasons they developed this rearend assembly is that the

stock axle bearing location (bearing centerline) on Oldsmobile axles, the ones most prominently used in dragsters, is offset $3\frac{1}{16}$ " from the axle flange where the wheel mounts. Though use of an American magnesium wheel with its mounting flange directly on the tire centerline wouldn't affect this offset in a detrimental manner, use of one of the popular 16-inch diameter 12-inch wide, Halibrand mags will. These wheels feature flanges $2\frac{5}{16}$ " offset from the tire centerline, giving you a sum of $5\frac{3}{8}$ ", which is the distance between the axle bearing and tire centerlines.

The way the Summers view this situation is that it would be impossible for a dragster, or other race car so equipped, to run with both tires perpendicular to the pavement. This large offset, accompanied by considerable weight over the rearend, tends to "bow" the axles slightly, creating a negative camber effect on the rear tires, thereby preventing the tires from giving an even "footprint" while accelerating. When under power, the axles could also retain this "bowing" characteristic and even begin a whipping action due to the changing weight and forces on the tires. Such an action could conceivably create wheel hop and free wheeling, along with reducing traction. Finally, such axle flexing puts a severe load on third member components as well as straining the axles themselves. And so it was that the Summers Brothers became determined to avert these problems, and to do so meant they would eventually design and manufacture a complete rear axle assembly known as the Summers Mark IV.

Since excessive axle bearing to wheel flange offset appeared to be the basis of all of the previously mentioned problems, then it seems logical that this

would be the place to start. What they came up with is a new axle machined from billet Hy-Tuff steel featuring an axle bearing located directly behind the wheel mounting flange. The centerline of this bearing is only $1\frac{3}{16}$ " inboard from the flange. If American mags with centered flanges are run with the new Summers axles, the offset will remain the same. If the previously mentioned Halibrand mags are used, the offset will increase to $3\frac{1}{2}$ -inches, but this amount is still nearly 2-inches less than that encountered with conventional dragster axles. And this is 2-inches per side.

Another important feature of the Summers racing axles is the bearing installation procedure. Whereas bearings must be pressed onto stock axles, there is no need to on these axles. A special lock nut and retaining washer secures each bearing to its axle. In turn, the axle is retained in the rearend housing by a special aluminum mount designed also to support Airheart disc brake calipers. The brake discs featured here are custom forged steel units by Gotha and are both light and exceptionally strong.

Now it is obvious that a dragster can be just so narrow, and if the axle support bearings are moved outboard in an attempt to place them closer to the tire centerline, then the axle housing itself must be made wider, not the axles machined shorter. Whereas the standard housing width for dragsters is 26-inches, the Summers housing is $33\frac{1}{2}$ -inches. But there is more to this item than has been revealed so far. Not only is the housing width greater, the end flanges are custom-made rather than just stock ends welded back in place. Normal practice dictates that the rearend mounting flanges be welded on

prior to re-welding the housing ends, or bearing retainer cups, due to warpage that is created by welding. Once the brackets are in position, the welder aligns the bearing cups with one type of fixture or another and welds them in place. The Summers Brothers weld their mounting brackets in place similarly, but weld on new end plates that are later precision machine bored and drilled for perfect concentricity, leaving no doubt of exact alignment.

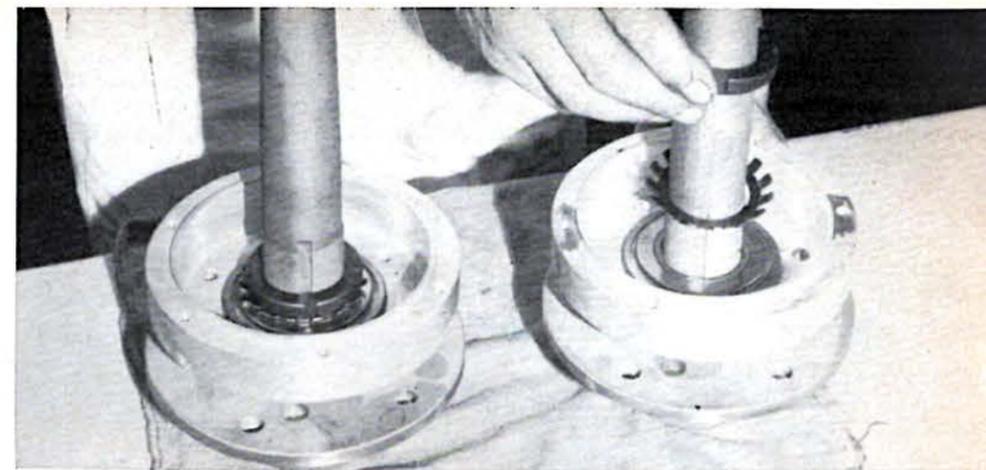
The MK IV rearend assembly uses '37-'52 Oldsmobile axle housings for dragsters because they are small and light. On the other hand, they utilize the '53-'56 Olds carrier assemblies because they contain larger, stronger side gears which allow a larger axle shaft diameter. To install this larger carrier assembly in either a stock or early alloy third member, the bearing journals must be ground undersize to take the '37-'52 carrier bearings.

The rearend shown being assembled was ordered out for a new Kent Fuller dragster. If you are wondering why there are no mounting flanges on the completed housing, it's because Fuller orders many of his rearend assemblies from specialists in this field and adds his own mounts later. He has his own special method of aligning the housing after the mounts are welded in place.

An M/T magnesium third member was used with the components just discussed in an attempt to achieve maximum strength with minimum weight. Another important feature is the installation of special needle bearing spider gears developed by the Summers Brothers. These are designed to prevent galling between the spider gears and their shaft, a situation that would cause complete loss of differential action and an ill-handling, unsafe race car. The spider gears rotate on 36 precision needle rollers, riding on a special 4620 heat-treated shaft.

Quite a few racers have already installed these needle bearing spider gear sets in their cars, and several have ordered the rearend assembly. One of the first to install the gears was the Frantic Four team, that subsequently ran a 221.66 mph in only 7.33 seconds at the recent Hot Rod Magazine meet at Riverside. These gear sets are available for Olds, Pontiac and Plymouth rear-ends.

If you're after high performance from every component in your car, and you enjoy winning, then it would be smart to consider either these needle bearing spider gears or the entire Mark IV rearend assembly. One thing is definite, though, whatever you get from the Summers Brothers will be precision built right down to the last thousandths of an inch; which just happens to be their stock in trade.

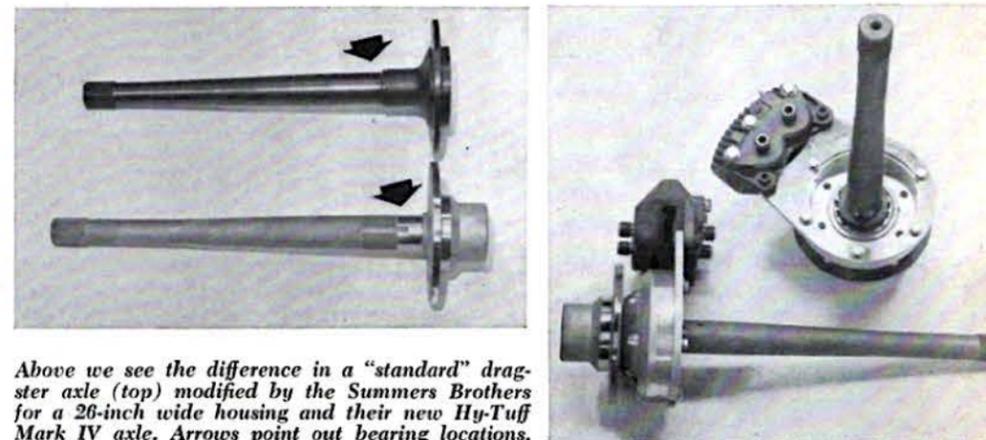


Whereas axle bearings are normally pressed onto an axle, they can't be on a Summers axle due to their being positioned against the axle flange. So a special lock washer and nut are used to hold the bearing.

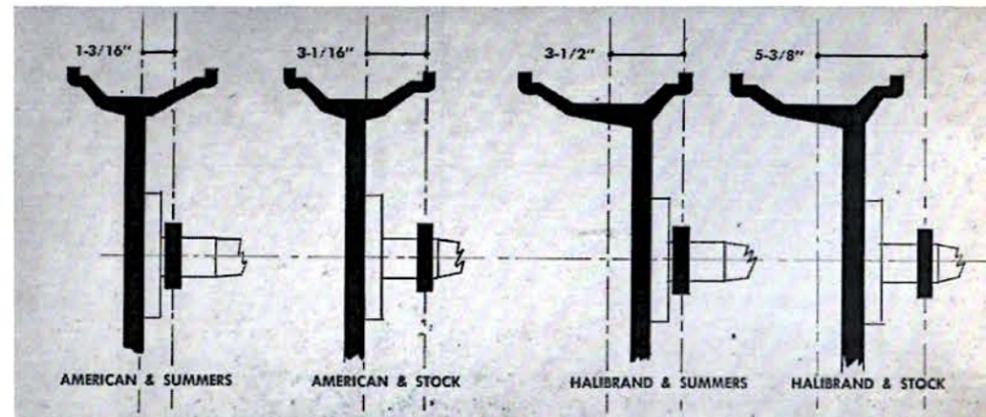
Right, Bill (left) and Bob Summers finish one of their Mark IV rearend assemblies for a dragster by installing forged steel Gotha brake discs. Calipers are Airheart while mag third member is M/T product.



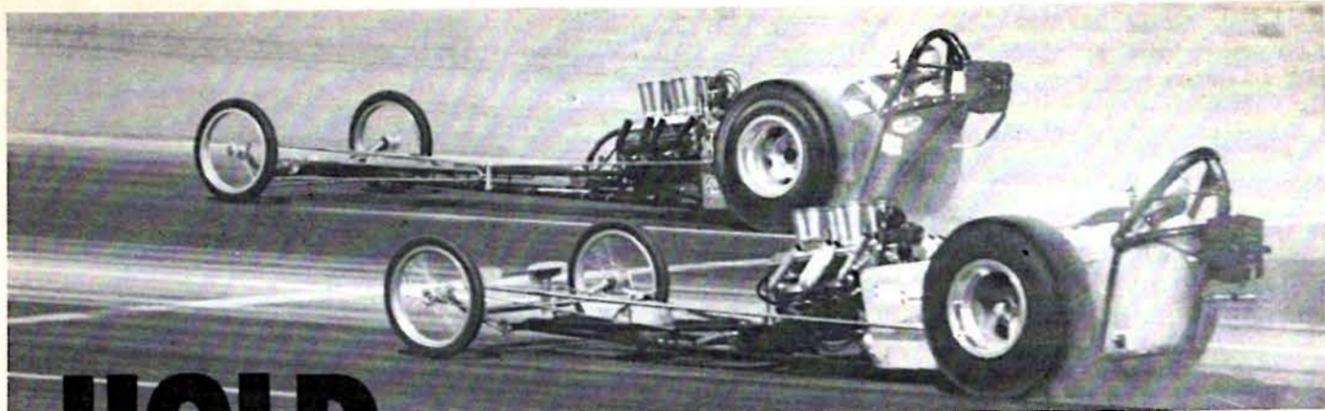
Below right, The aluminum "hat" shown supporting the Airheart caliper bracket also retains the axle/bearing assembly in the housing. It slips over axle first, is followed by bearing, washer, and retaining nut. The "hat" is then bolted to the housing.



Above we see the difference in a "standard" dragster axle (top) modified by the Summers Brothers for a 26-inch wide housing and their new Hy-Tuff Mark IV axle. Arrows point out bearing locations.



This illustration is designed to show the wheel to bearing offset differences discussed in the text. You will note that with either wheel brand, where the axles and housings are switched over to Summers Mark IV, offset, responsible for axle flexing, is measurably less.



HOLD THAT LINE!

With the push of a button, Hurst's Line/Loc gives dragster drivers positive brake locking action on the starting line, cutting down on those red lights.

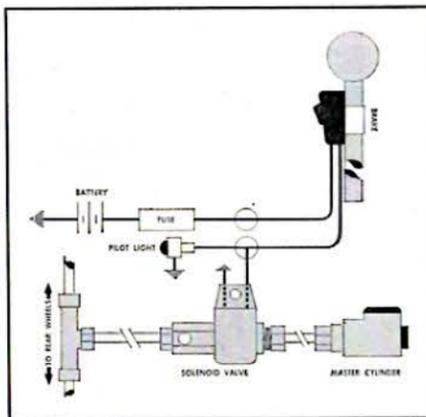
FOLLOWING ITS INTRODUCTION one year ago, the Hurst Line/Loc assembly, which was originally developed for stock cars and the "milder" drag race equipment, is suddenly beginning to show up on some of the hottest dragsters in the country. Car owners and drivers have realized that the same holding power being utilized by owners of stockers and gassers can be put to good work for them, too. The Line/Loc's principal function is keeping the front wheels of the car "locked up" (in some cases all four) while the car is "staged," thus avoiding creeping through the lights. The only difference incurred with installation of the Line/Loc on a dragster is that the unit is connected to the rear wheels only. If you're weight conscious, forget it; the entire unit weighs next to nothing.

Using the Line/Loc is simple. The driver merely pulls up to the staging lights, stopping the rail in normal fashion with the hand-operated brake. With the brake set firmly, he pushes the button in the Line/Loc switch, which is usually located right on the handle, and releases tension on the brake handle. The solenoid in the system closes the hydraulic line to the wheels, thereby preventing the brakes from releasing until the switch is released. A pilot light mounted on the cowl flashes red when the Line/Loc is activated, thus the driver is informed when his wheels are locked up tight.

In a routine starting manner, a driver has one hand on the steering wheel and the other hand on the brake, while waiting for the countdown. The advantage of the Line/Loc starting system is that once the Line/Loc is engaged, the hand

operating the brake lever can be relaxed. The sensitive Line/Loc button is released at the green light by merely slipping the thumb away, thereby releasing the brakes immediately. No more tenseness, holding back on the brake handle tightly while trying to anticipate that crucial moment when to let go as the lights flash to green.

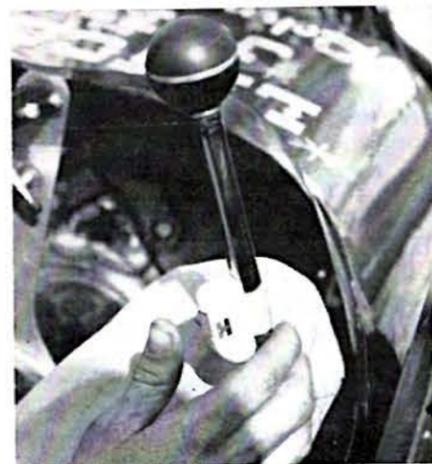
The only component not furnished in the Line/Loc package is a small 12-volt nickel-cadmium dry cell battery that must be installed preferably under the seat. This is because full competition machines such as dragsters don't usually carry a battery. Rail drivers are quick to agree that their recent discovery of the Line/Loc is all worthwhile. It has allowed them to concentrate more on getting off the line smoothly and has definitely removed much of the worry about creeping and rolling through the critical staging lights for a fatal four.



This schematic shows how kit at right is hooked up. Solenoid valve is installed between master cylinder and rear brakes. Because rails generally don't carry batteries, a 12V dry cell battery is used.



Hurst's Line/Loc has saved the day for a lot of racers since its introduction. It is easy to install with respect to wiring and the only tools involved are a wrench to remove the brake line, a tubing cutter and flaring tool for proper connections. The red pilot light at center can be installed anywhere in front of the driver. It lets you know when system is working.



Probably the most convenient location to install a Hurst Line/Loc holding button in a dragster would be on the brake handle. Once the brake is locked, pressure can be released on the handle itself but button must be held down until ready.



Mercury unleashes Cougar...untamed elegance!



Untamed elegance! That's Cougar—an entirely new kind of road animal from Mercury. With a European flair to its styling. With standard features found until now only in expensive cars. Examples: concealed headlamps, *standard!* Sequential rear turn signals, *standard!* A 289 cu. in. V-8, *standard!* Bucket seats, *standard!* Walnut-grained steering wheel, *standard!* Stick shift, full-width rear seat, *standard!* The newest safety features, including dual braking system, all *standard!* Above all, Cougar is a lithe, contemporary car, with the kind of excitement that runs through the entire '67 Mercury line. The price? People at previews have overguessed it by \$1,000! We believe Cougar is the best equipped luxury sports car you can buy for the money. See your Mercury dealer. See if you don't agree.



Cougar excitement runs through the whole Mercury line!

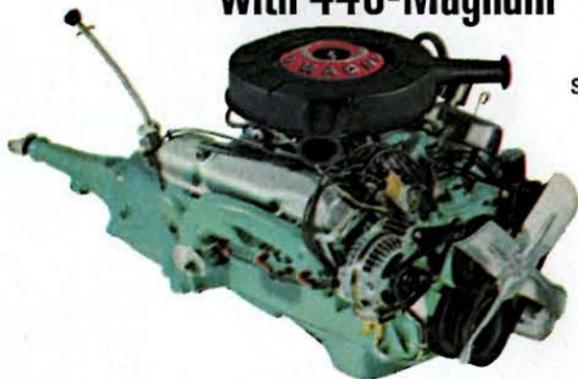




DODGE DIVISION  CHRYSLER
MOTORS CORPORATION

ENTER THE BIG

**Dodge Coronet R/T...
with 440-Magnum**



Drag fans, here's your car. Coronet R/T packs 440 cubic inches of go! The big-inch, deep-breathing 440-Magnum sports a special 4-barrel carburetor, larger exhaust valves, longer duration cam and low-restriction dual exhaust. Underneath there's a heavy-duty

suspension with sway bar and special shock absorbers for better handling, high-performance nylon cord Red Streak tires, and big 3-inch-wide brakes—front and rear—for surer stops. Front disc brakes are optional. An extra leaf in the right rear spring copes with torque and helps prevent

BORE HUNTER

wheel hop. Coronet R/T comes on strong with sizzling style, too. Body side paint stripes, distinctive hood air-scoop design, bucket front seats, and special R/T insignia put it lengths ahead of the look-alike crowd. Hunting for trophy-winning performance that handles



beautifully on the road? Check the odds. They're 440 to 1 in favor of Coronet R/T... a balanced automobile engineered for the enthusiast.

**"Dodge Rebellion
Operation '67 Wants You"**

Dodge

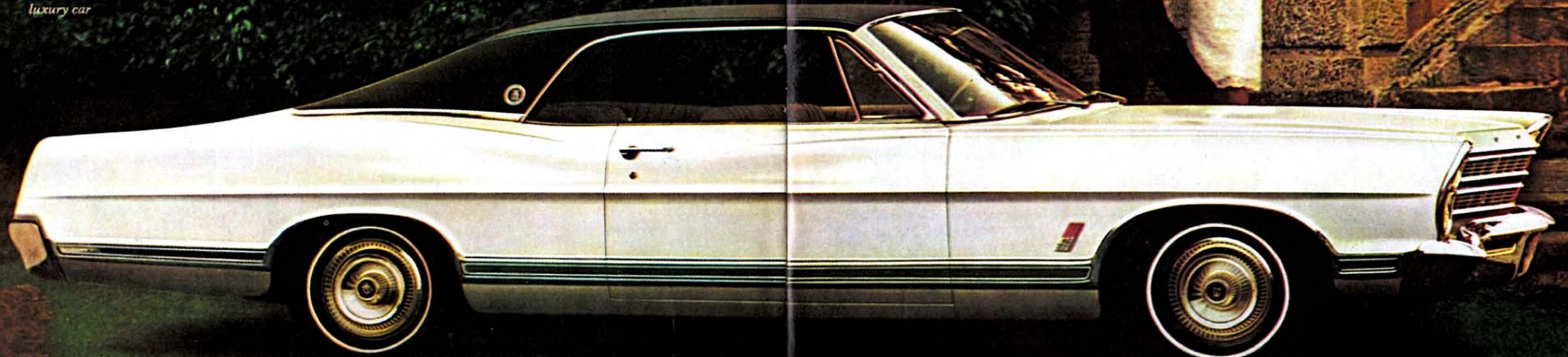


CAR CRAFT *AcTion* SHOWCASE

John Smyser's dual-engine "Terrifying Torino"



by Ford
America's newest
luxury car



You're ahead in a Ford

Ride Ford's New Wave for '67

We at Ford like to stir up new ideas... like an LTD that rode quieter than a Rolls-Royce, the Magic Doorgate, and the Mustang Revolution. Now we've done it again with the '67s from Ford—quieter because they're stronger, stronger because they're better-built.

