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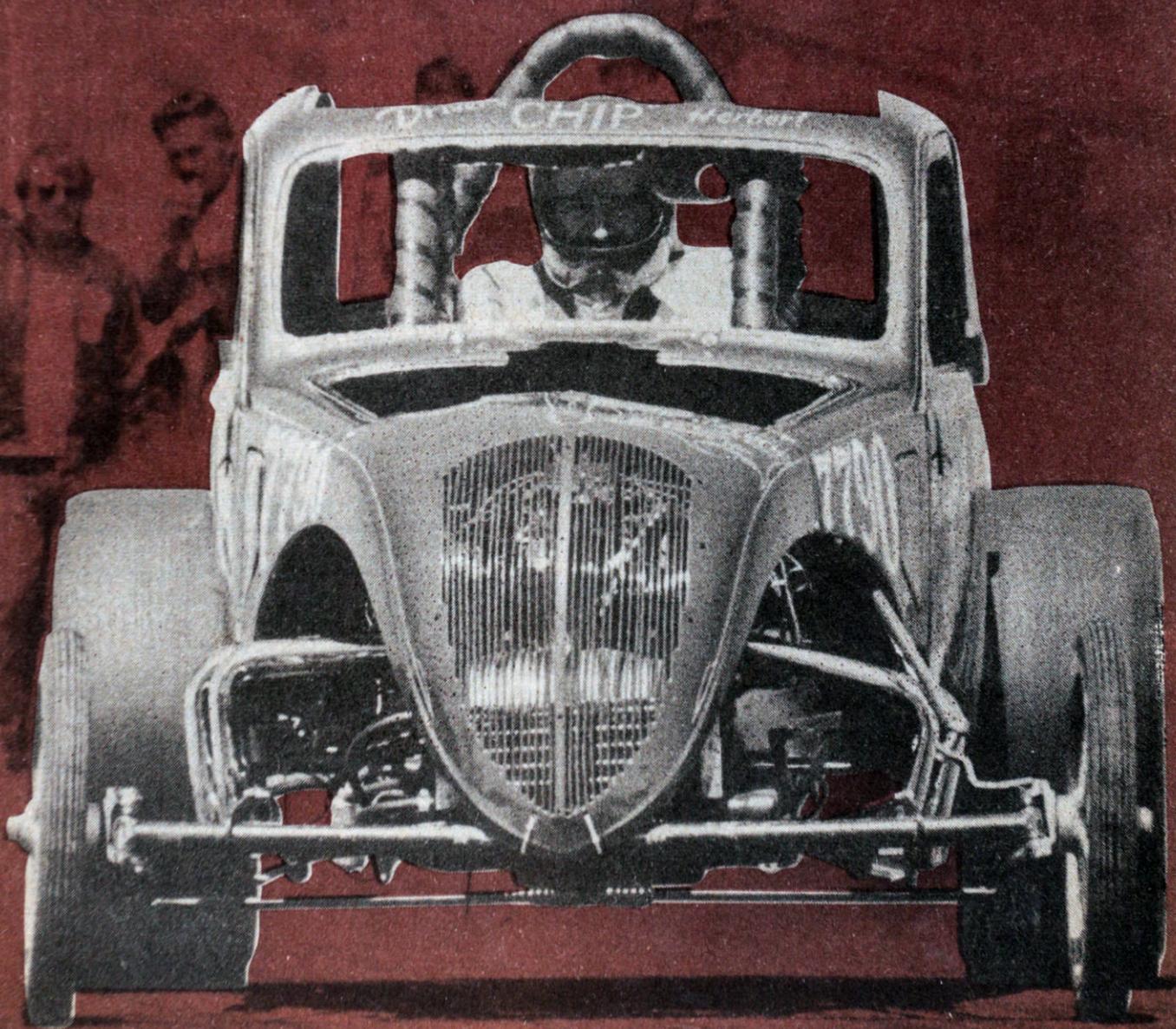
Volume 11 Edition 3

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PRO GAS GO AT BROTHERHOOD RACEWAY PARK

