

Mr. Fuel Top Eliminator, Chuck Blayne.

The final class to run was Unlimited with Riley Davis and Jim Gallagher the final two competitors. Both cars have rewound low voltage Ram 850 motors. The cars were placed on the line, the green light came on, both cars went about ten feet and then coasted to a stop. A check of the control panel showed two blown fuses. Larger fuses were put in to allow for the extra high amperage draw of these motors, and then the race was re-run. Riley Davis won Unlimited class with a 1.17 e.t. After the meet was over record run attempts were made to try to beat the Motorama Fuel Dragster record of 1.01, and Fuel Modified Roadster record of 1.02, both held by the author. Although there were quite a few attempts made, nobody broke the records. The biggest problem seems to be with tires. One of the good features of the black formica surface is that when the tires break loose or spin, it leaves tracks which are visible on the surface. Most of the cars actually turned slower times on their 36 volt single run record attempts, than what they turned on their dual car runs during the meet. With more power available from the track on a single car run, the motors were developing more torque, causing the tires to break loose, and every car left tire tracks, some as far as halfway down the track. If your tires are breaking loose you'll get a bad e.t. The better the traction, or bite, the better the chance you'll have for a good e.t. But where do you get these super traction tires? That's the big problem. The best found so far are the German Rekord Elastic tires but they vary greatly from tire to tire, so the only method is trial and error. After the record attempts, the trophy and

awards presentation was performed. All four eliminator winners received extra large trophies as did best constructed and best appearing cars. These outstanding trophies were awarded by Motorama Raceways. Each of the runners-up in the above six categories received a complete dragster kit donated by American Russkit Co. Incidentally, almost all of the cars in the meet were equipped with Russkit rear wheels. The runners-up also received chassis and rear ends donated by International and a set of those fine gears donated by Weldun. And as if this wasn't enough each car entered in the meet received a clear plastic body donated by Lancer.

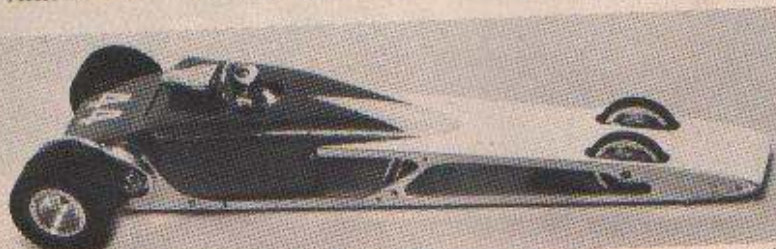
CAR OF THE MEET

Our Car of the Meet was built by Manual Maldonado. Manual has been slot racing on the drag strips for a few years now, and has specialized in the Fuel Top Eliminator cars. He has built many cars for other competitors who have admired his "Stiletto" design and superb workmanship. One of the first cars he built was for Gary Gablich, who is famous for being one of the first jet car drivers as well as a great dragster driver. Gary's slot car won Top Eliminator on its first outing. Manual also built the car that John Foster won Fuel Dragster Class with at the R&C meet held at J&J Raceways. I guess it would be appropriate to call Manual Maldonado the Woody Gilmore of the slot car set.

Manual uses $\frac{1}{16}$ -inch magnesium for the frame rails. The rails are cut out in a scroll fashion and are ultra light. Great care must be taken when making a chassis like this because the thin sections can be easily broken. Also, a light chassis like this must

be extremely well side-braced to keep from bending the car up in the parachute stop. The frame rails are fastened together by numerous pieces of $\frac{1}{16}$ -inch aluminum tubing that are attached to the frame by straight pins which run through the frame into the aluminum tubing. All these joints are epoxied at time of assembly. The frame narrows down to $\frac{3}{4}$ -inch width at the front to cut down wind resistance. Manual's cars also feature a dropped front axle which give them a realistic appearance. At the rear of the frame is the extremely light removable armature bearing mounts which are fastened to the frame with 0-80 screws. The .009 aluminum body is fastened to the frame with 0-90 screws.

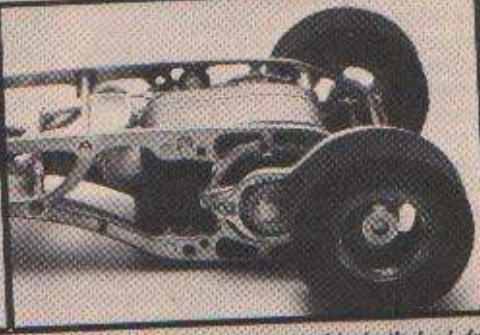
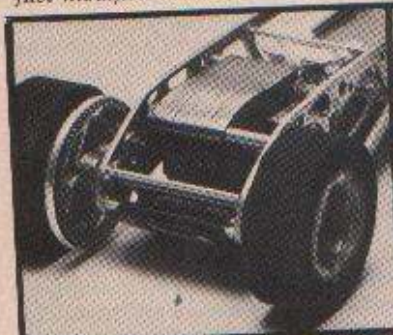
Horsepower comes from a modified Ram 850 six volt motor. The field laminations have been ground down and contoured to give more rpm and less weight. The stock endplates are not used with this type of car. The stock Ram six volt armature has been epoxied, trued and balanced and mounted in the frame with precision $\frac{1}{4}$ -inch flanged ball bearings. The drill rod $\frac{1}{8}$ -inch rear axle is also mounted in $\frac{1}{4}$ -inch flanged ball bearings. Manual uses Weldun gears, as do almost all of the drag racers now, except Manual lightens his 2.8 to 1 ratio gears in the same manner as the car frames. The gears are covered with a magnesium gear guard attached to the frame with 0-80 screws. With the nose weight in the front, the car weighs in at 6 $\frac{1}{2}$ ounces. Manual says the most critical part of tuning the car is tires. Having turned low e.t. of the meet Manual apparently has that problem solved. This car has to receive our vote as "The Car of the Meet." ◀



Best appearing car of meet award was presented to Ray Yates for his immaculate fuel modified roadster. Every part on car is either painted or highly polished.



The Bob Nord roadster looked like a fast middle eliminator but the car jumped the slot and was eliminated.



CAR OF THE MEET award went to Manual Maldonado for his superbly built fuel dragster. Manual uses $\frac{1}{16}$ -inch magnesium for the frame rails. A light chassis like this one must be extremely well braced to keep it from bending out of shape when it stops.