Refined and made stronger in over 100 areas. For '67, Ford offers new Select-Shift Cruise-O-Matic, the automatic that can also be shifted manually... and power from the Big Six all the way up to a 428 V-8 that's the "torque" of the town. Other new choices for '67

include Comfort-Stream Ventilation, built-in Stereo Tape System, Convenience Control Panel, front power disc brakes, super wide oval tires, doors that lock automatically. And, of course, Ford Motor Company safety features are standard on all our '67's.

LTD 2-Door Hardtop with New Landau Roof



Mustang Hardtop

'67 Mustang!

How do you improve a winner like Mustang? Give it a racy new body and a wider stance. Add a 390 V-8, Select-Shift Cruise-O-Matic, Tilt-Away steering wheel. Your choice of hardtop, convertible or fastback models...all with optional GT package. Still standard are bucket seats, floor-mounted stick shift.

ing wheel. Your choice of hardtop, convertible or fastback models...all with optional GT package. Still standard are bucket seats, floor-mounted stick shift.



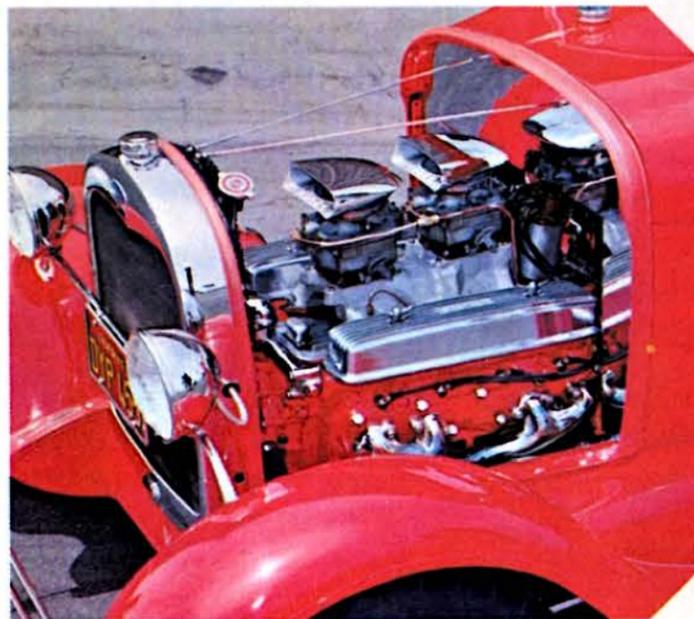
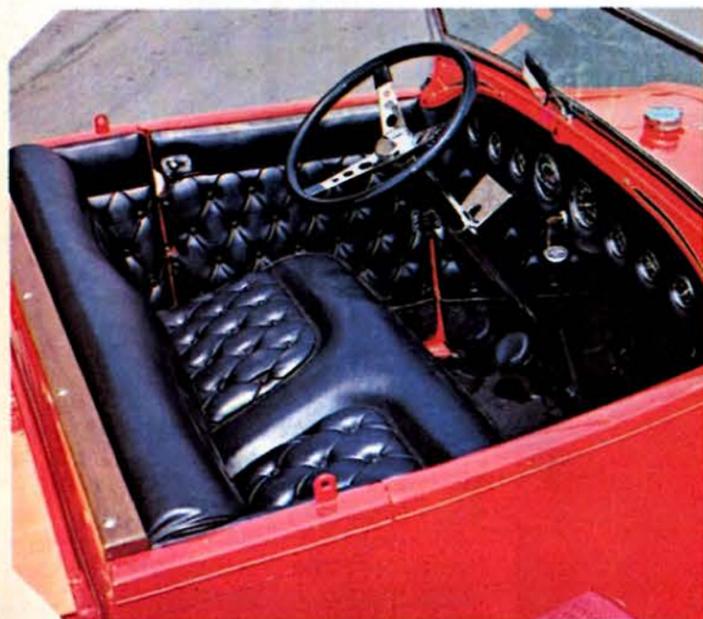
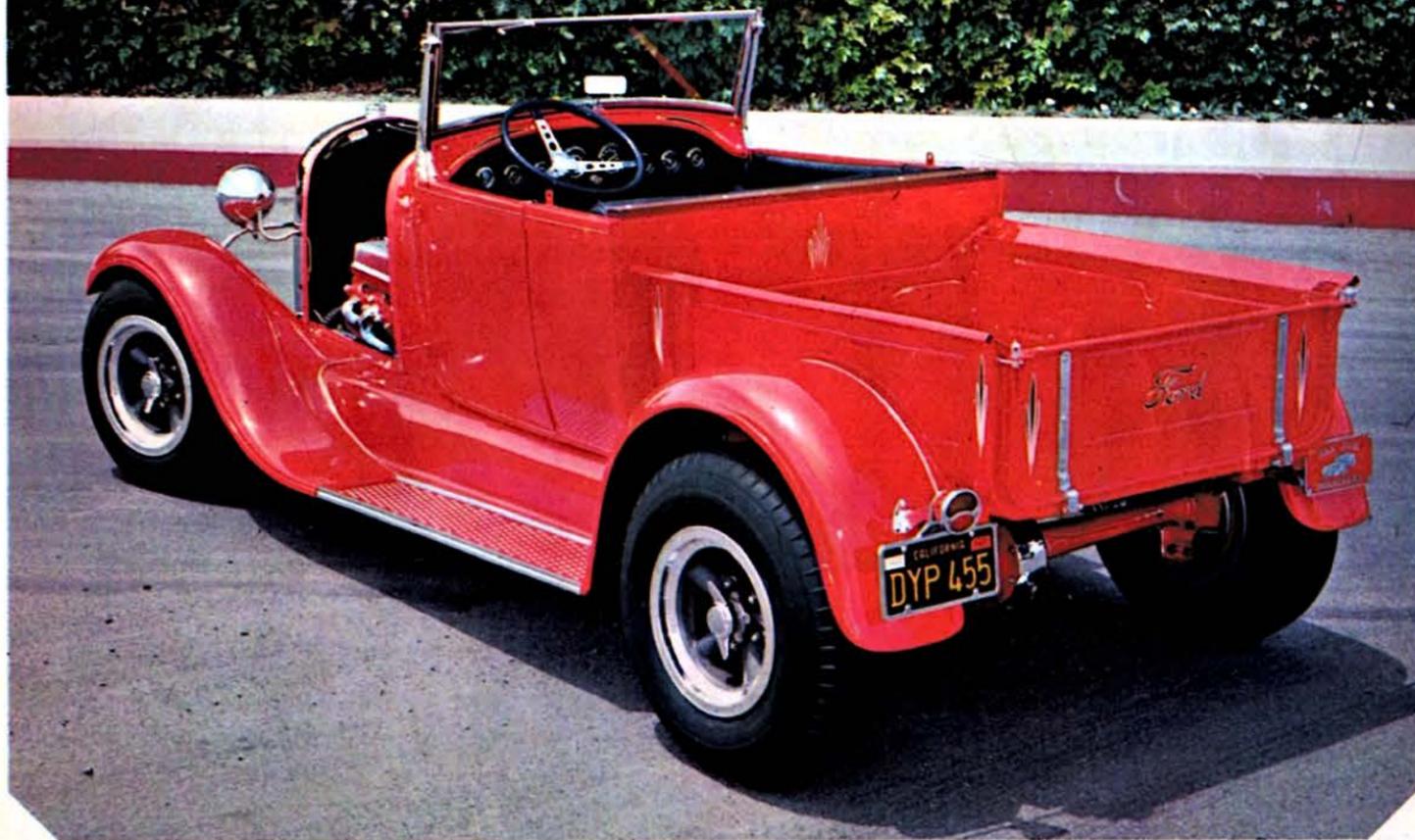
'67 Fairlane!

Our middleweight champ has still more punch for '67, thanks to a scorching new 427 V-8 option. Or the Fairlane 500/XL Hardtop offers you two 390 V-8's or a husky 289 cubic incher. And there's no shortage of creature comforts... like Stereo Tape, SelectShift Cruise-O-Matic Drive and power steering.

'67 Falcon!

Would you believe a real sports compact? You will when you test-drive the '67 Falcon Sports Coupe with the optional new 225-hp V-8, power front disc brakes and fully-synchronized 3-speed stick or the versatile SelectShift Cruise-O-Matic. All this and Stereo Tape, too!

Point Pilin' Pickup



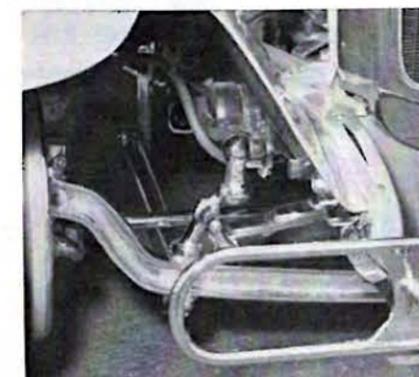
Joe Cordoza's Buick powered 1929 roadster pickup is the perfect combination of club cruiser and trophy hauler.



Detailing is clearly evident in the pickup bed with its varnished wooden flooring and perfect side panels. Bed has been shortened 10 1/2" providing a modern appearance. Neat striping is by Averill of Fresno, Calif.

Below left — Chrome notched firewall gives illusion of two '56 Buick engines. Notch was necessary for Joe Hunt magneto clearance. 322 cu. in. mill features Offenhauser manifold, Weiland valve covers, Schiefer flywheel.

Below — Friend Shirley Vierra lends Joe a helping hand at polishing the Naples Orange lacquer. Metal and paint work is the product of Mel Vierra's body shop of San Jose. American Mags hold Firestones, front and rear.



Far left — Undercarriage is as detailed as body with 3" dropped axle, '40 Ford spindles and front brakes, "A" shocks. Radius rods were split and then entire front end was sent to San Jose Plating. Front nerf bar bumper is hand formed half-inch rod.

Rear suspension was not overlooked in the detailing. Chromed "A" spring sits in stock position above '29 rear end with 4.11 gears. '48 Ford brakes. Fenders have been bobbed 4" to better balance the shortened pickup bed and add to the overall design.

Bill Clendenen, also known in the San Jose area as "Omar the Tent Maker," stitched black Naughahyde interior in button tuft design. Stewart-Warner instruments are set in deeply padded dash below the stock dash overlay. Moon steering wheel mounts on the '32 Ford column. '39 Ford Zeph. trans is used.

Photos by Andy Sourhard, Jr.



SAN JOSE, CALIFORNIA

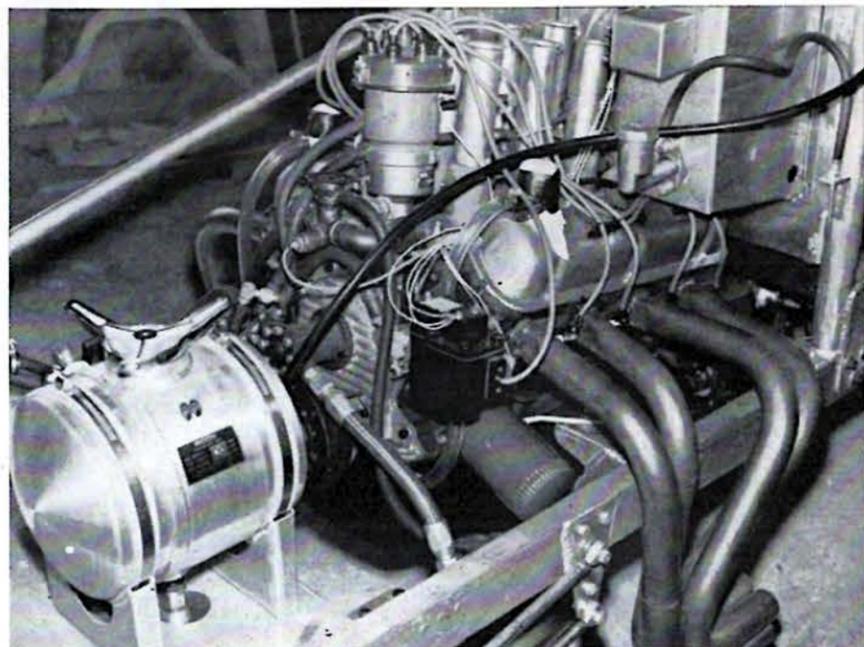


Tilt! That's the way things go when Nash wants to get at the Bronco's 289-inch engine. Forward half of the fiberglass body is hinged at the frame front for easy access, is secured at rear with the popular "hood pins." Walt Phillips made the body and readied it for mounting. During initial runs at Motor City Dragway, Nash cranked on a number in the 9.20 second and 150 mph brackets as he got the feel of this new drag machine. Since we have "gone to press" he has probably improved on these times. Ready to go racing, Doug is seen below in Bell fire suit.



"BRONCO BUSTER"

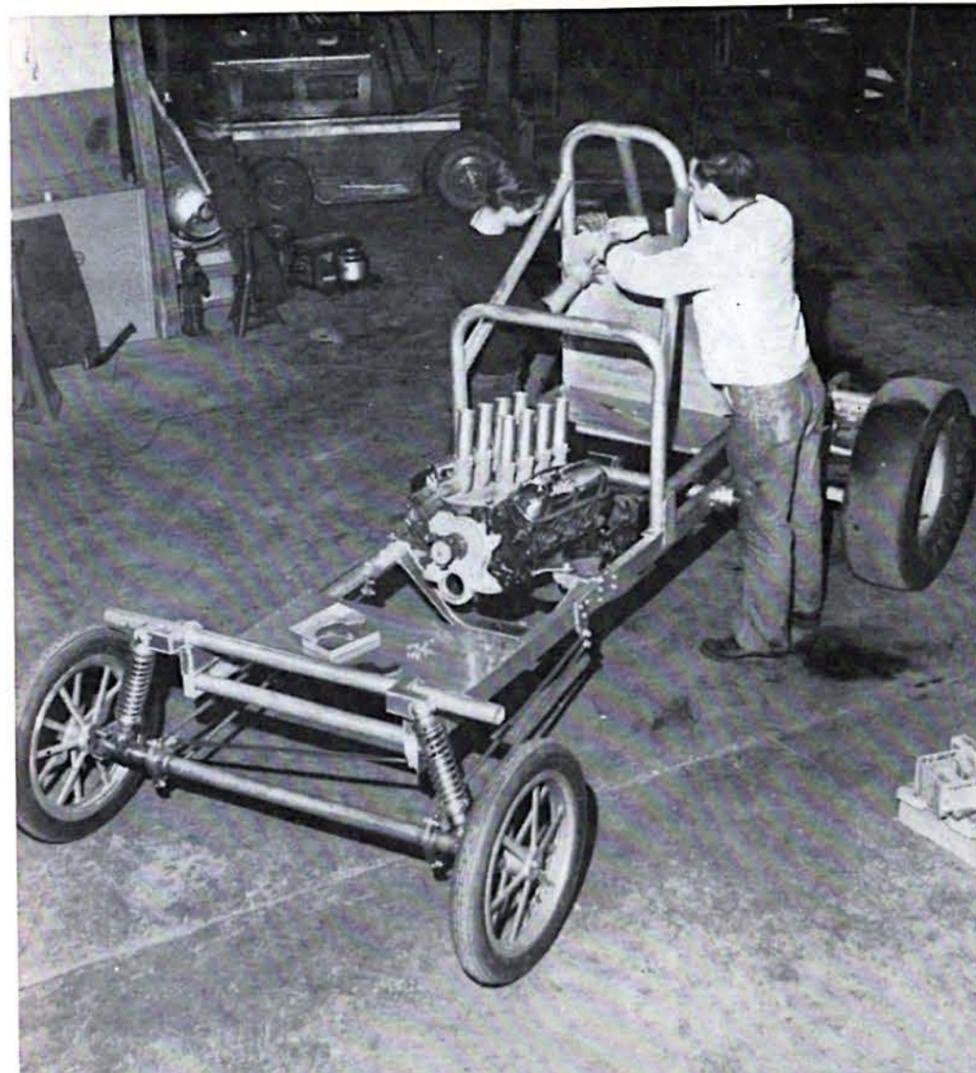
That's what they call this rootin' tootin' match race machine from up Michigan way! Built by Doug Nash, with a big assist from Ford's Truck Division, this 1400 pound lightweight is outfitted with a fiberglass body and full aluminum frame. Powered by an injected 289-inch Ford Bronco engine, the little fuel-burner is another wild horse in Ford's performance corral.



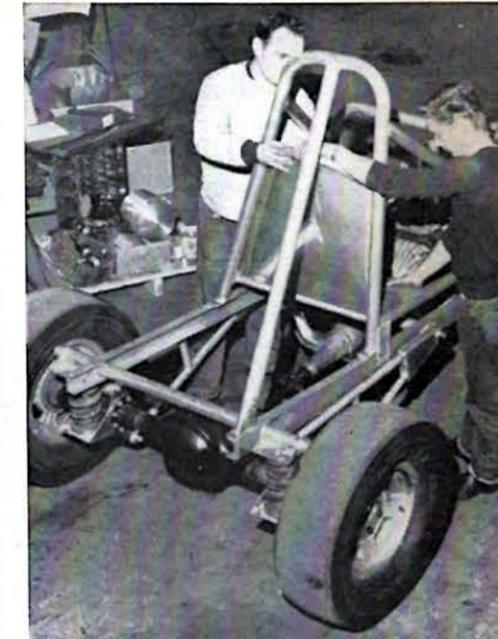
Ernie MacEwen gave Nash an assist in building up the little 289-incher. Equipped with a Hilborn injector, Mallory ignitor, M/T aluminum rods, Forgedtrue pistons, and complete Crane roller camshaft and assembly; the powerplant thrives on a healthy nitro-alky mix. A Moon tank delivers fuel through braided steel lines to front-mounted pump.

By **BUD LANG**

BRONCO BUSTER! That's Doug Nash's all-new fiberglass-bodied hauler, the wildest looking match race car to hit the scene yet. A long-time FoMoCo fan, Doug has run through a succession of ten Fords and Mercs in his brief 24 years, but this one tops them all. Based on an aluminum chassis with power by a little 289-cubic inch Ford engine, this machine is the realization of over four months frenzied labor. It was built with one purpose in mind and that was to win races and make money. After all, how else does a professional drag racer make a living? While this car is Doug's sole means of support, his earlier efforts were not. All were modified for street use except the latter three which consisted of a Super Stock Galaxie and two B/FX Comets. These machines held records



Photos by Dick Scritchfield & Ford Motor Co.



Above—Tom Smith (left) and Nash install the aluminum roll cage assembly. Unit attaches to channel frame through angle brackets at base of each leg with bolts. Team made almost entire chassis assembly of aluminum and stainless steel to keep weight down. Bronco tips scales at 1400 pounds.

Because the rear section of the straight aluminum frame rails ride above the '66 Ford rear-end, it was necessary to drop the front. This was accomplished by "kicking" the front crossmember. This action also causes Bronco to run with its tail in the air, a preferred attitude for dragging.

under NHRA and/or 1320 sanction while being campaigned, giving evidence of Nash's talent for building winning cars.

Doug related that when plans were being made for a new funny car early this year, it was decided that the car would be unlike any others running. Extensive use of aluminum would be employed, and total weight of the car would be kept to a minimum without minimizing safety. As you can see, this is just what came about; an aluminum chassis, fiberglass Bronco body, all mounted on a short 112-inch wheelbase.