By Eddie Meeks

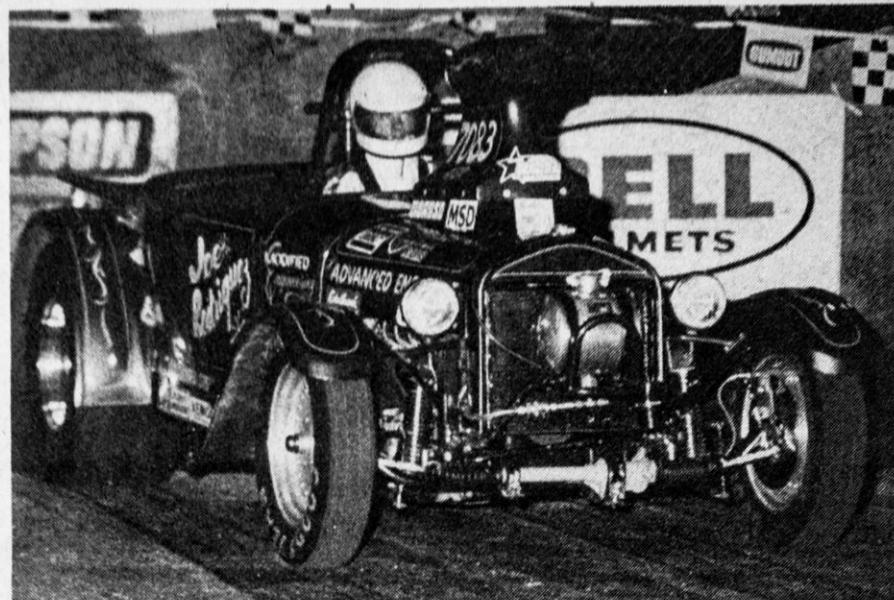
TERMINAL ISLAND, CA, Mar. 15—As was expected, a large crowd turned out to watch the Brotherhood's first running of Pro Gas. By no means were the fans disappointed. With a 9.92 bump spot only 32 of the 45 car field qualified for the first round of action. Joe Rodriguez, of the Los Angeles Police Dept. took home a whopping \$1,000 1st place prize plus an extra \$1,000 award that Big Willie Robinson threw as a challenge to the winner against his Police Daytona. But when Willie's Daytona pulled into the pits with mechanical problems, he held true to his word and the extra \$1,000 was added to the purse.

In the final, Rodriguez took his roadster up against Jim Parrish's Chevy II, with Joe taking the win with a 9.82 E.T. at 140 mph. Parrish ran a 9.86 at 140 mph in the runner-up spot. In semi final action it was Parrish taking the win over Rick Webb's Anglia while Rodriguez downed Ed Sigmon's roadster. Quarter finalists were Alan Lawre, Jim Lemon, Danny Brogurie, Bill Kollar.

Special appearances also highlighted the day's activities with Benjamin Scott, of the Los Angeles Harbor Commission awarding a trophy to Baby John Compton, the son of Howard and Marge Compton for being the smallest and youngest race car owner in America. The Brotherhood of Street Racers also awarded Baby John Compton an honorary membership into their organization, with Councilman Representative Mario Jauravich on hand for the presentation.

This was the 3rd running of Pro Gas competition in Southern California and not one driver or car style has dominated any of the racing.

