

SCALE MODEL DRAG RACING

who ran against Irv Cox's Ram 850 powered Fiat competition coupe. The Ram was too much for the Pittman though, as Cox took the race with a 1.24 e.t. The final race in the first round had Chuck Blayney facing that man again, Jim Rhoden. Rhoden's dragster led Blayney's dragster from wire to wire and it looked as if Jim still had his winning ways, but a look at the clock showed a 1.16 e.t. Jim had eliminated himself by going below 1.20, so the race went to Blayney. Hetchler drew the bye run and turned a 1.24 e.t. to start the second round. And then in another perfect run of 1.20 e.t. Blayney defeated Cox. This left Hetchler and Blayney, who both had 1.20 runs earlier, for the final run in the 1.20 e.t. bracket. This was taken by Hetchler with a 1.24 e.t.

The first round of fuel dragster class pitted John Cukra's rail against Ray Yates "Super Sano" fueler. Ray's car is also fast as he won the race with a 1.12 e.t. This brought up Jim Gallagher, the owner of J & J Raceways, who came out to test the tremendous traction of Whittier Raceways, to face Bob Ballesty. Bob has been running real good lately, and put Jim on the trailer with a run of 1.13. This left Manuel Maldonado's "Flexi Flyer" to make a single run. In the Fuel Top Eliminator division single bye runs can be made on 36-volts or on 30-volts if the contestant prefers. Maldonado has his car set up to run on 36-volts racing at J & J, but he elected to play it safe and make his bye run on 30-volts. But, he was another one that didn't count on the traction; the car went about five feet and then jumped out of the slot eliminating itself. This left Yates and Ballesty to battle it out for fuel dragster class, and with only .01 second difference between the two cars it promised to be a good race. And that it was, with Yates the winner in a close one with a 1.10 e.t. With Yates the winner of fuel drag class at 1.10, Jim Kirkwood the winner of fuel competition coupe at 1.09 and Warren Stone the winner of fuel modified roadster at 1.11 we still had some good racing to go. The three of them flipped coins to see who would be the odd man and make the bye run. Yates lucked out on this and made his single turning a 1.13 e.t. This left Kirkwood and Stone, both of whom work at Western Model Raceways and race under the Speedway Products banner, to race each other. Both of them prepared their Ram 850 powered chargers, cleaned their tires and the track. The cars left the line together and stayed that way 'til just before the finish line where Kirkwood pulled ahead to win with a 1.11 e.t. This left Kirkwood and Yates for the final run for fuel Top Eliminator. Kirkwood figured that his and Yates e.t.'s were too close for comfort and he decided to gamble a little and pull some of his nose weight. The cars were placed on the track, Kirkwood had his fingers crossed, the start button was pushed. Kirk-

wood's competition coupe pulled in the lead and won going away turning a 1.04 e.t. This is the quickest dual car time ever turned in this area, and was also low e.t. of the meet. Besides being a great drag racer, Jim is also a great road-racer and at one time was almost unbeatable on the road courses. There are very few guys who have done this well in both fields of slot racing.

With the racing over, I had a chance to put down my pencil and paper and join in the record attempts. I was anxious to sample some of this Whittier traction. I carefully cleaned the German tires mounted on Russkit wheels on my fuel dragster with Energine, and then gave them time to thoroughly dry. I next used Windex and paper towels to clean the strip from starting line to finish line. The strip was beautiful and looked as smooth as glass. Special contact cleaner was carefully applied to the commutator of the Ram 857 motor, with care taken to prevent any from getting on the tires. The car was geared 2.9:1 and always broke the tires loose for the first 15 feet at J & J, where it holds the record at 1.06 e.t. I placed the car on the track and 'seated' the rear tires, they felt like they had a good bite. The start button was pushed, the car leaped forward like a shot with no wheelspin! About 15 feet out the nose lifted about 1/4-inch off the track and held it like that for 15 more feet giving perfect weight transfer to the rear wheels. The front end then settled back to the track and the car finished what looked like a real strong run. Jim Bartosh, who was running the meet, read the clock and announced the time as . . . 0.975 SECONDS!!! This is the first West Coast car to turn under the magic one second barrier! The car also made back-up runs of 1.00 and 1.01 seconds. It was a full five minutes before the clock could be reset as everyone wanted to read it for themselves. A great deal of the credit for this performance must be given to Larry Ensley for his fantastic track.