With considerable assistance from Tom Smith, Doug constructed the frame and roll cage of channel and tubular aluminum. The cage assembly is designed so that it may be easily unbolted and removed. A '66 Ford rear-end

is equipped with Airheart disc brakes and 4.57:1 gears, with axles and housings narrowed so the Halibrand mags and 9.00 x 15-inch Goodyears will clear the body panels. The resultant tread width at rear comes out to 57-inches. Autolite shock absorbers are positioned behind the axle housing and work with Air Lift bags encased in coil springs. A Watts linkage arrangement above the rear-end controls chassis side sway.

The front axle assembly was fabricated from .049" x 1 3/4" stainless steel tubing with perches for top-mounted Autolite suspension shocks and split radius rods. It takes Logghe billet steel spindles and American 12-spoke magnesium racing wheels. Avon motorcycle type 18-inch rubber offers a thin profile on these rims. Mounted to the upper of two front tubular crossmembers is a P-S

Machine Products competition steering unit, which by the way, lies on its side with the pitman arm driving the right spindle, the left connected by a tie-rod. A single sway bar atop the axle stabilizes the front end.

Though everything else is precision-made and plays an important role in this fantastic "truck," it's the power plant that must get the job done. Here we find that Doug has relied on the little 289 cubic inch Ford engine, an engine he is quite familiar with. The only modification to the stock displacement block, other than a good hone job, was to have it O-ringed. Bearing clearance at the rods and mains has been increased to .003" and the journals polished to increase both crank and bearing life under heavy load conditions. Supporting the

(continued on following page)

BRONCO BUSTER

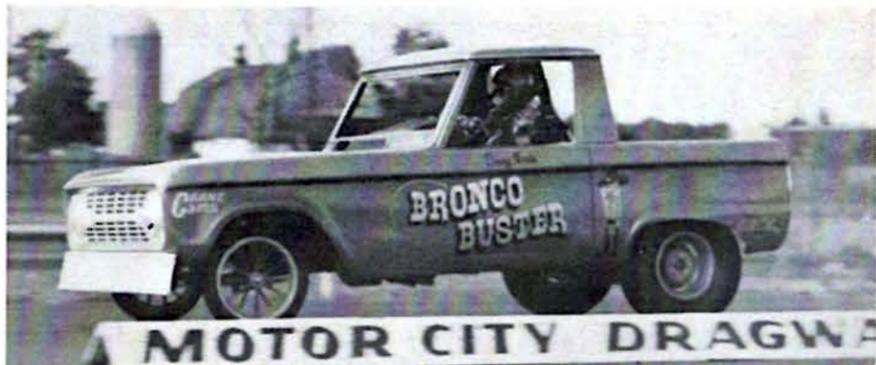
crankshaft is a cast aluminum main support girdle.

Special racing components in the engine include three-rib forged aluminum connecting rods by Mickey Thompson and Forgedtrue pistons with Forgedtrue dykes compression and Perfect Circle oil rings, end gapped to .020". A Crane roller billet camshaft, #R298HI, operates with Crane adjustable aluminum rocker arms, lifters, dual springs and Crane custom racing valves. The intakes were opened up to 1 7/8-inch while the exhausts are now 1 5/8-inch. A Crane high rev kit and aluminum retainers have also been employed in this high r.p.m. engine. Though valve timing duration is a mild 298 degrees, lift is a whopping .546" at both valves. The heads were also sent to Crane Engineering in Hallandale, Florida, where they were O-ringed, milled, ported and the combustion chambers CC'd. Stock gaskets painted with Copper Coat are used to seal the heads to the block.

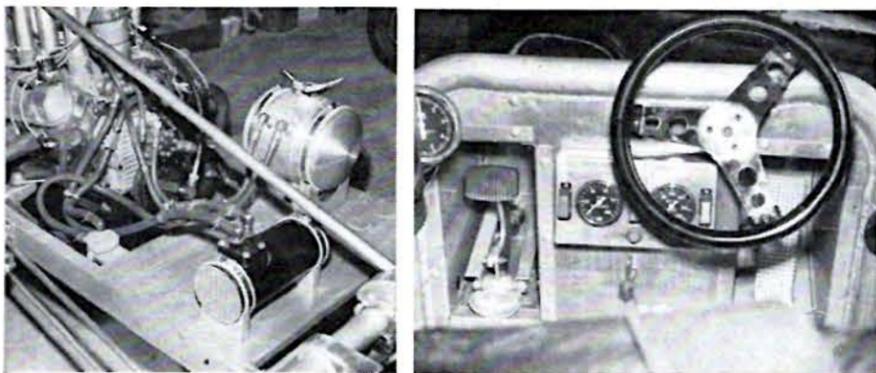
A Hilborn fuel injection system delivers an alky-nitro load to the cylinders where it is fired by a Mallory Mini-Mag ignition and Autolite BF603 plugs and S-7 wiring. The headers on Doug's Bronco were produced by The Hot Rod Shop in Detroit. SAE 50 Valvoline racing oil was selected to run in the engine which was built by Doug and Ernie MacEwen. Valvoline was also used on the bearings, pistons and cylinders when assembling the block while Crane Assembly Lube was used on the cam, lifters, rockers and bolt threads! These steps were taken to cut down on friction and prevent excessive heat and galling when the engine is first fired. Bill's Speed Shop in Plymouth, Michigan, took care of the balancing chore when all the parts were assembled.

Glamorizing this entire package is a two-piece fiberglass body by Walt Phillips, the forward section of which hinges forward exposing both the engine and driver's compartment. After Walt finished mounting the body, the car went to Shedlik's Paint Styling studio where Paul painted the car a wild gold and red lacquer combination.

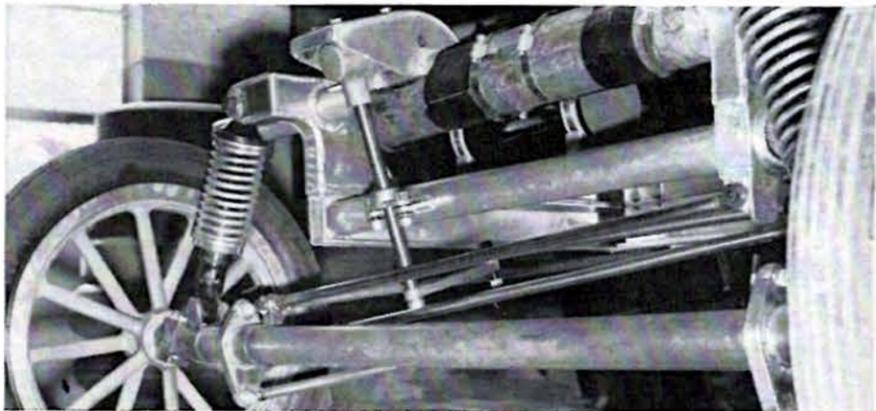
On the strip, Nash's "Bronco Buster" is a sight to behold. What with its rakish front end, spoke wheels and bobbed pickup box, you know it's far from stock. Another point of interest is the large fiberglass front bumper. It is designed to help keep the front end down during hard, top-speed runs through the lights. Summing everything up, there is no doubt in our minds that Doug has come up with one of the fanciest match race cars yet, and in keeping with the spirit of tipping the scales lightly, he has done so with one of the smallest, more proven engines yet . . . the little 289-inch Ford.



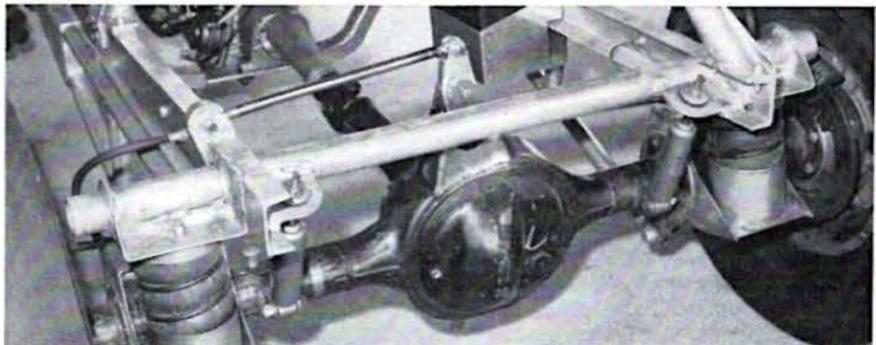
Blasting off the line, Nash's Bronco gets a handful of traction early due to automatic trans. American magnesium spoke wheels give the "Bronco Buster" a real early American look. Slight forward rake to body and bumper angle are conducive to high speed handling.



Situated to the right of the Moon fuel tank is a small radiator that offers just enough cooling to allow the Bronco to make a frantic 9-second 1/4-mile dash. Everything's functional in the driver's compartment. A Jones mechanical drive tach gives true rpm readings while Covico wheel works with a P-S steering unit. Gauges are for oil, water.

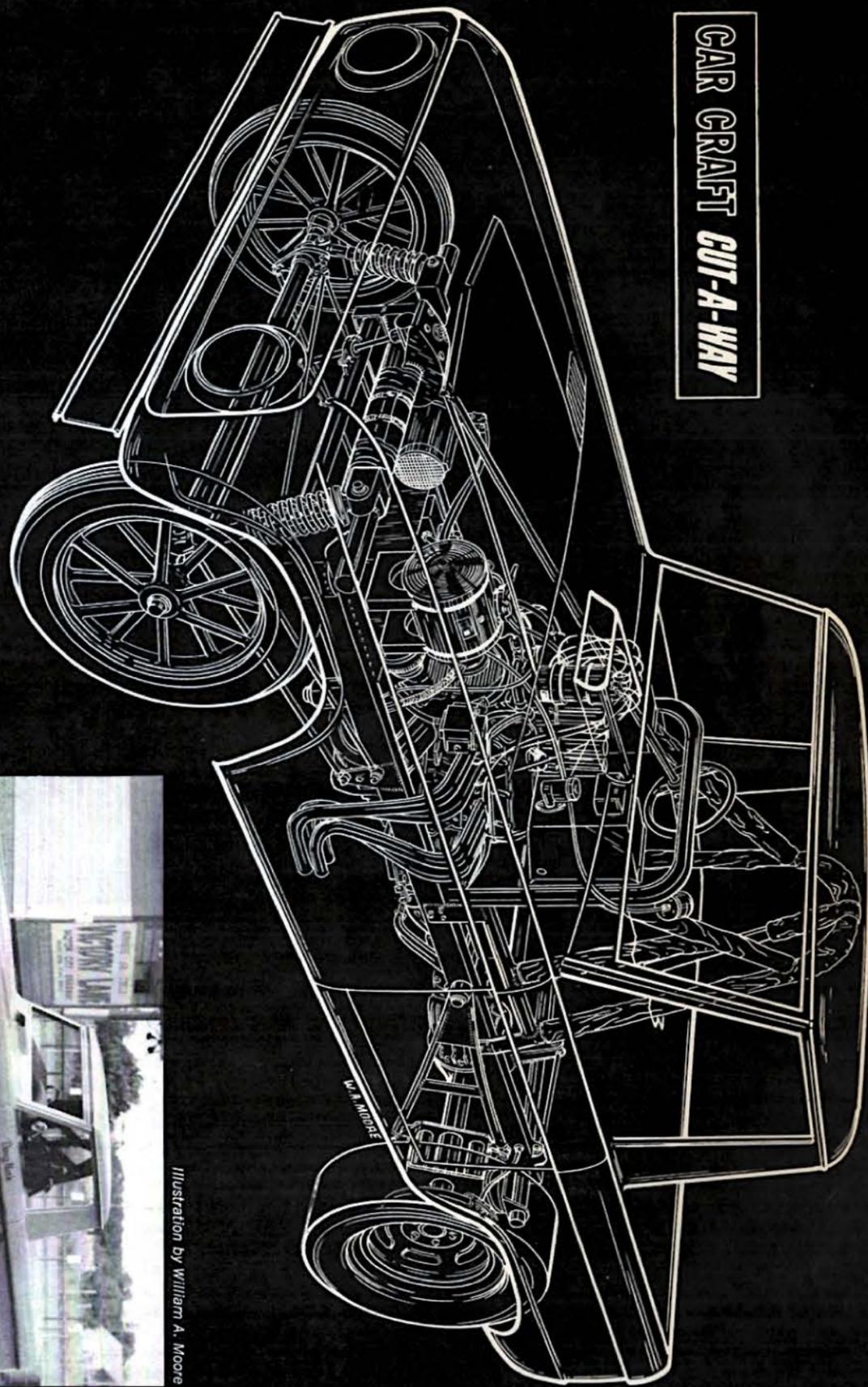


Nash decided on a stainless steel axle to keep weight down here, too. Then, like many others, he hangs bars of lead from the frame. Gets kind of confusing after a while. Kicked up front crossmember supports a P-S Machine race car steering and pair of Autolite shocks.



Stabilizing the rear-end, we find Nash installed Autolite shocks, Watts linkage and Air Lift bags. These latter units also allow "weight jacking" for improved traction off the line. Though Smith-Nash constructed the Bronco alone, Ford Truck Division gave assistance.

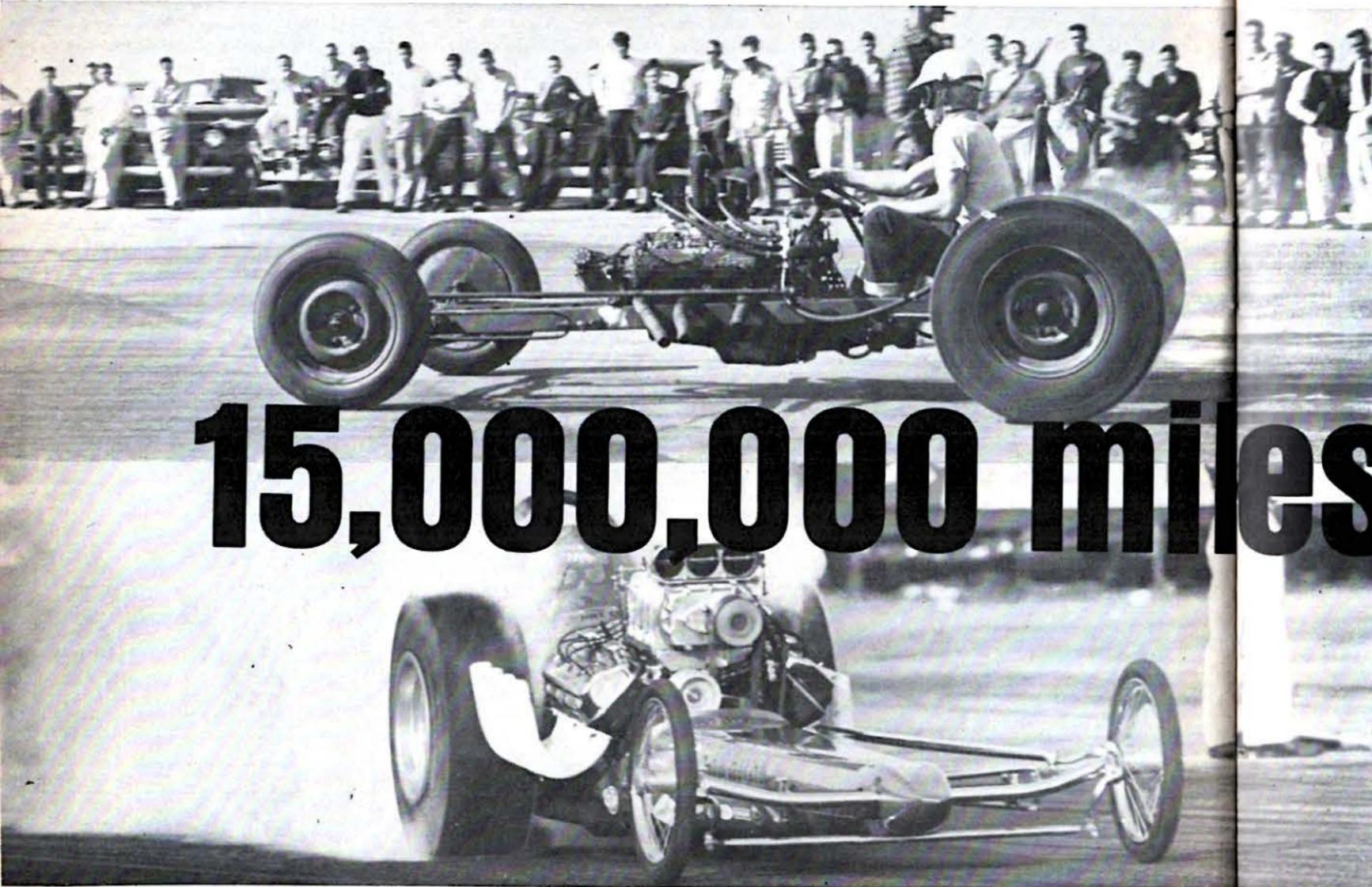
CAR CRAFT CUT-A-WAY



Based on a completely new aluminum chassis assembly, Doug Nash's super-lightweight match race car is the wildest. This fiberglass-bodied Bronco pickup sports a healthy fuel-burning, injected 289 cubic inch mill, and has blasted the quarter mile in nine seconds at speeds above 150 mph on initial trial runs. Weighing in at only 1400 pounds, the beautiful "Bronco Buster" delivers an excess of "ponies" to those big Goodyears through a racing Cruise-O-Matic.



Illustration by William A. Moore



15,000,000 miles later!



Wally Parks, President, National Hot Rod Association

BY TERRY COOK

A CLICK OF a super-quick camera shutter and Zap!...one of drag racing's most controversial subjects is captured.

First impressions of this month's cover immediately draws attention to the seriousness involving Mike Danaylo's harrowing experience. Caught and enveloped in a flash of bursting flames from an exploding supercharger would have been a very serious accident, possibly even fatal some sixteen years ago when safety and driver protection was almost non-existent. But today, after fifteen million miles of competitive drag racing have been recorded, alert and stringent safety standards play the upper hand.

No one will deny that in a sport where two cars are paired off for a standing start quarter mile race, each

possessing potential for terminal speeds in excess of 220 mph, possibility of an accident is a dangerous matter. However, through the years of competitive activity, the sport's supervisory line and its technical knowledge have been able to accrue a safety record second to none.

Evidence is the Danaylo case. Wearing an aluminized firesuit, facemask, gloves, boots and head gear, which is mandatory apparel for drivers who chauffeur the high speed drag cars, Mike was able to ease his damaged race car to a stop, unbuckle himself from the cockpit, climb out of his slightly singed protective driving suit, and with a broad smile, calmly take a gulp of clean fresh air. His biggest concern for injury would probably be the fact that his car was broken and possibly out of contention.

Even in the rare instances where a driver loses control and a car crashes

or flips, the invisible "Tech Line" and its numerous safety requirements for both car and driver, represents the high percentage for non-injury.

Although many individuals in the early days of drag racing were safety conscious, the primary influencing factor which shaped the sport's image of safety and race cars of the early 1950's into masterpieces of driver protection was the coordinated efforts of one group of men. At its conception, that group fashioned its motto, "Dedicated To Safety," and named themselves the National Hot Rod Association. Although other groups and individuals have made contributions to the presently accepted safety rules, it was NHRA which formulated the basic drag racing rules when the sport was in its infancy. In addition, this same association modernized their rules as the sport developed, producing a model set of requirements for all drag racers to

follow. If any one group or individual is responsible for today's modern drag racing code of safety, it's the National Hot Rod Association.