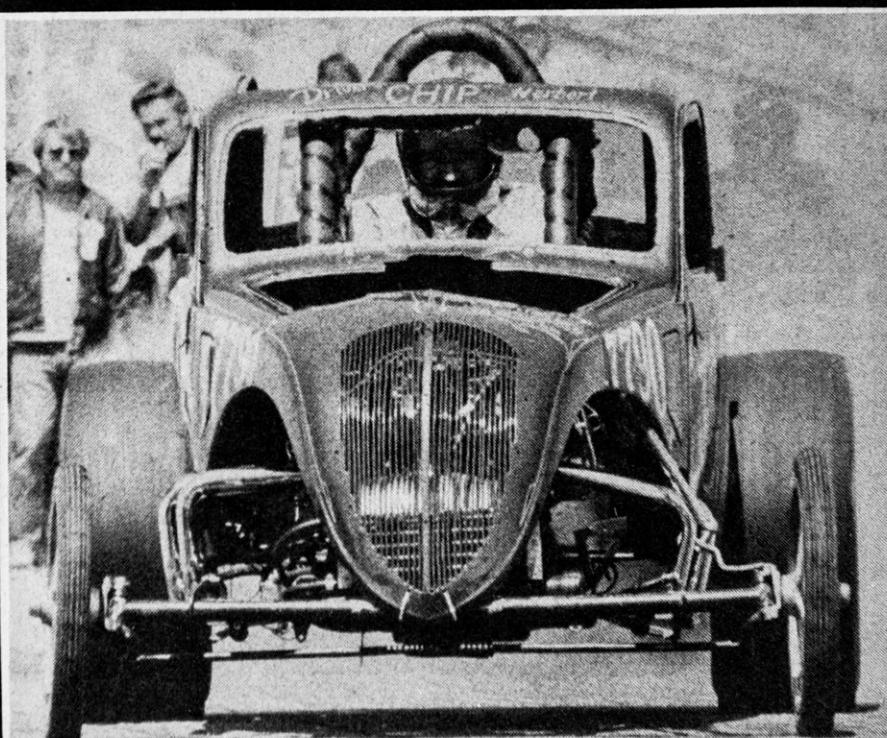
Pro Gas will be returning to the Brotherhood Raceway Park on May 24th. Big Willie and Tomiko would like to thank all the Pro Gas racers, spectators and Cormier Chevrolet (Cormier donated the much needed bleachers), for making Saturday night's Pro Gas meet such a great success.



BROTHERHOOD RACEWAY—Joe Rodriguez took his L.A. based Roadster for the win in Pro Gas. Running a 9.82 at 140 mph, this was Joe's first win in Pro Gas '80.

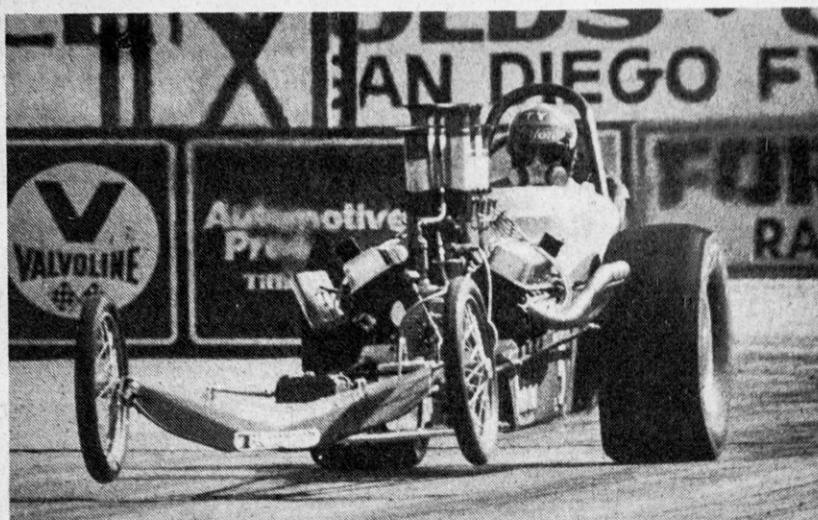
Eddie Meeks photo.

OUR COVER



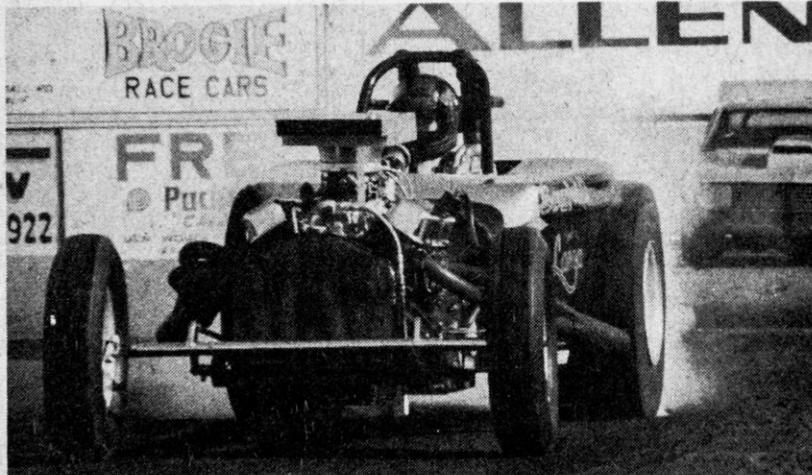
ANTELOPE RACEWAY, Apr. 6—Chip Herbert's (Palmdale) "Just Plain Nasty" '48 Fiat Altered looked impressive, but breakage kept him out of the program. (Sort of a hard luck award photo)

