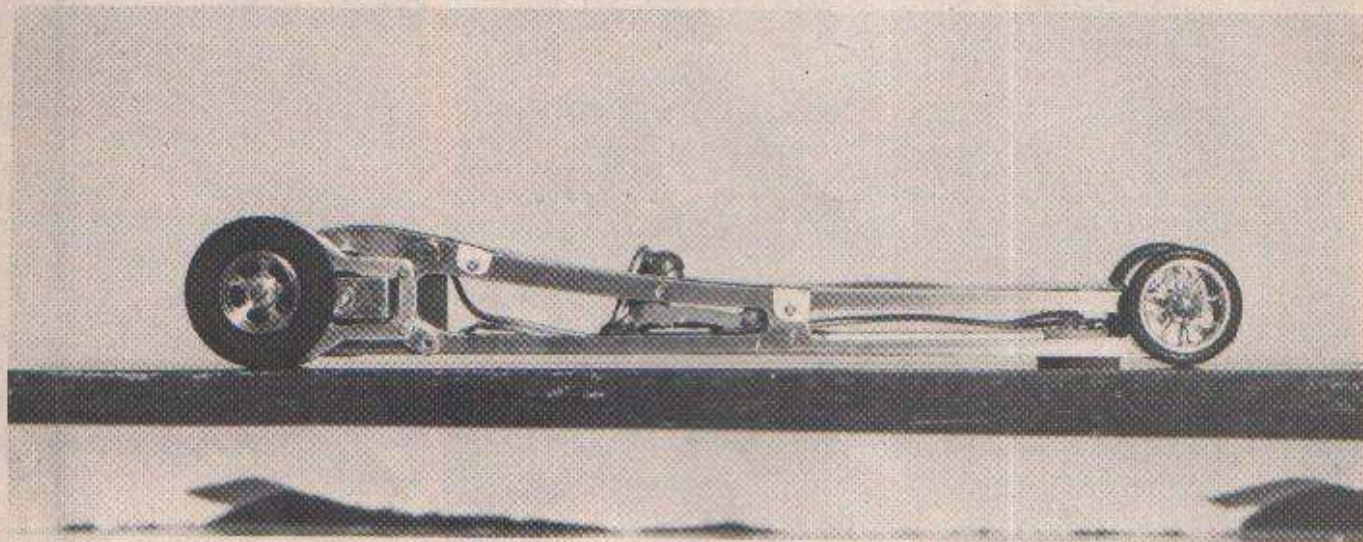


IMPOSSIBLE! PART FOUR

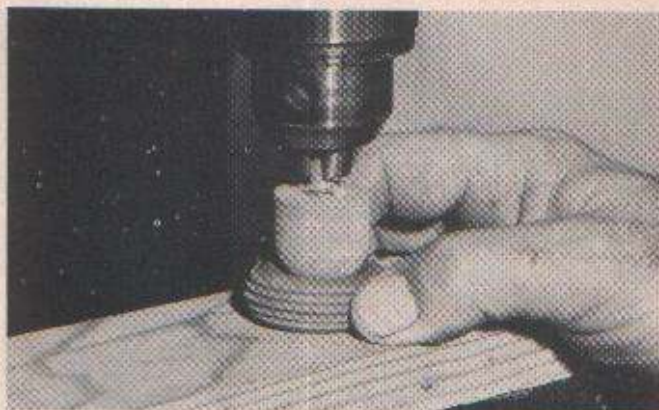
In the last three issues we showed you how to duplicate Gene Husting's record setting fuel class dragster. Although the actual construction is completed, you'll want to follow along and learn some of Gene's speed secrets. The biggest problem in racing a fuel class dragster is tires that are inadequate to transfer all that power. This article will show Gene's methods for obtaining tires capable of breaking records.



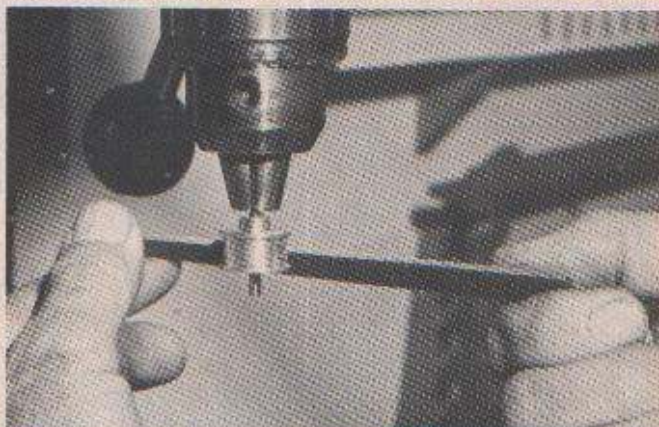
1) The best tires I've found are the German Rekord Elastic model airplane tires. They come in a variety of sizes, but the two sizes suitable for our use are the 1 3/8-inch diameter and 2-inch diameter. I generally make up five or more sets of tires to try at one time. If I can get one really good set out of the five I'm thankful. I go through a batch of tires picking out the softest ones I can find. The softer tires normally give better traction. There are a lot of German formula tires on the market, so make sure you get the right ones. This article will be primarily concerned with tires for Fuel and Gas Top Eliminator cars, but if you're running a Little or Middle Eliminator car the soft Riggen tires will give you all the traction you will ever need.



2) I have a tool I use to cut out the tire center to the same diameter as the wheel, but a Dremel tool or X-acto knife will do the same job. Don't cut the hole too small or it will cause the tire to be stretched on the wheel, and won't allow proper flex.



3) Epoxy will not stick to the smooth side of the tire. I use a grinding stone to cut through the outside surface, so the Epoxy can flow into the pores which gives a much better and tighter bond.



4) I use the Ruskit dragster wheels. They are very true and they also fit well on the axle. I roughen up the center of the wheels and also the outside of the flanges so the epoxy will have a better bond area to stick to and hold the tire in place.