Because NHRA was the basic promulgator of the accepted rule book of drag racing, it is only fitting that we consider the founder of that organization, the man known as "Mr. Drag Racing," Wally Parks. When questioned about the National Hot Rod Association's position in drag racing safety, Parks explained that rather than an enforcing or policing body, NHRA is a legislative or rules making body. Or to put it in Parks' own words, "We influence greater safety measures by using statistics which we have gathered over the years. In this manner we provide a safety guide for strip operators and their technical inspection crews to enforce. We recently convinced SEMA (the Speed Equipment Manufacturers' Association) that since they were the

producers and suppliers of much of the speed equipment, it was only logical that they provide a safety committee that could evaluate their own products safety-wise, since they were the best qualified to perform this task. NHRA, on the other hand, is a fact finding committee. We utilize the data we receive to find out why accidents occur, what components may have been faulty and how they may be improved, and why driver errors occur. As a result, we use this information to compile better guidelines for overall safety. As an example, we have discovered that the biggest single cause of drag racing accidents concerns flywheel and clutch explosions. The second biggest problem concerns "Funny Cars," since they are a new and relatively unknown breed of drag car, they must be improved upon through a period of trial and error.

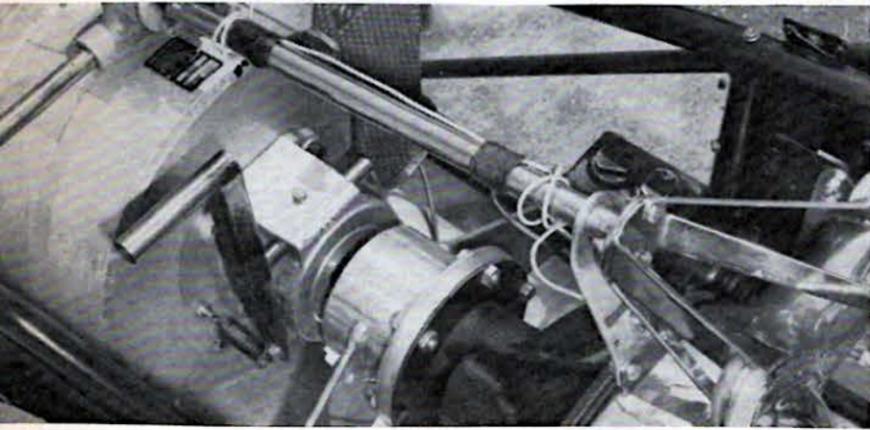
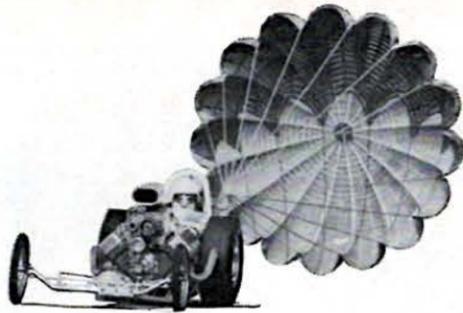
"Up until one year ago, we were waging a single-handed safety effort in

drag racing. After SEMA formed their technical safety committee, we were able to utilize the information which they provided. It was another big step forward in the overall picture of drag racing safety. Now, in addition, we have the ACCUS (Automobile Competition Committee of the United States) safety committee which uses the statistics and findings of all four member associations, NASCAR, SCCA, USAC, and NHRA. Although this committee is mainly circle track oriented, there is an appreciable amount of information which is beneficial to drag racing itself. Also, we can contribute to ACCUS and their safety committee as a result of our own drag racing experience."

Knowing that insurance plays an all-important role in the drag racing picture, we asked Parks to explain the situation with NHRA and insurance. His answer was, "We at NHRA are not

(continued on following page)

15,000,000 miles



Life saving devices have come a long way since the beginning of drag racing. Starting with cloth helmets and seat belts, it progressed to roll bars and shoulder harnesses. Now a driver looks strange without a face mask and head-to-toe fire suit. Safety housings, dual brake systems and parachutes have also done their part to reduce accidents in all classes.



in the insurance business, but we make available to our sanctioned strips the best possible coverage in the field. By working directly with the strip operators and contestants to encourage safer conditions, construction, and procedures, we have been able to protect the insurance program and thus gain periodic increases in the coverage benefits. In addition to helping instruct the technical inspectors at our various sanctioned strips, NHRA conducts a concentrated inspection of all vehicles entered in its four major championships, which helps to improve the quality of the vehicles in all areas. In addition, this rigid inspection helps give the contestants a better interpretation of the reasons behind the rules."

One of the basic important precepts of NHRA's policy has been their deep regard for safety, while some of the other groups have been seemingly less concerned. When asked about the cause for this deep concern, Parks was quick to reply, "Drag racing originated as a means for providing a safe facility on which enthusiasts could legally compete against one another with their home-built cars. NHRA has always recognized that the security and future of the sport had to be contingent upon its safety record. The motto "Dedicated to Safety" was first utilized by NHRA in a program that required a quarterly inspection of cars operated by each member of

its charter car clubs. This was in the initial few years of the association's existence, at a time when the drag racing sport was still in its infancy. In time, the slogan and its objective were automatically carried over into NHRA's drag racing program. One of the chief benefits of those early days was that every car entered in competition at any sanctioned strip had to undergo an inspection which checked on its general mechanical condition. This helped to insure that these same cars were in safer condition when driven on the streets by their owner. Considering the total miles driven in competition each season, NHRA sanctioned drag races probably have the best overall safety record when compared to any other forms of automotive competition.

"Since the very nature of the drag racing and hot rod sport consists of trying to find new ways to excel by originating new ideas in construction and design, the problems encountered with maintaining adequate safety rules are endless, and represent one of the toughest challenges in the sport. NHRA intends to remain dedicated to safety, and feels the best way to accomplish this responsibility is through the medium of setting examples at its major championship events. This may explain why some contestants have been known to feel that they have "already won" after having successfully passed through the tech-

nical and safety inspection line at the Nationals."

Another real proponent of drag racing safety is Parks' "lieutenant," Jack Hart, the Executive Director of NHRA. Hart has been involved in drag racing since its outset, and has grown with the sport. In addition, Jack is the Chairman of the ACCUS Safety Committee, a consultant with the SEMA Safety Committee, and a member of such organizations as the "Stop Crash Conference," and the American Association for Automotive Medicine. In short, there are few people as well qualified to speak about the history and evolution of drag racing safety as NHRA's Jack Hart. "In the beginning drag racing was an amateur hobby with backyard engineering, and the only safety equipment evident at that time were roll bars and helmets, which were a carry-over from the dry lakes. Before NHRA was formulated in 1951, the racers would just get together with the strip operators and hash out their safety problems. However, in 1954 the NHRA "Safety Safari" toured the country and picked up well accepted rules, had meetings with the racers and strip operators, and established the first semblances of the technical inspection. The real product of the "Safari" was the sport's first written rule book which they compiled.

"When NHRA came on the scene they knew that drag racing needed organization, and one of the basic needs was insurance. NHRA worked to establish insurance, and they discovered that they could compile records on accidents, often determining the cause. With this information they established new rules in an effort to prevent accidents. An educational program was carried to the racers through the pages of Hot Rod Magazine, and the work began to take shape. In the mid-fifties regional tech meetings began to take place, creating another level in the structure. From strips around the country people were polled and letters with suggestions came in. It all added up.

"In that period from the mid-fifties to the early 1960's, there was a lot of cleaning up, modifying, and perfecting the basic rules, in addition to creating new ones. There was also a gradual awakening of the speed equipment industry, with an attempt to get together and establish standards, like the big "rumpus" that occurred concerning helmets. During this "cleaning up" period we started an intensive advisor program. Every NHRA sanctioned strip had a technical advisor who received rafts of information concerning specifications of stock cars and changes in the rules. In return, these advisors submitted accident reports on every in-

Jack Hart, Executive Director, NHRA

"We now have a much more scientific approach to the problem than we did in those early days."



cident which took place at his particular strip, offering his own recommendations. Regional rules meetings tied together with insurance reports we found the areas which needed attention. Then, with this assembled information, we contacted some manufacturers to do an investigation. As an example, we took the flywheel-clutch problem to SEMA. "Another interesting development occurred in 1961 when we established our Division Tech Directors, who were volunteers that coordinated the strip technical heads. We also hired Bill Dismuke, who was named as NHRA's National Tech Director. His job is to interpret the rules, clarify them in regard to safety, and coordinate the various division tech directors."

In an effort to put the whole picture together, we asked Hart to name all the different sources of information which are used to compile the statistics on accidents. His answer was rather impressive. "Let me summarize the different aspects of examining safety in NHRA drag racing. Dr. Nathan Ostich looked at the problem from a medical standpoint. We also had the manufacturers examining it from the equipment needs and standards point of view. Probably the biggest contributor was the technical advisor system, teamed with the racers and strip operators. In addition, when Detroit stepped into the picture they asked us what our problems were, and told us some of the findings of their own auto safety investigations. On top of all this, we have our insurance files, the ACCUS statistics, and even government research on automobile safety. When you add it all up and consider NHRA as the moderator who collects and filters out the information, you can see that we have a pretty concrete basis for making rules for the sport. We now have a much more scientific approach to the problem than we did in those early days.

"Broadening the scope a bit, we introduced a driver's licensing program in 1964, and now require a physical examination for all applicants who wish to drive the high speed classed cars. In

1965 we initiated a National Technical Conference, which calls all the technical inspectors together in Tulsa, in conjunction with our World Points Championship Finals meet."

Because of the extensive nature of NHRA's safety investigation program, we were interested in securing some statistics, and an example, which would show the final answer or an overall picture of the effectiveness of strict drag racing rules. Hart followed with this information. "Statistically speaking, our files show that for every 100,000 contestants, there are only 27.04 accidents. And this is an all-inclusive figure which ranges from cut fingers to fatalities. When you compare this figure to many other sports, including those other than automotive, you will see that drag racing is remarkably safe, statistically."

To give you some idea of NHRA safety in action, you might consider the annual National Championship Drag Races held in Indianapolis each year. Here, for five solid days of competition some twelve to thirteen hundred drag racers compete for coveted titles. An average of two thousand runs are recorded per day. Combined, this is the equivalent of twenty-five hundred miles of drag racing. Recorded injuries have been only minor, and most of them of a non-competitive nature.

Drag racing's greatest testimony to safety happened in '65 at the NHRA Winternationals Championships. Here, on a single day, over eight hundred miles of competitive action took place without a single report of an injury!

Now let's take a closer look at the association of suppliers who make the bulk of drag racing's products, the Speed Equipment Manufacturers' Association. Because SEMA's Technical Committee is becoming an important part of the drag racing safety story, we sought out that committee's chairman, Bob Spar. Incidentally, Spar is the owner of B & M Automotive, the firm which manufactures the famed "Hydro-Stock" automatic transmissions. Bob was glad to offer an explanation of

(continued on page 84)

Would you believe a 6,816.5 mph average? 40 hot rodders at Bonneville combined to produce this fantastic mark with an assist from good weather, high spirits, and excellent salt conditions, making 1966 the "year of the record breakers."



BONNEVILLE NATIONAL SPEED TRIALS

By BUD LANG

BONNEVILLE '66, the year of the big numbers, both in attendance and records set, will not soon be forgotten. Good salt, favorable weather, and determined hot rodders combined forces this year to set a grand total of 40 class records. Many of these records were set as often as two and three times as contestants battled back and forth during the week-long 18th Annual Bonneville National Speed Trials sponsored by Southern California Timing Asso.

Although only two cars ran up into the 300 mph bracket, 18 machines "raised a little salt" in the 200 mph arena. Some of these times were not only fast, but the engines and cars providing them were equally sensational from any point of view. Top time of the meet went to the B/Streamliner of Hammon-McGrath and Alpenfels from Redding, Calif., when their 464-inch Chrysler powered machine broke their

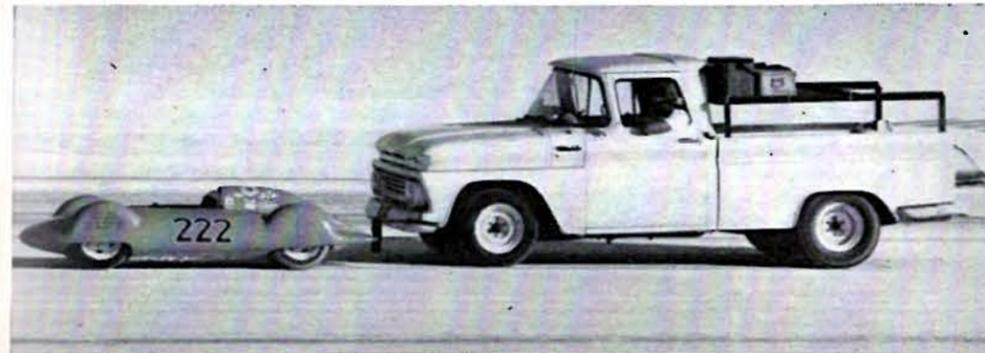
own record during time trials by 29 mph, hitting 331 mph. Beset by problems later on, they failed to repeat this performance, however.

Generally speaking, "open wheel" cars are at a disadvantage when trying to compete with "enclosed" cars due to wind turbulence about the tires and wheels. Evidently the Markley Brothers of Portola Valley, California haven't been informed of this because they first broke their own D/Lakester record of 258.439 mph by averaging 260.88 mph with a tiny 248-cubic inch supercharged Plymouth-engined belly tank. They had qualified for this record-setting run by hitting an unheard of 281.25 mph. Figuring that if 248-inches would perform this well, why not try a few more, so they switched to their "large" engine, a 270-cubic inch Plymouth, also aided by a blower. This time they qualified for a record run by

topping the 225 mph B/Lakester record with a neat 283.46 mph blast through Otto Crocker's clocks. Mechanical difficulties foiled the record attempt.

A few other cars also turned in spectacular times during the week. Amongst these was the D/Supercharged gas burning Mustang of Dick Beith from Wheel Centre, Walnut Creek, Calif. Beith's 289-inch fastback was equipped with a pair of turbo-chargers and set a new class record average of 184.004 mph. Another machine that really stunned the competition was the A/Competition coupe of Neil Thompson from Oakland, Calif. Running a conventional '53 Stude coupe, Neil relied on an ultra-strong 450-inch blown Chrysler to boost the existing class record from 232 mph all the way to 265.131. Still not satisfied, his team then switched the mill for a little 303-

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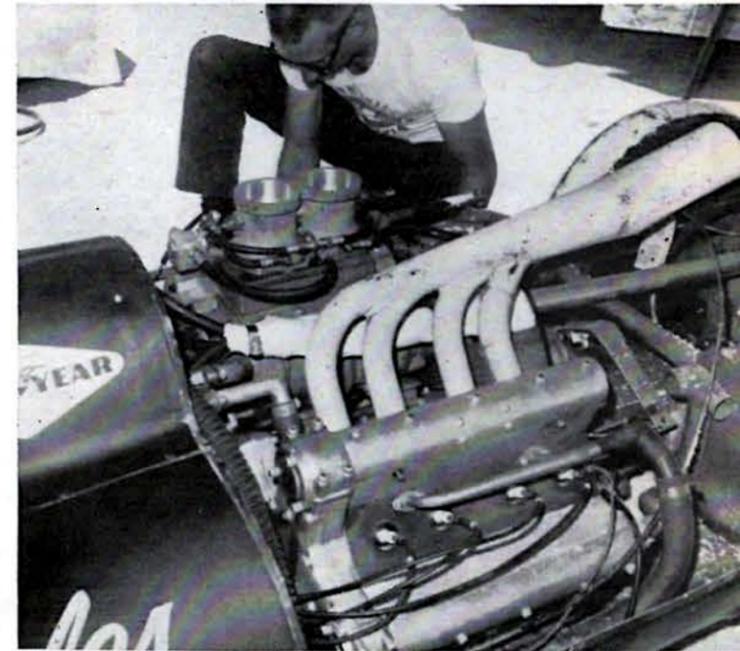
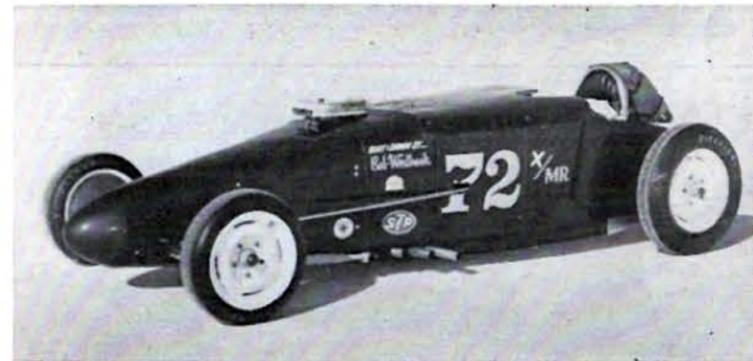


A Bonneville "regular," Louie Bonesio from Gilroy, Calif. returned with his little 30 cubic inch Triumph powered I/Streamliner to set a new class record at 129.507 mph. Like the big machines, he too needs a push start.

Upper right — The E.M.P.I. drag wagon appeared on the salt for the first time, and though it broke the existing record during time trials, didn't score later on. 121 mph VW is seen undergoing a little open air surgery.

Don Vesco, noted motorcycle road racer, kept busy working on the supercharged 90-inch Offenhauser four-banger when he wasn't out on the course. Vesco drove the F/Streamliner to a top speed of 166 mph during the week.

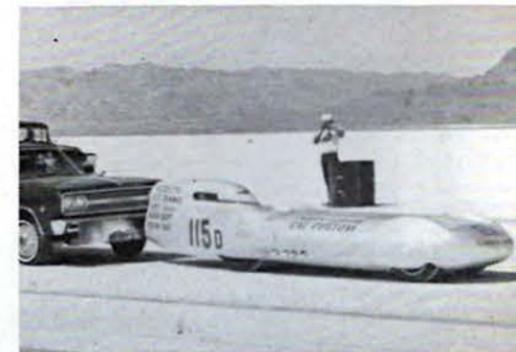
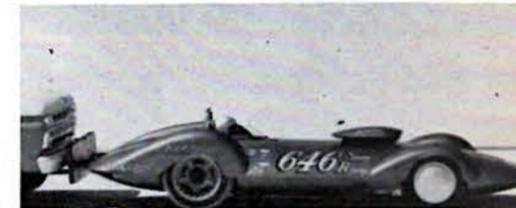
There are still a lot of flathead Fords making the Bonneville scene, so new classes were established for them this year. Bob Westbrook of San Diego turned his 296" roadster into an X-Modified and ran 157 for the record.



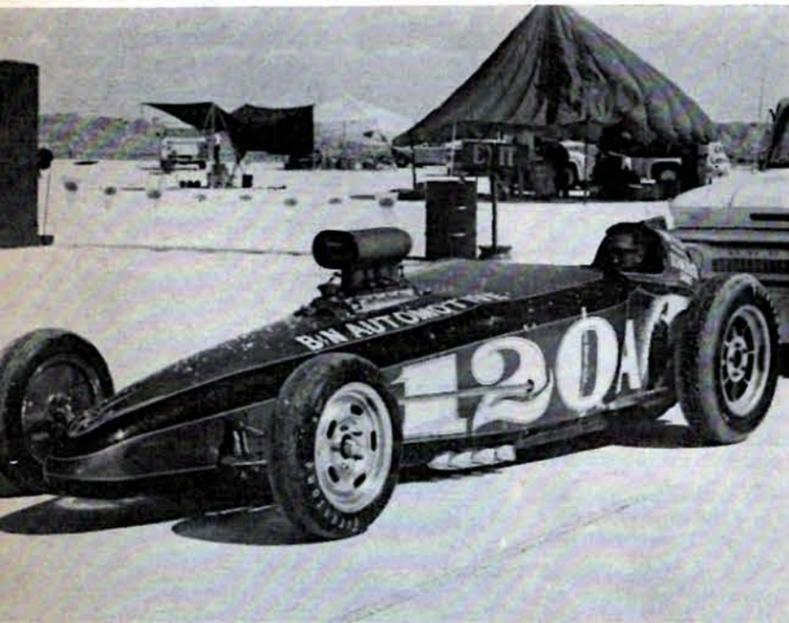
Another entry into a flathead class was that of Charles Embrey of Whittier, Cal. He ran his high-boy '29 roadster as an X-Fuel Roadster. Since the class was new, with no established record, he had but to run a respectable time to set one. Already qualified, he's up early to crank on a 122 mph run.