Bob Johnson photo



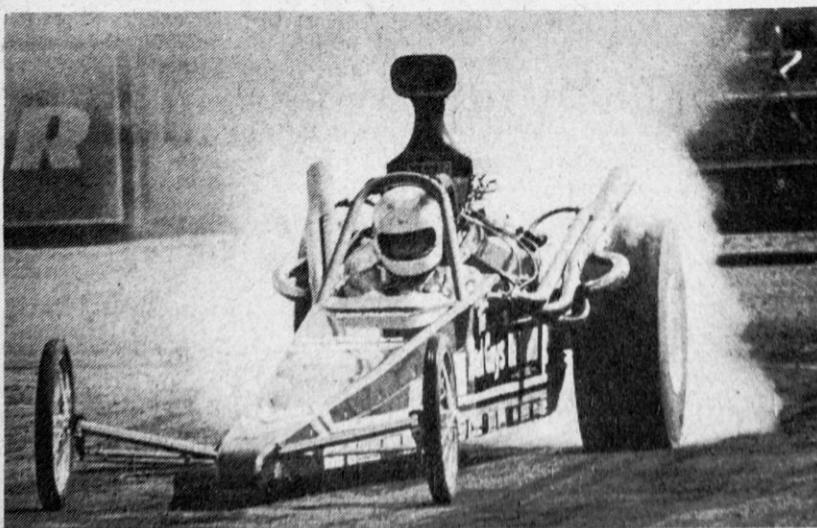
TOP GAS WEST, OCIR—Ty Norton of Farmersville, advanced to the quarter finals with an 8.39 before dropping to Lena Williams' 7.88 at 168 mph effort.

Bob Johnson photo



OCIR, Mar. 22—Dennis Beerfeldt took his 23-T Bucket Roadster to the semis in the "Quick 32" with an 8.54 at 150.73 pass on an 8.66 dial and breakout. Dennis runs a 468" Chevy mill.

Don Myers photo



TOP GAS WEST, OCIR—Semi finalist Bill Phillips of El Centro, Calif., was defeated by Larry Winter.

Bob Johnson photo

DRAGSCOOP

and Performance Parts Guide

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PEARSON RETURNS TO WIN OCIR QUICK '82" 1980

By Ken Green

E. IRVINE, CA, Mar 29—OCIR's opening "Team" points meet of the season was greeted by beautiful 75° weather and the largest turnout of Bracket racers of the 1980 season thus far. Some 250 race cars and motorcycles were on hand to shoot for the \$2,200 purse and valuable "Team" points.

The big surprise of the day came in "Super Pro Eliminator" as Lakewood's Bill Pearson returned to the driver's seat of his own '23 T-Roadster after almost a year's absence (Phil Cameron has been campaigning the car while Bill was taking care of business obligations). Pearson certainly hasn't lost his touch as he waded through as tough a field of racers as you would find anywhere in the country.

Bill's final round victim was 1978 NHRA Bracket champ Dave Meziere from Escondido. Meziere ran .01 to quick in his T-roadster at 9.13-137 mph on a 9.14 dial in while Pearson easily ran right-on his 9.83 dial in at 131 mph. In the semi finals, Pearson had a single while Meziere took out the Opel of Bob Tietz of Ontario. The other semi check was awarded to Wilford Wong of Lakewood and quarter final money went to Carl Smith, Richard Adkins, Dale Taros and Bob Carter.

"Team Irwindale's" Bob Richmond took the win in Pro Eliminator, much to the obvious delight of wife Cindy. Richmond defeated Yorba Linda's John Sauer who's Corvette was too quick at 10.46-123 mph on a 10.50 dial in. Bob's Duster was .01 over at 11.14-115 mph on an 11.13 dial in. Semis went to Peter Berkuta and Dave Whitcomb while Don Wood, Jim Duffey, Paul Wiechmann and Ralph Thomas were quarter finalists.