At this time Larry presented the awards to the winners. By some odd coincidence the first name winner of every eliminator division was Jim. Jim Rhoden, Little and Middle Eliminator, Jim Bartosh, Top Gas Eliminator and Jim Kirkwood, Top Fuel Eliminator. They each received large trophies donated by the track and a Ram 850 motor donated by Baldwin Specialty Distributors. Each class winner was awarded a trophy and three precision gears, which were donated by Weldun Engineering. "Best Appearing" and "Best Constructed" winners received large trophies.

'Car Of The Meet' is the '34 Ford Coupe which won altered class and also Middle Eliminator. As if this wasn't enough, it also won "Best Appearing". The car was built by Jim Rhoden who got his start in slot racing about three years ago. Jim was a real terror on the road-race courses. He

then started to run his road-race cars on the drag strip and became fascinated by the different challenge. Now all his attention is devoted to drag racing.

Jim chose the Ram 850 12-volt motor for his powerplant. He put a light coat of epoxy on the armature and then balanced it. The motor end plates were drastically lightened and polished with 1/4-inch flanged ball bearings installed in them for the armature. The magnet and field laminations were left strictly stock. The ultra-light frame was made from 1/16-inch sheet magnesium and was cleverly mounted 'between' the motor end plates and the field laminations. The small gear is a 26-tooth stainless and is mounted inside the endplate. The large gear is a 65-tooth aluminum with a 64 degree pitch made by Weldun Engineering. The purpose of using such big numerical gears is to move the motor as far forward as possible in the frame to reduce the amount of weight which must be added to the nose of the car. The front wheels are by Speedway Products and have been further lightened and polished by Jim. Every part on the car was kept to a minimum weight to aid acceleration. The rear wheels are by Crawford. Jim tried many different rear tires on the car and the ones that work best are slicks by Riggin. The brushes are stock but the spring has been replaced by the strongest one made by Ram Engineering. The car employs a swing pickup which is sprung with .020-inch piano wire with light pressure. This car really runs on the drag strip, but I think this same basic design could be applied to a winning road-race or figure eight car. Also in the smaller version it would adapt very well to the Pittman 65 motor for shorter courses. ◀

RESULTS OF WHITTIER RACEWAY MEET

LITTLE ELIMINATOR CLASSES		
Stock	Ted Wilson	1.89
Gas	Jim Rhoden	1.82
Sports Car	None	
MIDDLE ELIMINATOR CLASSES		
Roadster	Bob Nord	1.40
Altered	Jim Rhoden	1.38
Modified Sports	Ken Balina	1.30
GAS TOP ELIMINATOR CLASSES		
Competition Coupe	Jim Bartosh	1.21
Modified Roadster	Ray Yates	1.25
Dragster	Irv Cox	1.32
FUEL TOP ELIMINATOR CLASSES		
Competition Coupe	Jim Kirkwood	1.04
Modified Roadster	Warren Stone	1.11
Dragster	Ray Yates	1.10
1.20 E.T. CLASS		
	Bill Hetchler	1.20
TRACK RECORD		
FUEL DRAGSTER	GENE HUSTING	0.975
LITTLE ELIMINATOR	JIM RHODEN	1.52
MIDDLE ELIMINATOR	JIM RHODEN	1.38
GAS TOP ELIMINATOR	JIM BARTOSH	1.21
FUEL TOP ELIMINATOR	JIM KIRKWOOD	1.04
LOW E.T. OF MEET	JIM KIRKWOOD	1.04
BEST CONSTRUCTION	RAY YATES	
BEST APPEARING	JIM RHODEN	