Right center — One of the finest looking cars running anywhere is seen being pushed off for what may be another record smashing run. Jack Lufkin of Downey, Calif. ran a 335-inch Ford in C/Modified Sports class, took record at 206. Changed to a 297" Ford mill, set D/MS record at 205.

Right — Larsen & Cummings of La Mirada, Calif., qualified for record runs in D/Streamliner when their 180" supercharged V8 Chevy ran the course at 225 mph but "standard" problems encountered with a new car kept them from it. Cal Custom sponsored 'liner showed lots of promise.



Bonneville Speed Trials



inch blown Chrysler and boosted the B/Competition coupe record from 213 to 233 mph after qualifying for the honor with a faster 247 mph.

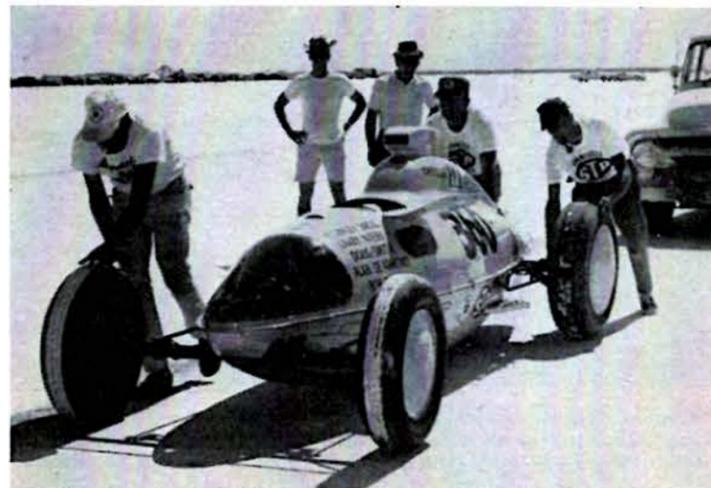
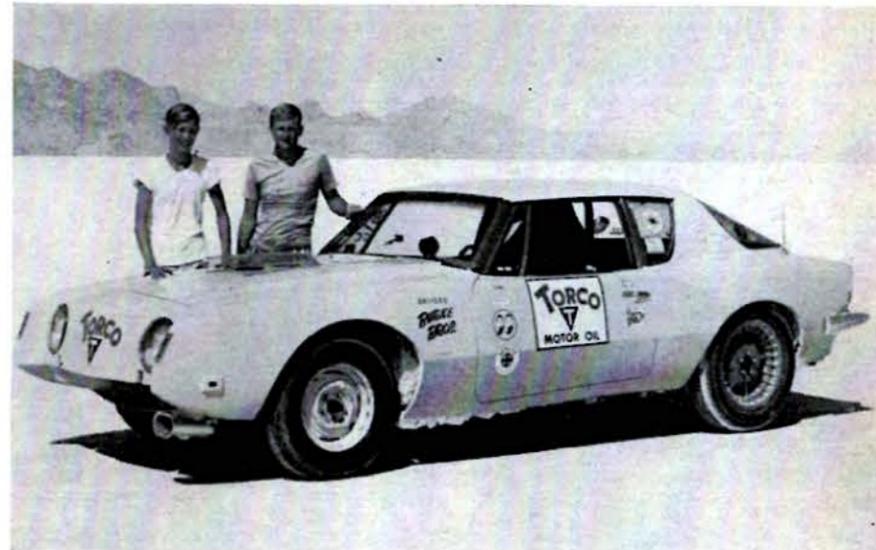
Not to be minimized was the effort Bob Westbrook of San Diego put into his little streamlined '27 "T" roadster powered by a "mighty" 296-inch flat-head Merc. Bob established the record in a new X/Modified Roadster class at 157.859 mph. His performance, and those of hundreds of racers just as dedicated, are the culmination of years

of effort. They are dedicated to going fast just one week a year, where there isn't a quarter-mile barrier to say "pop the chute." With continued backing by organizations like Champion Spark Plug Co., Torque Controls, Inc., Autolite, STP, Grant Piston Rings, and Iskenderian Racing Cams, all who share the operating costs of the Bonneville Nationals, these racers and others like them will continue to congregate on the salt at Bonneville for their annual "purge" against time.

The "Redhead" from Redding, Calif., racked up top time of the meet with a 331 mph blast, 29 mph over the B/Streamliner record, yet the team of Hammon-McGrath-Alpenfels had their share of troubles. Running on the salt is quite different from dragging.

Left center — The team of Mardon and Ohley from El Monte, Calif., are "stockholders" both at Bonneville and El Mirage. Their 255" Chev engine is a top performer, captured E/Fuel Roadster record with a 186 mph average. Car is run at all SCTA drags, too.

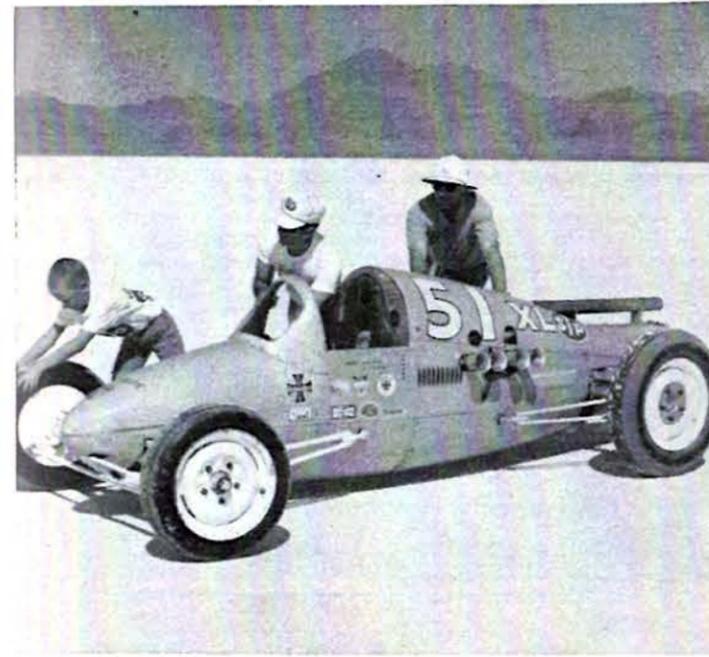
Below — Bonneville veteran Bill Burke's sons, Steve, 18, and Bill, Jr., 20, drove their 427" Ford-powered Avanti to a B/Cas Coupe record of 175 mph by rotating driving chores. Steve is the youngest record holder on salt. Backing up engine is a B&M Hydro.



One of the most remarkable cars on the salt is the lakester being pushed to the line above. Bob Markley ran 283 mph with a blown 270" Plymouth engine, then ran 281 mph with a blown 248" Plymouth engine. Equally impressive is the B&N Automotive A/Modified Roadster from Sacramento, Calif., with Noel Black driving. A 392" Chrysler hauled this '27 "T" through the lights at 264 mph; set new record at 256 mph.

Standing tall is Bob Leppan of Detroit who just set an all-time motorcycle speed record of 245.667 mph with his twin-Triumph powered cycle. Sponsor Jim Bruffodt and designer Alex Tremulis expect bike to run faster.

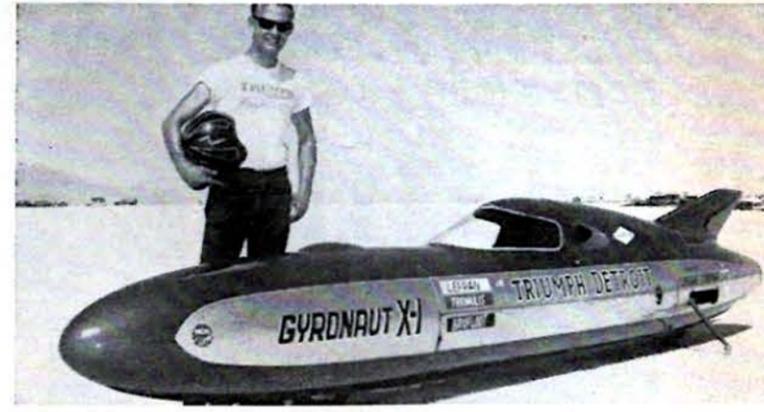
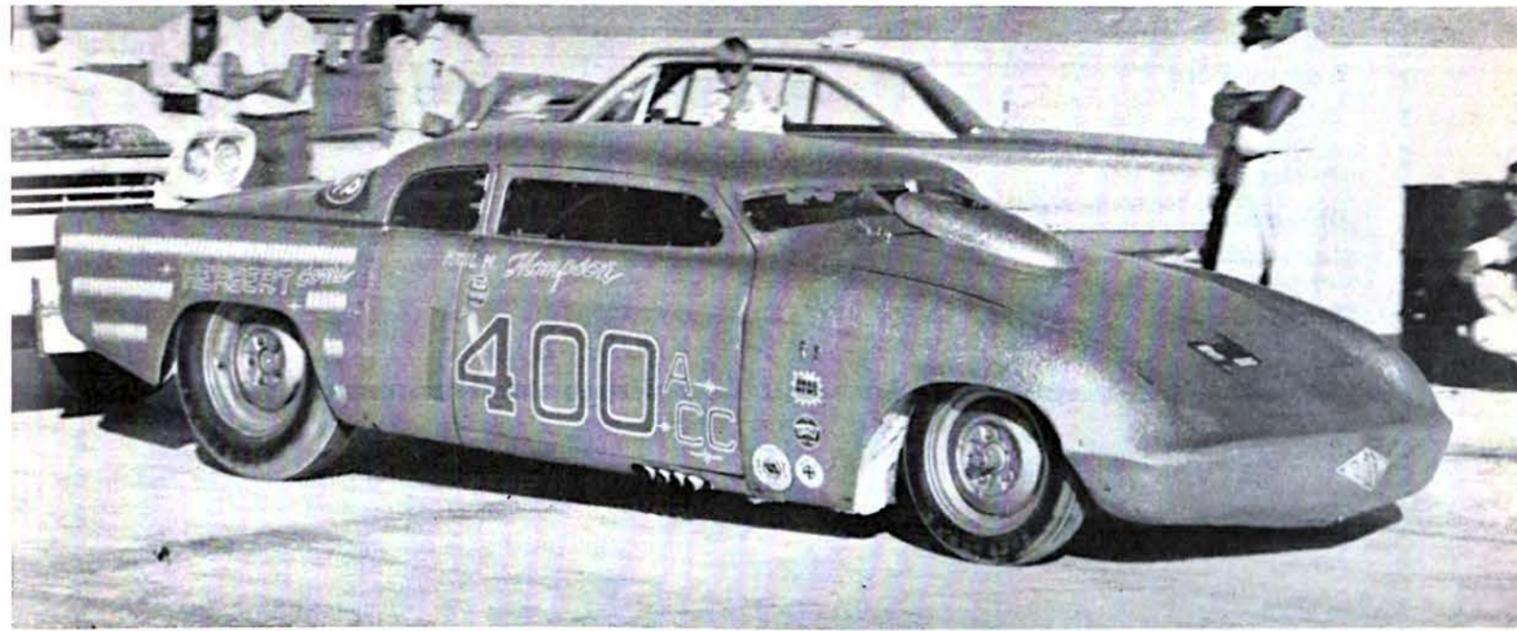
Right center — Dick Beith of Wheel Centre Co. in Walnut Creek, Calif., ran this 289" Mustang fastback in D/Supercharged Coupe class, racked up a new record of 184 mph. Twin turbo-chargers on mill did the job.



Another Bonneville regular is this tiny Lakester run by Lobello-Myers-Burnett of San Diego. Belly tank is powered by a Riley four-port four-cylinder Ford engine. 212-inch mill set X/Lakester at high 177.9 mph.

Right — Starter Bob Higbee clues in Bill Taylor of San Diego on course conditions prior to his push start. Flathead powered X/Modified turned 131 mph on 249-inches. Salt condition was excellent, helped set records.

Neil Thompson of Costa Mesa, Cal., runs both A and B/Competition coupe by switching from a 450 to a 303" blown Chrysler. Thompson astounded everyone by setting class records at all-time highs of 265 and 233 mph.



LET'S BUILD A HOT ROD



Car Craft's brand new Project "Let's Build A Hot Rod" is ready to GO! All we need now is your help.

We want to include our readers right from the beginning of this informative step-by-step How-To series and we've made it easy for you to join in on the fun.

All you have to do to participate is check off the parts and pieces you feel should be used in the construction of the Car Craft Roadster.

It only takes a minute and from then on you are part of the "action."

There's not a more popular car in hot rodding than the "original" rod — the street roadster. And there's not a better way to learn the basics of mechanics — where things go, how they work and why, than to build one yourself.

So, let get the roadster "on the road." Fill out the Questionnaire right now!

QUESTIONNAIRE

Which street roadster should we build?

Roadster _____ () ()
 Roadster Pickup _____ () ()
 Kookie "T" _____ () ()
 Show Roadster _____ () ()

Chassis:

Stock Frame _____ () ()
 Pre-Fabricated Tube _____ () ()
 Custom Built Tube _____ () ()

Engine:

Chevrolet 283-327 _____ () ()
 Chrysler Product _____ () ()
 Ford 289 _____ () ()
 Other _____ () () What? _____

Transmission:

Automatic _____ () ()
 Stick, 4 Speed _____ () ()
 Other _____ () () What? _____

Differential:

Chevrolet _____ () ()
 Ford _____ () ()
 Oldsmobile _____ () ()
 Other _____ () () What? _____

Engine Components: (By Manufacturer)

Intake Manifold _____
 Valve Covers _____
 Camshaft _____
 Pistons _____
 Ignition _____
 Flywheel _____
 Clutch _____
 Headers _____
 Other _____

Paint:

Candy _____ () ()
 Pearl _____ () ()
 Metallflake _____ () ()
 Standard _____ () ()

Wheels:

Steel _____ () ()
 Aluminum _____ () ()
 Magnesium _____ () ()
 Manufacturer _____ () ()

Name _____ Age _____

Address _____

City _____ State _____

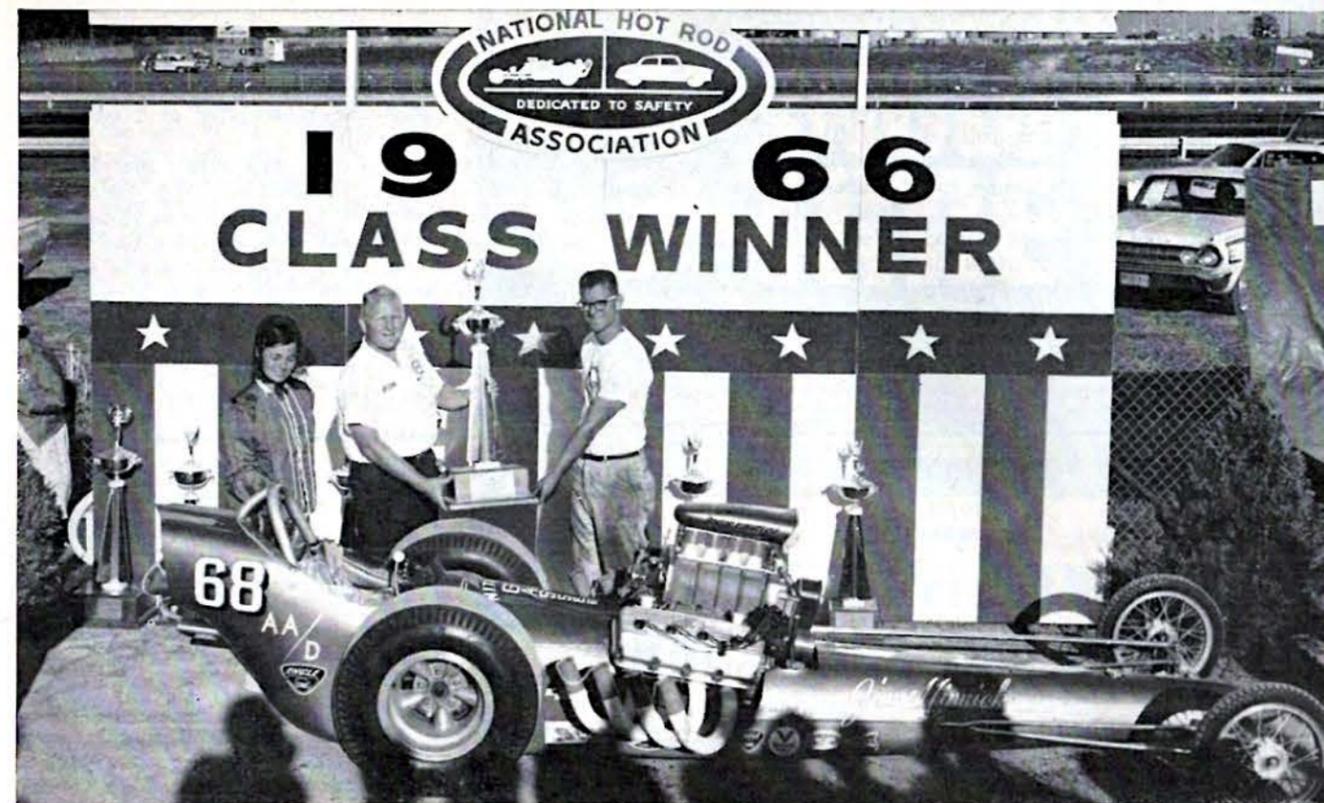
Do You Own A Car? _____ Make _____

Your answers to these questions will give us "the way to go." If you have any other comments or suggestions, just jot them down on a piece of paper and mail them in with your Questionnaire.

Complete the Questionnaire right away and mail it to:



Magazine
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Pushing a Chrysler-powered gas dragster to the limit, Jim Minnick, Nitro, W. Va., won Top Gas Eliminator at NHRA Summernationals. Fuel was PURE Firebird Racing Gasoline.

Minnick wins NHRA Summernationals —powered by Firebird®

Riding with winners is a habit with PURE Firebird.

Not surprising. Because this gasoline helps develop all the power a racing engine can use. It's blended to prevent vapor lock at severe racing temperatures—and includes exclusive Tri-tane additives (anti-wear, anti-stall and deposit modifier*). And it's strictly for racing.

But PURE hasn't forgotten you.

Now you can get the closest thing to racing gasoline: PURE Firebird Super. Same chemical ingredients, same engine-saving Tri-tane additives as Firebird Racing Gasoline — and blended just right for today's high-performance passenger-car engines.

There's a good reason why so many professional race drivers use Firebird Super in their personal cars—it gives a power margin of safety in traffic. Try a tankful at the big, blue Pure Oil sign.

*keeps spark plugs clean



NHRA NATIONALS

(continued from page 23)

with an 8.64 e.t., 163.33 mph, Grove trailed Honea with an 8.75 e.t., 159.29 mph, and Lawton put Allen away with an 8.98. In the semi-final, Sox finished Grove off with an easy run as the latter fouled, and Lawton drew a single run for his Tasca Mustang.

In the trophy go, Ronnie Sox seemed to have it all wrapped up, but sliced the starting system a bit too close drawing a red light. Sox & Martin's 8.66 e.t., 164.53 mph was for naught, as Lawton drove to an easy win.

Lawton went on to compete in Com-

petition Eliminator, but fell to of all things, another "Funny" car in the semi-final of eliminations. The car in question was Gene Snow's "Rambunctious" Dodge Dart from Fort Worth, Texas. Snow held both the A/XS and C/FD records with his beautiful car, and had chosen to compete in C/FD class, which he won handily. With fifteen class winners competing for the Competition Eliminator title, Lawton didn't meet Snow until round three.

Gene's handicap start 9.12 e.t., 152.50 mph was enough to just edge out the hard charge of Lawton's Mustang at 8.87 e.t., 164.00 mph. Prior to downing Lawton, Snow edged the D/D and C/A

class winners respectively. In the final go for "Competition Eliminator," Snow's 2180 pound fuel burning 426 injected Dodge ran a 9.04 e.t., 153.06 mph, which was enough to catch and pass the B/dragster of New York's Greg Gibson.