In Heavy Eliminator, it was Whittier's Chuck Young, again! This week it was Lee Huggett's turn to take a final round shot at Chuck. Lee gave it his best shot, but Chuck's near perfect light proved to be the difference at 12.90.99 mph on a 12.82 dial in while Lee was .05 closer to his dial in at 13.51-108 mph on a 13.49 dial in. Two "Team OCIR"

members shared semi honors; John Trueblood of Costa Mesa and Russ Vassar of Lakewood went home a little richer. Quarter final money went to Albert Padron, Norm Rollings, Rodney Ault and Dave Schultz.

Sigi Mickschl of Garden Grove added to his list of winnings in Street Eliminator as he defeated Anaheim's Dick Elkins. Elkins red-lighted in the final handing the win to Sigi at 14.77-93 mph. Gene Kibler of Anaheim and Gene Volovski of Ontario were semi finalists while quarter final money and points went to Norm Curtis, Steve Barber, Dave Fulkerson and John Rossello.

The next "Team Points Meet" is Saturday, April 26th. Drag Scoop's High Performance Swapmeet is Sunday, April 13th and Vic Wilson's "Bug-In" is Sunday, April 20th.

Lots to see and do at OCIR!

Full 1980 Schedule of Dates for Drag Scoop HiPerf Swap Meets on Page 10

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NOR-CAL HEADS-UP CHAMP SERIES #1

Sears Point Int'l Raceway
By Ron Burch

THE FIRST in a series of heads-up racing started at Sears Point, in a format that looks to be revolutionizing the sport. Seven brackets are made up for cars to run heads-up against each other, making for easy understanding with the fans and increased enjoyment with the racers. The indexes used are 9.00, 9.76, 10.51, 11.26, 12.26, 13.26, 14.26 and a dial your own E.T. Bracket for cars slower than 15.51 seconds.

In the 9.00-second-flat category of Bracket 1, the incomparable Barry Polley of Crocket, Calif., won all the marbles after inching out John Seisness' white rear motor dragster in a close final, 9.03 to 9.06. It was Barry's eighth victory at Sears Point in the last nine tries.

The second round of the Bracket 1 show began with Glenn Kern's altered just barely getting past Dave Yount's dragster, 9.09 to 9.11. Jeff Gillette was next with a holeshot over John Geisness, but jumped out by .01 more than Geisness in an 8.94 to 8.95 race. Local dragster of Mike Gomez then drove around Jeff Robinson's rail after going up in smoke, but still managing a 9.29 to pass Robinson's 9.40. Then, Barry Polley received the bye run with his yellow dragster.

Semi finals started with Barry Polley's Hoffman Performance sponsored dragster defeating Mike Gomez's car, 9.20 to 9.39, and John Geisness advanced once again as his opponent broke out by more in an 9.97 to 8.92 win over Glenn Kern.

In the pre-mentioned final, Polley took a narrow win over Geisness with a 9.03 to a losing 9.06.

Watching Bracket 2 racing was like seeing a Bracket 1 show at most tracks. It consisted of all types of 9-second cars, including several Pro Gassers. Winning the title was Dan Di Vita in his white & red Austin Healey as he took a hole shot win over the "Rat-On" '41 Willys coupe, 9.90 to 9.94. Semi final honors went to the Model A roadster of Shawn Steele, who lost to Di Vita in a 9.85 to 9.88 duel.

Bracket 3, for 10.51 cars, saw the '41 Willys P.U. of Doug Bracey limp its way in the final as the j"Dying Bread"

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gasser broke a transmission in the quarter finals...but...his opponent redlighted. He then went into the semis and received the bye run, automatically advancing him to the finals against Bob Clovis' metal-flake gold Corvette. Clovis won the match easily with a 10.59 as Bracey just idled down the course.

In the 11.26-second Bracket 4 program, the Barns Brothers were the surprise victors with their "Vaca Valley Performance" Valient. They defeated John Reese's Austin Healey in the final, 11.24 to 11.18 as both jumped out.

"The Wizard" Plymouth of Dave Grip won the Bracket 5 category, as he got by a broken "The Roadman" Camaro of Mike McClure. Grip beat Anna Vida Reyes in the "Hawaiian Pineapple" in the semis, 12.25 to 12.27.

Georgia Seipel in the #2 "Ted Seipel" Austin Healey was the winner of Bracket 6, as she beat Bob Brun's Studebaker in the final round. Taking semis was Steve Perish's "Die Hard" '55 Chevy wagon.

Bracket 7 had long time racer Glen Terry, known to fans as the Old Timer, taking a win in his white station wagon over Sal Lopez's white Firebird. Semi finalist was Don Fourier's '55 Chevy wagon.

The only dial-in bracket of the event, Bracket 8, was won by Ron Pelkey's primed Camaro as he beat Bob Ridgeway's white Maverick.

The Northern California Heads-Up Championship series continued the next day with a race at Fremont (see article elsewhere in this issue) and both tracks will run once a month till September in the \$30,000 program.



SEARS POINT, Mar. 8—Dave Giese's "Thunder'n Wedge" Pro Gas Dodge Sport is quite a machine. A favorite with the Mopar fans, Dave relies on only using a Wedge motor.

Ron Burch photo



THE QUEST FOR THE SPORTSMAN CUP

Medieval knights spent their lives in pursuit of the Holy Grail, and modern yachtsmen have spent millions chasing America's Cup. But the goal of thousands of drag racers is to claim the Grace/Quaker State Sportsman Cup. Like knights errant, the seekers of the Cup travel great distances, endure adversity, and encounter great tests of skill. They leave their homes to take up life on the interstates in the hope that they will prove worthy of the Sportsman Cup—and a share of the \$42,000 year-end bonus it contains. After all, even questers have bills to pay.

The Sportsman Cup, sponsored jointly by Quaker State Oil and the Automotive Specialties Group of W.R. Grace & Co., rewards the efforts of sportsman racers competing in National Hot Rod Assn. national events. Sportsman racers are defined as entrants in the Stock, Super Stock, Modified, Competition and Pro Comp categories; a less ponderous description is that sportmen are the sport's "little guys." They're the ones who often leave their jobs on Friday night, race all weekend, and then report for work on Monday morning. They take their vacations at the races, and buy a new set of tires for the race car instead of a new pair of shoes for themselves. The successful ones are as dedicated and skillful as any professional racer, but their efforts often go unnoticed. That is, until the Sportsman Cup was established four years ago to recognize their accomplishments.

It's been said that there's no such thing as a free lunch, but the Grace-/Quaker State Sportsman Cup has no strings attached. Its monetary rewards—including the \$15,000 first prize—are not contingent on usage of Quaker State Oil or products of the Grace Automotive Specialties Group, which includes Mr. Gasket Co., Mallory, Hays, Lakewood, BlackJack, and Hickey Enterprises. Racers earn points for qualifying and competing at eight out of ten NHRA national events.

OLIVER LEAPS ON TOP GAS TITLE AT COUNTY

E. IRVINE, CA (OCIR)—Top Gas was the feature event Saturday, March 8, and the racing was terrific. Lena Williams was predictably the number-one qualifier with a stout 7.91 followed by Bob Rheel's 8.14 (which earned him a trophy for low e.t. small block). The bump spot for the 16 car field was a very credible 8.59. Lena looked like a shoe-in for the finals until the semis where Greg Oliver put together a great holeshot to hold her off in the lights. Oliver's 8.25-164 mph run was just good enough as Lena recorded a great 7.91 at 167. (Lena did set low e.t. of the meet in the first round at 7.87 and top speed in the second round at 168.22.) On the other side of the ladder in the semis, Larry Winter of Santa Ana stopped the "Bad Guys" entry of Bill Phillips from El Centro, Calif. in a fantastic race. Both cars ran identical 8.24s, Winter at 161 mph, Phillips with a faster but losing 165 mph. In the final it was Downey Service Center's Oliver and Buonocone entry all the way at 8.18-165 mph as Winter slowed down a bit at 8.32-161 mph. Ed Vickroy of Fontana picked up a special trophy for low e.t. for a non-Chevrolet entry as his Chrysler Wedge recorded an 8.37-162 mph for the #9 spot and the dubious honor of racing Lena in the first round.