Two year-long rivals met in "Top Stock Eliminator," and there were many who predicted that this bracket would boil down to these two veteran drag racers. The two cars in question were Jere Stahl's A/S street Hemi Dodge and Bill Jenkin's 327 Chevy II. Strangely enough these two cars never met in class eliminations, as Stahl red-lighted and Jenkins broke, leaving Arlen

Vanke the class win. But when the large purse was at stake in "Top Stock," both Jenkins and Stahl performed flawlessly. The eliminator was comprised of the quickest A/S, A/SA, S/S, and S/SA cars at the meet, and 25 machines rolled into the staging lanes for the first round. Stahl edged S/SA competitors Lynn Belek, Hank McAleenan, Richard Charbonneau and the S/S of Ed Miller, and in the final go, took an automatic victory for being "king of the stocks" when Jenkins red-lighted.

The last remaining eliminator bracket was "Junior Stock," and Dave Kempton of Arcadia, California, pushed his 383 cubic inch C/SA '62 Plymouth through a field of 18 cars for the win. Kempton also doubles as the stock tech inspector at NHRA's Irwindale Drag Strip in Southern California, and races his C/SA Plymouth as a hobby. Dave defeated the G/SA class winner Arlen Vanke in round one, the tough B/Stocker of Tom Kerr in the second go, the F/SA Ford of Gordon Payne in round three, and took a single in the semi-final. Meanwhile, Ernie Musser of Reading, Pennsylvania punched his D/S Corvette to wins over the L/stocker of Wayne Wellenhausen, the D/SA of Dave Merkel, took a single, and then defeated the G/stocker of Pete Preston in round four, to earn a shot at Kempton in the final. This deciding race was one of the closest of the event, as witnesses on the finish line said Kempton only held off Musser by a wheel, as Kempton had received the handicap start. Kempton's 13.08 e.t. was just enough to edge the 12.97 e.t. attempt of Musser's Corvette.

There were a total of twelve stockers and stock sports cars disqualified at the NHRA Nationals, as the engine in each stock class winner and runner-up is torn down and given a complete inspection after the class is completed. Of the twelve disqualifications, four cars were disqualified for illegal camshafts, two for suspension, and the remainder for the following reasons: heads under minimum CC's, car underweight, illegal valve springs, wrong compression ratio, porting and polishing of cylinder heads, and illegal retainers. In two classes, J/S and I/SA, both winner and runner-up were found to be illegal, so there was no class winner for those divisions.

By Monday evening, everyone had had their fill of drag racing, as the five day event had producer over 100,000 actual runs. Winners and losers alike packed their cars back on trailers and began heading for home. They had just participated in drag racing's biggest and most publicized event, the 12th Annual NHRA Nationals, where champions are crowned. Many were weary, but all thought of one thing. How could next year's event possibly top this one? But if you'll recall, that's what they were saying after last year's meet.

RESULTS

TOP ELIMINATORS

ELIMINATOR	NAME	TOWN	CAR
Top Fuel	Leong & Snively	San Bernardino, Calif.	Chrys-AA/FD
Top Gas	Jim Minnick	Nitro, West Virginia	Dodge-AA/GD
Super	Mehalik & Vanko	Parma Heights, Ohio	Chev.-BB/GD
Competition	Gene Snow	Fort Worth, Texas	Dodge-C/FD
Street	Joe Lunati	Memphis, Tenn.	Chev.-A/MSP
Top Stock	Jere Stahl	York, Pa.	Dodge-A/S
Jr. Stock	Dave Kempton	Arcadia, Calif.	Ply.-C/SA

CLASS WINNERS

CLASS	DRIVER	HOMETOWN	E.T.	M.P.H.	ENGINE
AA/FD	Mike Snively	San Bernardino, Calif.	13.82	49.34	Chrys.
BB/FD	Eugene Adkins	Memphis, Tenn.	9.59	100.55	Chevy
CC/FD	Joe Davis	Campbell, Calif.	9.97	138.03	Chevy
A/FD	Mike Bennett	Detroit, Michigan	8.43	173.07	Chevy
B/FD	Dick Kalivoda	Seattle, Washington	8.95	166.05	DeSoto
C/FD	Gene Snow	Ft. Worth, Texas	9.12	154.90	66 Dodge
D/FD	Stan Lomelino	Viridan, Ill.	10.25	144.00	Ford
AA/D	John Reed	Decatur, Ga.	9.45	123.79	Chrys.
BB/D	Jim Mehalik	Parma, Ohio	9.05	160.42	Chevy
CC/D	John Yount	Anderson, Ind.	9.43	158.17	Chevy
A/D	Walt Woney	Spring City, Pa.	9.06	163.93	65 Chevy
B/D	Greg Gibson	White Plains, N.Y.	9.72	148.02	56 Chrys.
C/D	Joseph D. Tomaso	Millis, Mass.	10.42	133.92	Chevy
D/D	Stanton-Freeman	Memphis, Tenn.	10.42	132.93	64 Chevy
AA/C	Al Bergler	E. Detroit, Mich.	8.77	175.78	57 Chrys.
A/C	Dale Funk	Valley Station, Ky.	10.55	124.13	66 Ply.
B/C	J. Leo Collins	Alliance, Ohio	10.04	143.76	66 Chevy
AA/A	Stan Bowman	Canton, Ohio	9.37	159.85	57 Chrys.
BB/A	Glen Gregory	London, Ont., Canada	10.21	143.08	56 Chevy
A/A	Pete Orner	Euclid, Ohio	9.78	137.19	62 Chevy
B/A	John Robilo	Memphis, Tenn.	10.57	132.54	66 Chevy
C/A	Mike Vincz	Indianapolis, Ind.	10.95	124.13	64 Chevy
D/A	Chas. Seabrook II	Bridgeton, N.J.	10.92	128.20	65 Chevy
AAM/Sp.	Guzman & Ward	Denver, Colo.	9.90	141.40	62 Chevy
A/MSP	Joe Lunati	Memphis, Tenn.	10.31	139.96	62 Chevy
B/MSP	Bob Schaefer	Berkley, Mich.	12.04	123.64	65 'Vette
C/MSP	Marvin Sterlino	St. Georges, Del.	11.69	118.57	59 'Vette
D/MSP	Richard Moroso	Old Greenwich, Conn.	13.32	103.21	64 Chevy
AA/SR	Hugh Tucker	Panorama City, Calif.	9.75	125.69	56 Chrys.
A/SR	Jim Parsons	Norwalk, Ohio	10.16	138.46	Dodge
B/SR	Howie Nye	Norwich, Conn.	13.84	76.20	57 Chevy
C/SR	T. J. Cunningham	Wichita, Kans.	11.80	115.38	64 Chevy
AA/G	George Montgomery	Dayton, Ohio	9.58	153.68	66 Ford
BB/G	Billy Holt	Athens, Ala.	10.97	121.62	60 Chevy
CC/G	Vincent Tarantola	Ridgewood, N.Y.	11.36	124.30	62 Chevy
A/G	Richard Weinte	Cincinnati, Ohio	10.57	130.62	49 Anglia
B/G	Ronald Hassel	Miramar, Fla.	10.74	128.38	66 Chevy
C/G	Bill Carroll	Ft. Lauderdale, Fla.	11.25	121.78	66 Chevy
D/G	Harry Luzader	Monroeville, Pa.	11.72	114.06	64 Chevy
E/G	Gene Schwartz	Euclid, Ohio	12.98	105.26	61 Chevy

F/G	Gene Moody	Bloomfield, Ind.	13.28	105.14	56 Chevy
G/G	Thomas Langdon	Utica, Mich.	12.34	114.06	63 Chevy
H/G	David Ehrmann	Seville, Ohio	13.63	97.19	65 Chevy
A/MP	Fred Shallicross	Middletown, Del.	11.40	127.11	65 Chevy
B/MP	Dave Mosteller	Phoenixville, Pa.	11.91	116.27	64 Chevy
C/MP	James Griffith	Salineville, Ohio	12.47	111.66	65 Chevy
D/MP	Hass & Westphal	Fremont, Neb.	13.65	101.58	56 Chevy
E/MP	James Tackett	Niles, Ohio	12.76	108.95	66 Chevy
F/MP	Pete McNicholl	Madison Heights, Mich.	15.72	60.36	60 Dodge
A/SP	Gus Zuidema	Worcester, Mass.	11.08	125.87	66 Cobra
B/SP	Jim Ryan	Pottsville, Pa.	12.12	116.88	65 'Vette
C/SP	Verlyn Sunde	Esterville, Iowa	12.42	112.50	65 'Vette
D/SP	Judy Lilly	Wheatridge, Colo.	12.87	105.75	61 'Vette
S/XS	Ed Scharfman	Cleveland, Ohio	8.28	174.41	66 Comet
A/XS	Bill Lawton	Cranston, R.I.	8.66	164.53	66 Must.
B/XS	Vernon Rowley	Towson, Md.	10.11	136.98	65 Ply.
C/XS	Thomas Tignanelli	Detroit, Mich.	10.98	128.93	65 Ply.
D/XS	Richard Hankinson	Millersport, Ohio	11.27	123.45	65 Dodge
E/XS	Jerry Harvey	Indianapolis, Ind.	10.97	127.47	65 Ford
A/FX	Ed Russell	Syracuse, N.Y.	11.99	117.64	66 Ford
B/FX	Mike Schmitt	Ridgecrest, Calif.	11.54	122.28	66 Ford
C/FX	Ed Terry	Hayward, Calif.	13.05	105.50	66 Ford
S/S	Ed Miller	Rochester, N.Y.	12.12	116.88	65 'Vette
A/S	Arlen Vanke	Akron, Ohio	12.43	112.35	66 Ply.
B/S	Tom Kerr	East Palestine, Ohio	12.33	114.21	66 Chevy
C/S	Loyed Woodland	Braintree, Mass.	12.95	109.48	66 Olds
D/S	Ernie Musser	Reading, Pa.	13.02	107.14	61 Chevy
E/S	David Hughes	Peoria Heights, Ill.	13.67	102.97	57 Chevy
F/S	Tom Rambo	Greenfield, Ohio	13.55	101.80	57 Chevy
G/S	Pete Preston	Reading, Pa.	13.57	101.04	57 Chevy
H/S	Dickie Ogles	Bowling Green, Ky.	14.27	96.35	56 Chevy
I/S	William Osborn	Torrance, Calif.	14.77	94.63	56 Chevy
J/S	Winner and Runner-up	Disqualified	No Class Win		
K/S	Joseph Cox	Dowington, Pa.	14.39	95.23	55 Chevy
L/S	Wayne Wellenhausen	Tulsa, Okla.	15.63	86.78	59 Chevy
M/S	Kenneth Wilkerson	Muskegon, Mich.	16.67	80.78	63 Willys
N/S	Ted Harbit	Frankton, Ind.	16.75	79.50	66 Ply.
O/S	Samuel Stockwell	Ypsilanti, Mich.	17.51	78.12	50 Olds
S/SA	Joe Smith	Lubbock, Texas	11.38	126.40	65 Ply.
A/SA	Clayton Wright	Levittown, Pa.	11.91	118.11	63 Ply.
B/SA	Bill Abraham	Akron, Ohio	13.00	107.91	63 Ply.
C/SA	Dave Kempton	Arcadia, Calif.	13.09	108.69	62 Ply.
D/SA	David Merkel	Gahanna, Ohio	13.76	100.44	65 Must.
E/SA	Ralph Hardt	Croydon, Pa.	14.14	98.25	61 Pont.
F/SA	Gordon Payne	Tulsa, Okla.	13.91	95.84	57 Ford
G/SA	Arlen Vanke	Akron, Ohio	15.07	94.33	63 Ply.
H/SA	Douglas Clark	Salem, Ore.	14.99	91.74	56 Chevy
I/SA	Winner and Runner-up	Disqualified	No Class Win		
J/SA	Lester Lawrence	Reading, Pa.	15.04	85.14	55 Chevy

SPECIAL AWARDS

Best Appearing Car and Crew	Dave Rudy	Tip City, Ohio	Chev.-A/SR
Best Engineered Car	Dave Weiss	Seattle, Wash.	Chev.-A/FD



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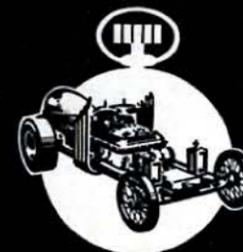
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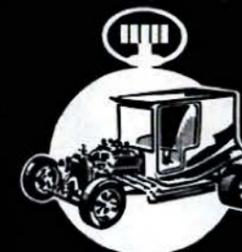
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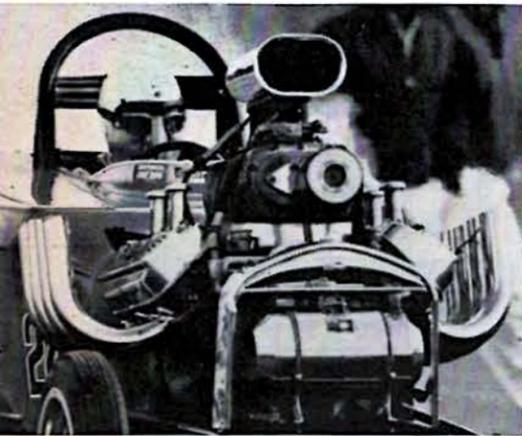
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THE HOT ROD STORY



(continued from page 35)

car building continued to capture the imagination of everyone who could light a welding torch and sculpture 16-gauge metal. Show promoters were kept busy trying to improve standards and awards for their particular exhibits, and the car owners were the recipients of rewards they never thought possible. Promotions Incorporated in the east was rewarding a new car for its high points winner as others took home new engines and valuable merchandise. The

Oakland Roadster Show and its producer, Al Slonaker, came up with a competitive prize that sent sweepstakes winners to Europe, all expenses paid.

Today, the car show business, still built on the foundation of hot rodding, stands as a major contribution to show car activities in both the U.S. and Canada. Promoters in the eastern and mid-western areas of the country have recently united to form a group known as the International Championship Auto Shows Association, and will this year offer over \$125,000 of coveted awards and prizes to those who pursue automotive craftsmanship bordering on backyard dream cars, hot rods and experimentals.

The future of the World Land Speed Record was "the prize" at stake at Bonneville as Craig Breedlove readied his three-wheeled, 7800 lbs., "Spirit of America" jet car for an all-out assault in early August. Though FIA would not recognize the car as a legitimate land vehicle, Craig was bent on being the fastest man on wheels. After numerous test runs, Breedlove wrapped it up with a maximum run of 428.37 mph to achieve his goal. His fastest average for two-way runs was 407.45 mph. Since the FIA regulations prohibited their sanctioning of Craig's jet car, the Federation International Motorcyclists (FIM) by a monstrous stretch of the imagination approved the jet on the basis of being a motorcycle with a side car. This wasn't bad for a three-wheeler that required 57 gallons of fuel for one "full" throttle run!

Even with the FIA controversy, Breedlove was revered as the fastest man alive, the automotive world received him with open arms—and hot rodding could chalk up another score for their side.

The course at Bonneville couldn't have been in better conditions than during the SCTA Speed Week in late August, when 169 entries again assaulted high-speed records in some seventy-two classes. The Summers Brothers again set fastest time of the meet with their "reversed wedge" at 316.59 mph for "C" Streamliners, then followed with a new record of 308 mph. Hammon-McGrath-Whipp with their beautiful 394 cu. in. Chrysler-powered "Redhead" streamliner averaged 302 mph, but it was again one of the open-wheeled lakesters that practically stopped the meet. The Markley Brothers and Nieri with a 249 cu. in. Dodge blew the "D" lakester record right out of sight with a new mark of 258.43 mph. The pay-off came the following day when Chuck Markley again took to the course and blasted out a single run of 280 mph.



Our instruments run around in a pretty fast crowd.

Like the Summers Brothers' "Goldenrod," holder of the world's land speed record for wheel-driven automobiles. (409.27 mph, Bonneville Salt Flats.)

Stewart-Warner instruments were installed to monitor oil pressure, water temperature, and RPM of the four fuel-injected Chrysler

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Bonneville had become the experimental playground for hot rodders who liked to hang their foot in a car to see just how much could be wrung out of it. Whether the engine possessed three cubic inches or seventeen hundred, it made no difference. To them it was the land of speed and mechanical ingenuity, and SCTA was determined to keep it that way.

Indianapolis Raceway Park's turnstiles clicked off an estimated 100,000 spectators for the '63 Nationals and those in attendance saw Bob Vodnik in the Hirata-Hobbs dragster nose out Connie Kalitta for the next to final elimination run. The dark horse entry from the Chicago area then was paired with Don Garlits for all the marbles. This was the first year for NHRA's new electronic starting system, which had been quickly dubbed the "Christmas Tree" and on the final "Top Eliminator" run, Garlits fouled with an early start over Vodnik, automatically giving the Hirata-Hobbs car the title; Vodnik's winning time was 174 mph with an 8.62 e.t.

The stockers had been putting on a battle for three days that was second to none. And for the final run it had been narrowed down to attorney Al Eckstrand in his new "Lawman" Dodge and Herman Mozer behind the wheel of the "Hodges Dodges" Ramchargers' entry. From the starting line you could have covered both cars with a blanket, but Mozer nosed his way into the lights first with a 12.22 e.t. while Eckstrand finished with a 12.23. Close wasn't the word for this evenly matched "Stock Eliminator" run-off; Mozer's winning time was 116 mph. The "Golden Commandos" Plymouth team returned to their Detroit homebase with a little more than they had come with. They had the distinction of breaking the 12-second Super/Stock barrier when they made a blistering pass at 11.97!

Factory-Experimentals continued to be big crowd pleasers as Chevy, Ford, Dodge, Plymouth and Pontiac locked horns in a noisy series of rapid sprints. Dave Strickler who had his A/FX Chevy in sharp condition swept through the field of Detroit iron for a 118 mph, 12.17 e.t. win. In B/FX, Jim Wanger drove his wild '63 Pontiac through the beams at 110 mph with a 12.59 e.t. for top honors. For "Street Eliminator" title, it was these two that met head on for top honors with Strickler again the quickest stopping the Chrondek clocks with a wild 126 mph! ... 12.10 e.t. With this exhibition of speed for an F/Xer, things started to appear mighty inviting to a lot of the Super/Stock heroes looking on.

Drag racing had grown into an enormous sport. The big volume of interest

(continued on page 72)

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THE HOT ROD STORY (continued from page 71)



One of the biggest contributions to the "Funny" car class was Jack Chrisman's beautiful Mercury Comet "GT-1" that was destroyed by a freak fire recently. The car was an outstanding performer, turning speeds as high as 185 mph in the quarter.

and activity remained with the amateur racer; the guy who was the local hero, who ran at his local drag strip, and who had a ball matching his mechanical integrity against any cross-town rival. But to the professional weekend warrior, touring from drag strip to drag strip for match racing and the big dollar—the sport represented another kind of world.

His professional approach was a combination of his own long experience, as well as, relying on leading engine builders, top chassis designers and the best the speed equipment industry could offer. Blown engines didn't win match races and once an engine builder or speed equipment manufacturer developed the "hot set-up," a traditional path was beaten to his door. Dragsters took on even more of a production appearance, but their performances were nothing short of spectacular.

Engine builders for the big fuelers were going wild and did everything short of tying a huge strap around the outside of the entire engine and supercharger in an effort to hold everything together to make the 1000 horsepower engines "live." Tire manufacturers were right in the thick of it too, attempting to stay abreast of engine builders and engine builders always demanding more bite. Each time a new racing slick rolled on the scene—a new barrier fell.

Marvin Rifehen's M & H Tire Company suddenly found itself with plenty of competition when Goodyear entered the drag racing field with big guns blazing. Competition cars devoured the new developments of the tire makers, Marv matching his new compounds to new compounds of Goodyear's—and the two hundred miles per hour barrier waited just around the corner for the fuelers.

Without reservation, 1964 was a bonus year for the hot rod sport and all the people connected with it. You could build yourself a complete street roadster in just 6 hours, 50 minutes and 11 seconds from a new hot rod kit offered by Dragmaster, or you could drop a new 426 cu. in. blown Chrysler "Hemi" into a featherweight dragster and run over 200 mph in the quarter-mile.

Jack Williams carried off the top "fuel" honors at the NHRA Winter-nationals, while a new kid on the block by the name of Danny Ongais claimed "Top Gas Eliminator" over his veteran classmates. Super/Stocks, F/Xers, sticks to automatics, literally dominated the entries, giving sufficient notice that stock car drag racing wasn't just "in" but actually "out of sight." Detroit was picking up the tab—and getting the rave notices.

Detroit sponsorship hadn't been entirely under the table during past years, but all-out sponsorship had. This line was broken in the spring when Dodge employed Jim Nelson and Dode Martin of Dragmaster to build three blown 426 Hemi engine powered Dodge hardtops for flat-out exhibition drag racing. With the sky the limit, Nelson and Martin set to work and within a few short weeks previewed three of the most beautiful red, white and blue 135 mph Dodge exhibition drag cars ever seen. At the helm of the aluminum bodied machines were Jimmy Nix, Jim Johnson and Jim Nelson. During their public drag racing tour across the country, they put on a tremendous show, in fact, their act was so good that other Detroit auto makers involved in drag racing decided to join the act. Lincoln-Mercury had signed Jack Chrisman to pilot one of their quick F/X Comets; and sent him in chase of the Dodge "Charger" exhibition team. Plymouth quickly developed their drag team members into acceleration experts with all of the factory "trick stuff" thrown in free, and Ford was very busy in their engineering department with a new overhead cam 427 powerplant and a new car that they intended to call the "Mustang."

But all of this took a back seat momentarily as a report came out of the midwest that Chris Karamasines had done the impossible and had broken the two hundred miles per hour barrier for drag racing with a 204 mph! There were many skeptics to say the least, but it took Don Garlits only about three weeks from that time to establish a new NHRA official record of 201.34 mph at Great Meadow, New Jersey.

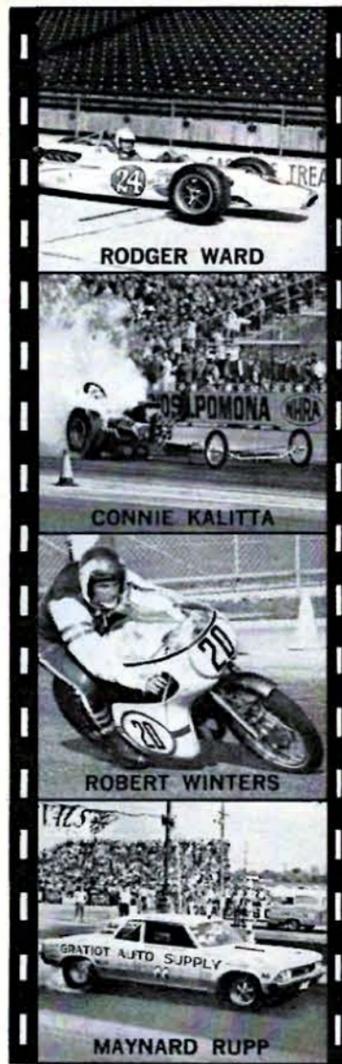
(continued on page 74)



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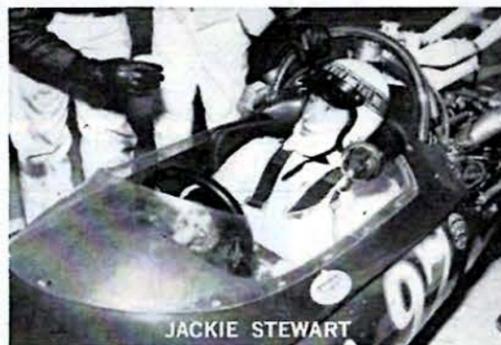
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THE HOT ROD STORY

(continued from page 72)

As it always happens, it only takes one person to achieve the impossible, then others quickly follow as if the barrier never existed. NHRA had accepted fuel cars at their Winternationals event in '63, but it wasn't until their '65 Nationals that the explosive nitro burners were allowed past the pit gate. Connie Kalitta was the first driver to post a single run of 200 mph at the Nationals, but it was Norm Weekly in the "Frantic Four" that scored with top time of the event at 202 mph. Don Garlits didn't break two hundred in the celebrated miles per hour race but he did win "Top Fuel Eliminator" with a history making elapse time of 7.67! Gordon Collett collected the gold in the "gas" dragster class, while Roger Lindamood, driving Dick Branstner's hauling "Color Me Gone" Dodge took possession of the "Mr. Stock Eliminator" honors.

One of the most unique cars at the Summer Nationals that year was Jack Chrisman's exhibition Comet. It was hailed as the latest thing in drag racing and with its 427 supercharged Merc powerplant gulping 60 percent nitro — it was! Although it was necessary to legally classify the full-bodied racer in "B" fuel dragster class, which wasn't too competitive for its heavier design, it proved spectacular with consistent runs in the 150 mph range. In its final exhibition pass it topped off at a fantastic 156 mph flat at the big end.

From the asphalt to the salt, it was still the story of progress for those who were interested in speed and all the fascination of experimental theories that go with it. Walt Arfons, along with his brother Art, had been swept up in the automotive sport years before. When he was a drag racing participant he surely never thought he would be at Bonneville years later challenging the World's Land Speed Record. But, with a king-size jet car, named "Wingfoot Express," here he was. With Tom Green nestled in the forward compartment cockpit they labored with test run after test run. When they felt the car was as ready as it would ever be, Green shoved the throttle forward and was off on a respectable run of 406 mph. With this in their side pocket Walt and Green both felt that they had a chance at Breedlove's record. The return run would tell the story. On this run, Green fired off his afterburners several times then decided to leave them on all the way through the measured mile. It did the trick as they recorded a 420 mph pass which ultimately gave them a 413 mph average and the new USAC National Jet Class Record.

Walt's new jet record was only to stand momentarily for his brother Art was next on the salt and with his new

jet car boosted the record to 434 mph. It was a battle of the fittest, for within a week, Craig Breedlove also put in his appearance and became the first man to travel over five hundred miles per hour and set the record at 526 mph. Art Arfons was to have the last word however, and with retaliation elevated the ultimate speed record to a mark of 536 mph. Would you believe . . . that all this took place in only a period of thirty-one days!

Down in Australia Donald Campbell, Jr., was seeking to break John Cobb's WLSR with his turbine powered streamliner "Bluebird," the same car he had crashed at Bonneville four years before. Under FIA recognition he achieved the goal by establishing a new record of 403 mph over John Cobb's previous record of 394 mph that had stood for seventeen years.

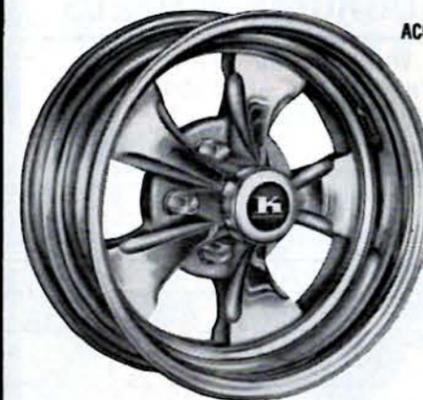
If '64 was considered a bonus year for the hot rod sport, then 1965 has to go down in history as an "all-timer." NHRA had spread its national drag race program to include not only the Nationals and Winternationals, but also a major Springnationals, held in Bristol, Tennessee. The governing body had also been accepted by ACCUS (Automobile Competition Committee for the United States) and with it came world recognition for drag racing by the Federation Internationale de l'Automobile (FIA). With this acceptance, they initiated a World Championship Series consisting of forty-two events across the country to determine World Drag Racing Champions.

Kicking off the season were the major events of NHRA and AHRA winter championships. AHRA's event took the spotlight first, being staged at the Bee-Line Dragway in Scottsdale, Arizona. Tom Hoover, a top fuel driver from Minneapolis, took top elimination honors with a sprint of 194 mph and an e.t. of 7.75. But it was Don "The Snake" Prudhomme that shook the ground with a fantastic e.t. run of 7.47 and a top speed of 203.16 mph. The factory Dodge and Plymouth entries had made their debut with radically altered wheelbases for the maximum in weight transfer and traction. "Mr. Stock Eliminator" was won by Bud Faubel and his Dodge, while Mike Buckel chaffered the Ramchargers' Dodge to victory for "Top Stock" eliminator.

The heat of all the action carried over to the NHRA Winternationals a few weeks later, and it was "The Snake" Prudhomme who came away top man in the fuel ranks. Driving Roland Leong's beautiful "Hawaiian" his winning time was 201 mph with a 7.76 e.t. Jimmy Nix, back in the gas dragsters again, ran through a heavy field of competitors to finally emerge "Top

(continued on following page)

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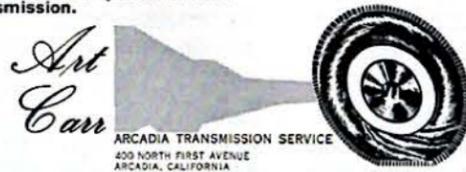


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THE HOT ROD STORY

(continued from page 75)

Gas" king. In the stock car field it was little Bill Jenkins in his '65 Plymouth that won out over Dick Housey's Plymouth with an 11.39 e.t. and a speed of 126 mph! F/Xers again put on the big show and it was Bill Lawton in a powerful new Mustang from Tasca Ford that romped home winner with a 128 mph top time and a 10.92 e.t.

The Factory/Experimental class had been created for the so-called sophisticated hot rodder; the guy who liked to play with big, hairy engines in little cars. It also allowed Detroit auto makers an area where they could experiment with various combinations for what might be classed as strictly exhibition drag cars. All of this added to the exciting showcase of drag racing. No one really knows who lit the torch first, but in the spring of '65 drag racing was introduced to some of the wildest full-bodied drag cars ever conceived.

The sport saw Dick Branstner and Jay Howell drop a 426 Chrysler Hemi into a Dodge A-100 pickup, name it the "Little Red Wagon" and run 120 mph without even trying. Later the truck hit the exhibition trail from coast-to-coast becoming a star overnight as a ten-foot wheelstander with Bill "Maverick" Golden handling the driving chores. Jack Chrisman retaliated with a new Cyclone Comet, this one with twenty-five percent set back for the new SOHC supercharged 427 Merc engine, an altered wheelbase of 114-inches, and a body and chassis that looked like it had just come off the Mayo Clinic's starvation diet. The car proved it had plenty of muscle when it turned in speeds of 160 mph plus.

From this point it seemed as though every "pro" in the business, except those imbued with fuel dragster performance and notoriety made the swing to what was quickly tagged as the "funny" car. Dick Landy, Sox & Martin, Don Nicholson, Mr. Norm, Arnie Beswick, Hayden Proffitt, Don Gay, Tom Sturm, Ramchargers, Gas Ronda, Dick Brannan, and Phil Bonner, quickly switched to the exciting field of weekly exhibition drag racing.

One of the most successful of all exhibition machines was a black and gold Barracuda Plymouth designed and built by Jack "Doc" Watson of the Hurst Performance group in Detroit that carried the title of "Hemi-Under-Glass." With a 426 Chrysler Hemi nestling over the rear axle, driver Bill Shrewsbury could carry the front wheels of the car for more than three hundred feet anytime he punched the throttle.

These represented the new breed of drag racing—they bordered on exhibition racing, showmanship, sprinters,

(continued on page 78)

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THE HOT ROD STORY

(continued from page 76)

and all-out racers — the fans not only stampeded the spectators gate at drag strips across the country, but left with the fact that they had seen the automotive show of all shows.

Drag racers continued to climb to unprecedented heights of speed for their respectably designed vehicles. Don Prudhomme became the first man in drag racing history to back up a NHRA Winternational "Eliminator" win with a Summer Nationals encore when he took the Roland Leong "Hawaiian" dragster to a one-of-a-kind victory over Tommy Ivo at Raceway Park, Indianapolis. Prudhomme cranked on a 207 mph with a 7.50 e.t. Overnight the "Hawaiian" became the number one draw across the country for strip appearances.

The NHRA first World Championships at Tulsa, Oklahoma, saw Maynard Rupp crowned King of the Fuelers, Jim Minnick captured the "gas" title, Joe Smith won the coveted "Top Stock" class, Doug Kahl claimed "Junior Stock" eliminator, Virgil Cates the winner in "Competition" eliminator and Gene Moody going all the way for "Street" eliminator. With this, FIA had their first recorded champions in drag racing.

FIA's ink pen didn't even get a chance to dry off before another group of hot rodders rewrote their record books for the World Land Speed Record. The Summers Brothers had been looking at the WLSR mark for the past couple of years. Their determination was the result of a car that measured some thirty feet in length, weighed three tons, and possessed four-in-line stock 426 Chrysler Hemis. The name of the car was the "Golden Rod" and driver Bob Summers, had the potential of some 3000 horsepower anytime he mashed the throttle. After a few shake-

(continued on page 80)

Mike: The thing is, Mr. Whittey, my Dad thinks I'm just fooling around. How can I show him I can make it in the automobile business?

Mr. Whittey: What are you doing now, Mike?

Mike: Finishing school.

Mr. Whittey: Finishing school and what else . . . ?

Mike: Well, I put cars together. I got this '55 with a 283 . . .

Mr. Whittey: Where do you get the money for the parts?

Mike: My Dad gives me money . . . for doing the yard and stuff.

Mr. Whittey: What about working summers? After school?

Mike: I could. But where?

Mr. Whittey: Gas stations, grocery stores. Anywhere that starts you knowing what work is.

Mike: OK. So I learn to work. But, how do I know I'll get an even break in the automobile business? I'm no great shakes at grades.

Mr. Whittey: Mike, this is a business that judges a man on one thing: does he do his job — and a little bit more.

Mike: But I really want to get there someday . . . like you.

Mr. Whittey: Slow down — you can. I started with nothing. And there were times when I wondered whether I would amount to anything.

Mike: I wish you'd talk to my Dad.

Mr. Whittey: You talk to him by showing him what you can do. And one more thing, write to these people: The National Automobile Dealers Association, 2000 "K" Street, N.W., Washington, D.C. 20006. Tell them you want the booklet, "Your Career in the Retail Automobile Industry." There are opportunities today, Mike, that were never possible before.



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GTX ROAD TEST
continued from page 41

head and chest injuries. The only way these can be minimized, is with the addition of a shoulder belt. The programs found that by anchoring the shoulder belt at the rear wheel well and bringing it across the outside shoulder and diagonally across the torso connecting at the inside hip area, passenger and driver protection is increased tremendously. □ In addition to the optional shoulder belts and head rests, a new hazard warning system comes standard with the car, which when turned on, keeps the tail lamps and parking lamps flashing as a signal to other drivers. Outside rear view mirrors have a larger reflective surface while the adjustable inside mirror has a double ball joint arm which yields on impact. Sun visor rods connect to the rear face of the mirror eliminating the brackets which formerly projected from the upper windshield molding. As it was before, collision impact could force the driver or passenger up into this area causing head injuries. □ Interior is the stamped tuck and roll design vinyl with "tooled" inserts. Instrumentation is standard Belvedere with the exception of the 150 mph speedometer in place of the stock 120 mph unit. A 0-8000 rpm tachometer is also available for mounting on the console. Oil pressure is the only gauge still not represented. It is by warning light which seems to be the gauge Detroit is most hesitant about installing, even in a performance vehicle. □ Shipping weight of the two-door GTX 440 with its standard Torqueflite comes to 3,545 pounds, with the four-speed transmission adding an additional 82 pounds. With NHRA's B/Stock class break at 9.49 pounds per horsepower, this puts the 440 GTX at the bottom of the class. Not too favorable, but with its tuned package, it's expected to turn upwards of 105 mph in the low 13 seconds. □ Installation of the optional 425 Hemi engine gained 93 pounds, but it wasn't enough to keep it from falling into A/Stock. Quick work with the slip stick shows us that by adding the four-speed transmission the additional 97 pounds would drop the 426 GTX back into the top of B/Stock at 8.79 pounds per horsepower . . . with its breaking point at 8.70 to 9.49 pounds, per advertised horsepower, you'd be in pretty good shape. □ At the time of this writing, there were no official quarter-mile times available but the results of our test indicates that the GTX will follow in the Plymouth tradition of outstanding performance. It's the kind of car that can be driven to the strip and home again . . . with a trophy.



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15,000,000 MILES (continued from page 61)

Bob Spar, Chairman,
SEMA Tech Committee

“Since SEMA’s final customers are the racers, it is only natural that safety is our major interest.”



why SEMA was formed. “The Speed Equipment Manufacturers’ Association was established in 1963 to help promote and organize the industry as a whole. It is exactly what its title indicates, a group of speed equipment producers, and membership is open to any firm. The basic aims of our organization are to police the industry in some small way, to form a liaison between the manufacturers and dealers, and more recently to perform investigations of equipment at the request of the various sanctioning bodies. SEMA’s final customers are the racers, and since SEMA is concerned with the safety of drag racing, it is only natural that this is one of our major interests.”

Originally SEMA was not established to act as a fact-finding committee, so we asked how the formation of the Technical Committee came about, and what it has done, is doing and plans to do. Spar commented, “In 1964 NHRA came to us and explained that flywheel-clutch explosions was the biggest single item that their insurance files indicated, problem-wise. They requested our help in the matter, so SEMA assembled some of the clutch and flywheel manufacturers and they determined what the various mechanical standards should be on equipment of this type. After they had arrived on a set of minimum specifications, they each had their own products tested by an independent laboratory to determine if their own equipment lived up to the standards they had established. As a result of the flywheel-clutch investigation, the frequency of these explosions decreased in 1965.”

“The next item which the association requested assistance with was the dragster chassis situation, because of fatalities which occurred in 1965. SEMA published a letter in the drag racing weeklies announcing a meeting place and pending date for the proposed conclave of the dragster chassis manufacturers. At that meeting, which occurred early this year, eleven major chassis manufacturers attended, and

the session went for seven straight hours without a break. When it concluded, the product of that meeting was a suggested list of minimum specifications and standards for dragster chassis. Both NHRA and AHRA plan to adopt these specs in their 1967 rules.

“In the past SEMA has investigated two different areas of concern, the flywheel-clutch problem and the dragster chassis situation. We are presently about to release the findings of another investigation, this one concerning fire-suits. In the future we are going to look into parachutes, bellhousing blast shields, automatic transmissions, and other products. In addition, we plan to re-assemble the various dragster chassis manufacturers with hopes of compiling a technical guide to be used by those inspectors who work at drag strip tech lines across the nation. And when we do all that I’m sure the associations will have more things for us to investigate.”

There is another association currently on the scene which has expressed concern for drag racing safety. The group is a nationwide “club” of actual racers, called the United Drag Racers Association. We contacted the President, Tom McEwen, and queried him about the policy of this association and drag racing safety. McEwen informed us that UDRA had two basic programs concerning safety, in addition to the policy of discussing hazardous situations at chapter meetings across the country. In Tom’s own words, the two basic programs are: “A stringent driver’s licensing program, which now requires 16 satisfactory runs, observed by other licensed drivers before a new license is issued. In addition, each applicant must first pass a Class 2 FAA medical examination prior to getting into the car. We found out that poor eyesight is a major problem that has been brought out due to the physicals.”

“Our second item is a hospitalization plan for any UDRA member who is injured on any drag strip. It is under-

(continued on page 86)

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Tom McEwen, President, UDRA

“Our Concern
is with the
drivers.”

(continued from page 84)

stood that the strips have insurance coverage, and our hospitalization plan is a source of emergency funds which is quickly obtainable while the accident victim is awaiting payment from the strip insurance policy. In addition, we have added insurance coverage which is in effect at all UDRA meets and the major championships across the nation. Our members at these meets are covered by an additional \$11,000 which is over and above the strip's \$10,000 coverage.

“UDRA does not sanction drag strips, rather, we are concerned with the racers themselves. Therefore, our major concern is with the drivers, when it comes to safety. However, we are always working in close conjunction with the sanctioning bodies.”

The sport of drag racing is admittedly not without accidents. However, due to the extensive rules which govern the sport, and the rigid weekly inspections which the cars are subjected to, drag racing has established a safety record of which it can be proud. It has come about through teamwork by participants who are determined to protect and expand its future. Mike Danaylo is a case in point.

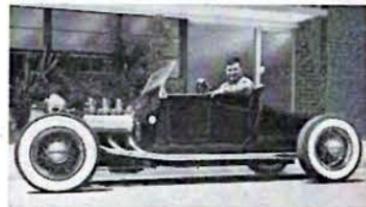


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YOUR CAR AND THE LAW

By Robert Gottlieb, Attorney At Law
CAR CRAFT MAGAZINE

EVERY NOW AND then newspapers print reports of drag racing activities on city streets. Recently a whole gang of participants and spectators were arrested, convicted and fined.

Participants can be convicted on all sorts of counts ranging from violation of speed laws, engaging in speed contests, to unlawful assembly without a permit. Any time two cars go off together in an acceleration contest, a speed contest occurs. Many don't realize it, but any time a driver breaks traction, he can be charged with an unlawful exhibition with an automobile.

Spectators have the bitterest pill to swallow because fines levied against them are as high as the fines levied on participants. The theory of many courts is that the contests would have not occurred except for the spectators. Various cities and counties have different versions of laws concerning assembly and these laws are usually adequate to sustain a conviction.

Aside from the unlawful assembly laws, spectators are frequently charged with violation of the vagrancy laws. The theory applied in this respect is that the spectator having nothing else to do is standing around on the streets and is, therefore, a vagrant.

Drag racing on the streets can never be condoned and the important point to remember is that viewers as well as the participants violate existing laws at such events.

A prior column explained the difference between a misdemeanor and a felony. The felony was described as a crime of a most serious nature. Many states have laws which provide that any injury occurring during the commission of an unlawful act constitutes a felony. In these states if an injury should result during a speed contest, it would be possible to charge commission of a felony.

Anyone could find himself with major problems resulting from participating in or watching a drag race on a public street or highway and the risk is simply too great to take. It's obvious that an organized drag strip is the proper place for these activities.

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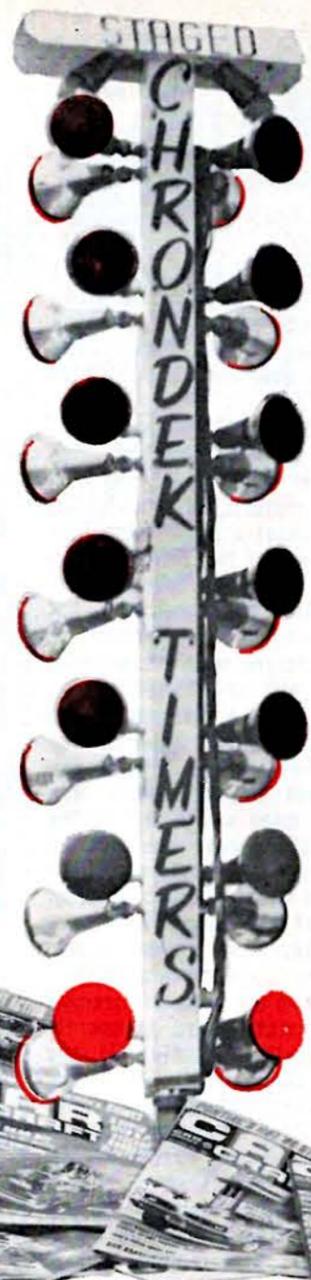
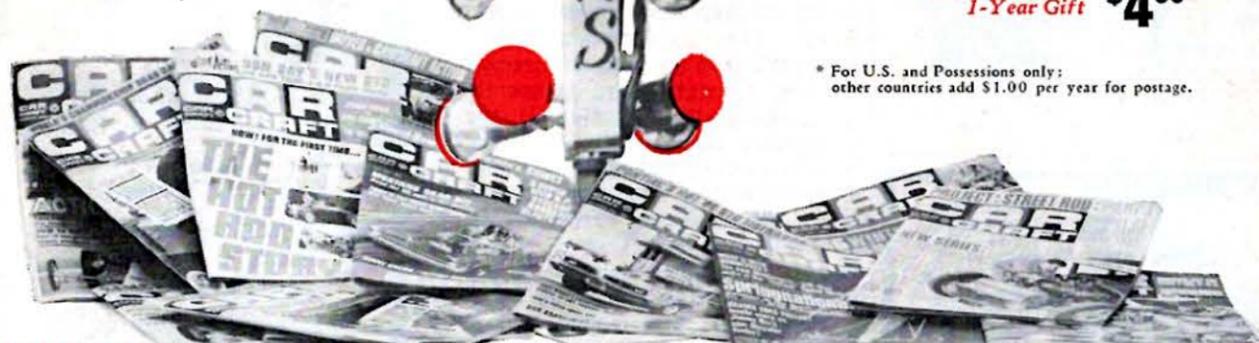
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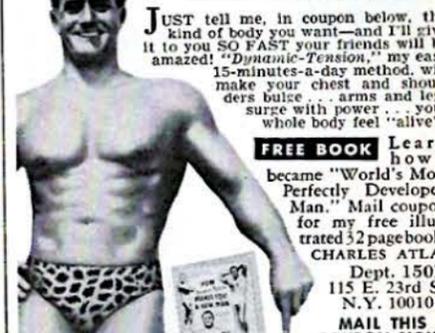


SHOW CIRCUIT

With the 1966-67 International Championship in full swing across the country, Midwestern competitors are looking forward to the event in Milwaukee, Wisc., on Oct. 28-30 and then the ISCA's first presentation in Minneapolis on Nov. 11-13. The 5th Annual International Rod & Custom Show in Chicago, Ill., on Nov. 17-20 promises to be the biggest event of its kind ever staged. Expanded to over 225,000 sq. ft. on the main floor at McCormick Place, the show is expected to draw some 75,000 spectators and more than 300 exhibits. The ISCA's biggest event in the East is set for Thanksgiving weekend, Nov. 24-27, at the New York Coliseum. Congratulations to Art Russell of Ft. Edward, N.Y., for winning the 1965-66 Grand National Championship with his Olds powered 1932 Plymouth roadster. Model Products Corp. presented Art with his rewarding prize, a new Pontiac GTO hardtop. Runner-up Sonny Daout of Norfolk, Virginia, won a Yamaha motorcycle, a set of Weiland valve covers, and a Mickey Thompson intake manifold with his 1949 Dodge radical custom. The Emerson Bros. 1953 Ford pickup from N. Tonawanda, N.Y. placed 3rd, winning a \$100 merchandise certificate from Accessories International and a Schiefer flywheel. Hurst shifters, Stewart-Warner Instruments, a Bell helmet, and Alemite CD-2 oil additive were also presented. All Grand National events have been added to the current 1966-67 International Championship. Ron Perau of IMPERIAL KUSTOM in Mason City, Iowa, reports that they are finishing four new entries for the International Championship. Among them is a T-Bird for Gary Kohn of Minnesota Auto Specialties, a Corvette and further rework of Dave Julsrud's 1940 Ford coupe. Perau's own radically handbuilt custom has been appropriately named THE UTOPIAN because it represents the ultimate in styling from his shop. Past Milwaukee Show Chairman Stan Johnson has teamed with his brother Tom and friend Connie Friedhoffer to build a sleek new fiberglass and aluminum bodied competition roadster, the SILVER BULLET. Original 273" Dodge mill has been modified to develop over 400 hp. via injection at 8500 rpm. It promises to hold its own on both the show floor and drag strip, too. Harry Arlington, ISCA member from Stephens, Arkansas, has already invested over \$4,000 in a wild new entry for the circuit. It is based on a 1934 Ford pickup and features an aluminum frame. He hopes to unveil it next spring. From Mableton, Georgia, comes word that ISCA member Joe Freeman has damaged his immaculate Chev-powered 1940 Ford when he collided with a deer on returning from the Jacksonville, Florida Show. We certainly hope he can make repairs in time for this season's shows. Congratulations to Ed Elliott of Elliott-McMullen Advertising Agency for his reappointment as Recording Secretary of the Speed Equipment Manufacturers' Association (SEMA). And congratulations to SEMA for their rapid progress since forming such a short few years ago. ISCA Coordinator Danny Moran from Woodward, Oklahoma, has postponed modifications on his 1940 Ford coupe but plans to tour a mildly revamped Chev Nomad wagon this season. Further information about the International Show Car Association and the International Championship events may be obtained from the ISCA at 19717 East Nine Mile Road, St. Clair Shores, Michigan 48080. Bill Moeller

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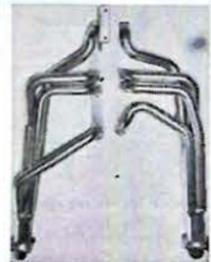
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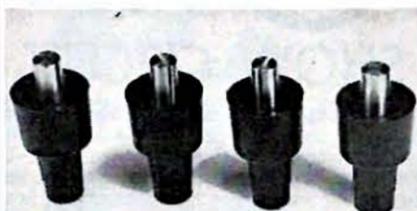
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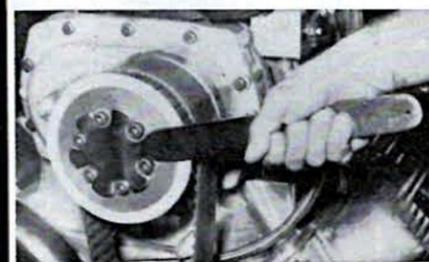
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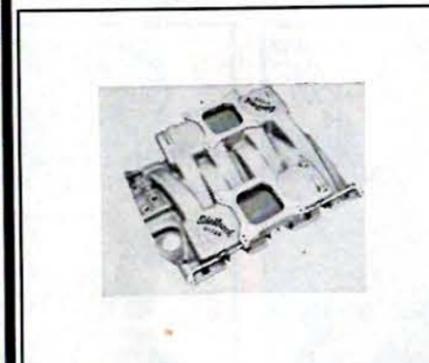
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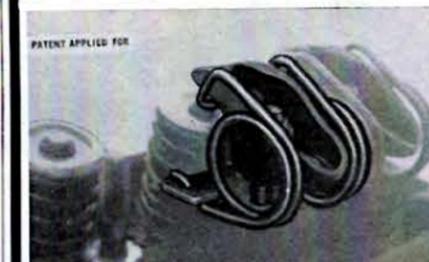
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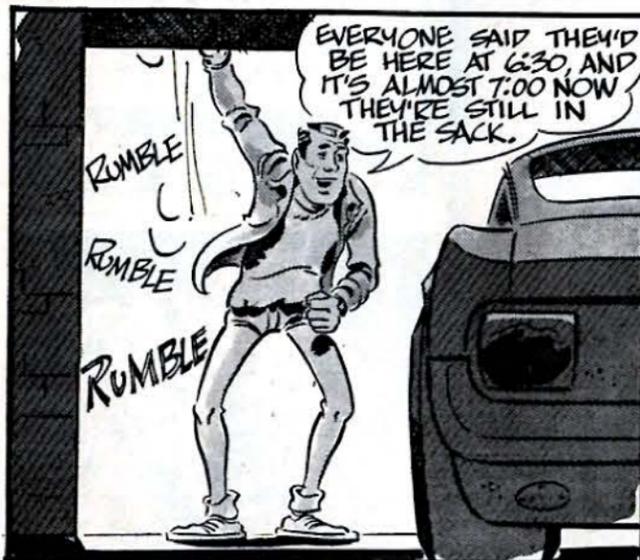
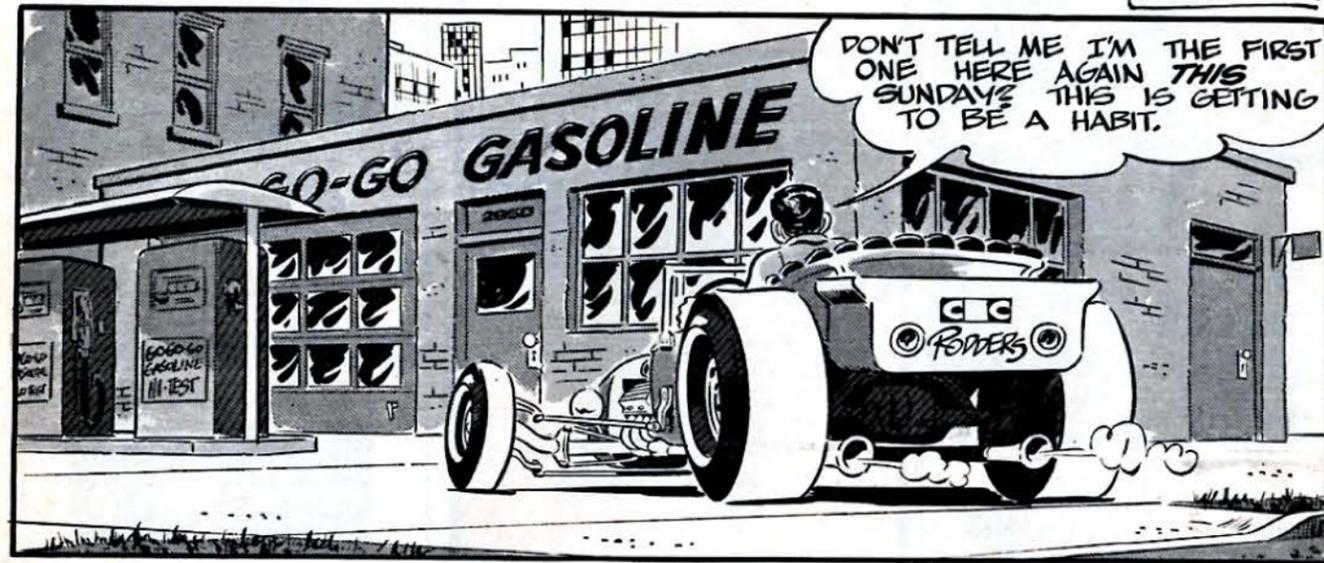
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CC/GASSERS



EDITOR: Jack Crandall

DRIVE IN NECKER — A guy showed up at a car club meeting wearing a neck brace. One of the members asked him if he had been in a wreck. He said, "No, not exactly." The member said, "Did someone run into the back of you and give you a whiplash?" He replied, "No, I hate to tell you what happened, as it's rather embarrassing." The member pleaded, "Be a sport and tell us so we can all benefit from your experience." "Well," said the guy, "I went to a drive-in movie last night in my coupe and saw a real patriotic war picture." The members all sat there dumbfounded until one of them asked, "How did you hurt your neck seeing a war movie?" He said, "During the intermission they played the National Anthem."

Did you hear about the rich Texan kid that brought his teacher a candied apple Cad?

NOAH'S ARK is not the name of a welding shop.

HE IS SO DUMB that he thinks a super-charger is a guy with credit cards.

AN OBVIOUSLY NEW gas station attendant was cleaning a customer's windshield and the customer noticed that the attendant had a string tied around one of his fingers. The customer said, "I'll bet that you have that string tied around your finger to remind you to always clean the customer's windshield." The attendant said, "No, I have it on there because I slammed the last customer's hood down on it." "Oh, I see," said the customer. "It's to remind you not to do that again." "No," said the attendant. "It's not to remind me of anything, it's a tourniquet."

A grammar school teacher asked one of her little pupils to stand up and use the word forefathers in a sentence. He stood up and thought for a moment and said, "GTO Pontiacs have forefathers." The teacher did a double take and said, "Why does a GTO Pontiac have forefathers?" The kid replied, "Well, doesn't a tiger have four paws?"

LET'S HEAR IT FOR THE DRIVER — Two guys were hitch hiking to a drag race and a man in a big sedan went roaring past them. One of the guys said to the other, "Boy, what a link that was, he was all alone in that big sedan and he pretended that he didn't even see us." They started walking and soon they came upon the man that wouldn't pick them up, and he was standing beside his car looking at his back tire that had been blown to shreds. He said to them, "Hi there boys. I'm sorry I didn't stop for you back there, but I'm in a hurry and now I'm in a terrible fix. I have a spare tire, but I don't want to get my suit dirty. Do you think that you could forgive me and give me a hand?" One guy looked at the other one and said, "Sure we can at least do that." So they applauded for a minute and walked away.

THE NAME GAME — Two ex-servicemen became animal doctors and bought a Corvette to use as a business car. They call it The Vets Vet Vette.

PUBLIC SERVICE MESSAGE — Brushing your teeth with gunk may be hazardous to your health.

Two guys were talking and one of them asked "Do you call your roadster citation because of the famous race horse named that?" "No, I call it citation because every time I take it out of the garage, I get one."

Two beatniks were sitting in their pad one night and a car stopped outside. It was a friend of theirs in his new car and he had come to show it off to them. The friend had brought along another person and said to him, "Well, here we are. When you get out be sure and slam the door as they close pretty hard." He got out and slammed his and the guy did the same. Slam! Slam! The driver said, "No, yours didn't close. Slam it like this." Slam! The other guy tried it. Slam! "No, you still didn't get it closed," he said. "Do it like this." Slam! "Okay," said the other guy. Slam! "That's got it," he said. "But try it once more." "Okay," said the other guy. Slam! Meanwhile back inside the pad one of the beatniks said to the other one, "Who is that outside?" The other one said, "I don't know, man, who do we know that has a car with four doors on one side and three on the other?"

DID YOU HEAR about the mechanic at Bonneville that got sucked into one of those jet engines and made a fuel of himself.



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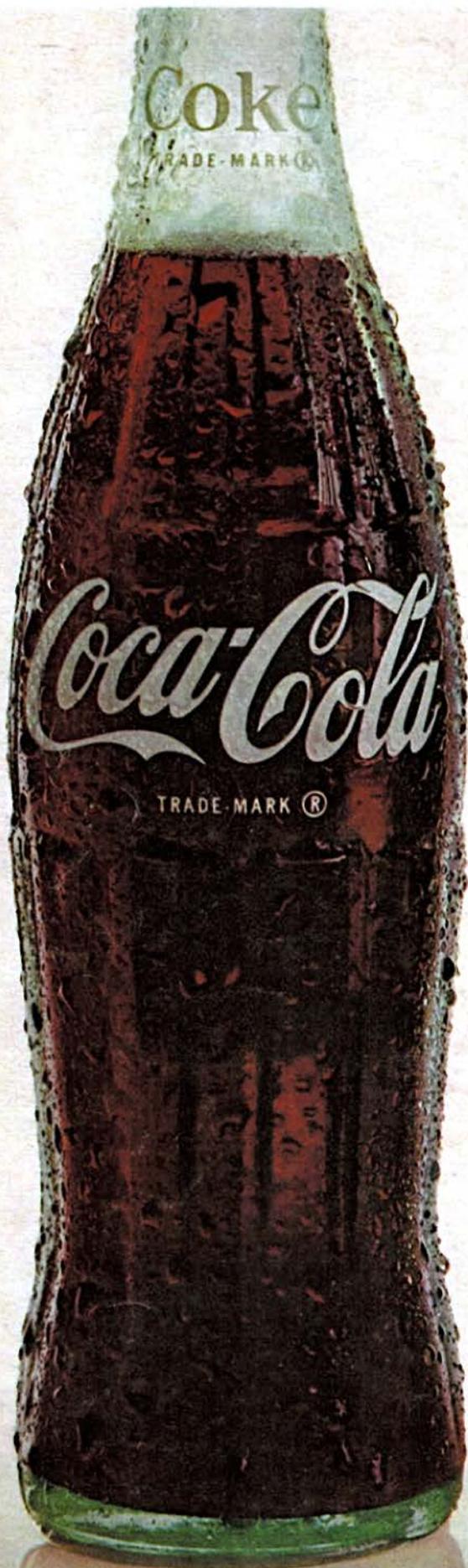
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