Bracket One (Quick 32) was no less exciting as two former NHRA Division 7 "Super Pro" Champions faced off in the final. The pre-race anticipation was great, but the race somewhat anti-climactic as 1979 Champ Terry White of Garden Grove red-lighted with his dragster giving the win to 1978 Champion Dave Meziere of Escondido. Meziere, not seeing the red light, legged it all the way with his roadster runner right-on his 9.26 dial-in at 141 mph. Semi finals went to the Nova of Tom Berry from Costa Mesa and Bob Brown's Corvette from Riverside. Cliff Briggs, Lyle Larkin, Samm Boyd and Harold Straw picked up quarter final money.

Peter Berkuta received a single for the Bracket 2 win in Jim Hale's Lynnwood-based Dodge when Patricia Wood of Valinda broke the transmission in her Plymouth and couldn't make the final round call. Pat's husband Don Wood and Bill Myers of Orange bagged the semi money while quarter finals went to Juan Mendoza, Arnold McKee, Harry Stockwell and Mike Holst.

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Dennis Adsit picked up what he informed us was his first win in 4 years (at Irwindale Raceway). Adsit, from Lakewood, put his Mustang right-on his 12.35 dial in at 103 mph to stop last week's Bracket 3 winner, Chuck Young of Whittier, who ran 12.87 at 106 mph. on his 12.85 dial in. Semi finalists were Mike Graham of El Toro and Ruel Nicol of Pasadena. Quarter final money went to Steve Thompson, Norm Rollings, Randy Gillis and Albert "Turkey" Padron.

In Bracket 4 it was the "Mighty Mustang" of Al Murawski from Long Beach over Gene Volovshi's Mone Carle from Ontario. Murawski was .01 under his dial in at 13.54-93 mph on a 13.55 dial in while Volovski ran .02 too quick at 16.15-85 mph on his 16.17 dial. In the semi money spots it was Pat Melendy of Covina and Dick Laier of Simi Valley. Quarter finals went to Bob Rickmond, Scott Baker and Sigi Mickschl.

**Schedule of Dates
for Drag Scoop
HiPerf Swap Meets
on Page 10**

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NICKLIN, McCCLANAHAN TOP FIELDS AT OCIR

By Ken Green

EAST IRVINE, Apr. 26—In an all "Team Irwindale" final, Hawthorne's Tom Nicklin picked up the Super Pro win at Points Meet number 2. Nicklin's '23 T Roadster clocked a stout 8.49-155 mph when Ray Masten of Lawndale red-lighted away his hopes. Masten ran his "Saturday Night Fever" Fiat coupe all the way, coming up with a 9.26 at 144 mph. The Funny Car of Harold Straw from Garden Grove and the Lakewood based Camaro of Wilford Wong shared semi gold and points while quarter finals went to Charlie Marcus, Rick Abood, Rich Crispino and Walt Meers.

Pro Eliminator went to Jerry McClanahan of Pomona over Gus Barks Jr. of Redondo Beach. McClanahan's Nova came up with an 11.50 at 114 mph on his 11.49 dial in while Barks was too quick in his Corvette at 10.99-122 mph on an 11.03 dial in. John Sauer of Yorba Linda and Dick Whitman of Banning were semi finalists. Juan Mendoza, Patricia Wood, Bob Harris and Harry Stockwell picked up quarter final checks.

In Bracket 3, it was Al Murawski of Long Beach over Rick Braun of Fontana. Murawski's 13.42-98 mph on a 13.40 dial in was good enough as Braun ran too quick at 13.41-100 mph on his 13.49 dial in. Semis went to John Trueblood of Costa Mesa and Kelly Murray of La Mirada. Phil Parker, Dick Edenholm, Don Bushmeyer and Albert Padron picked up quarter final money.

In Street Eliminator, Scott Baker of Fountain Valley took the win over Gene Volovski of Ontario. Volovski redlighted to a 16.11-85 mph while Baker was home free with a 13.88-102 mph on a 13.93 dial. Russ Nelson of Anaheim and Billy Brooks of Alta Loma were semi finalists. Quarter finals went to Steve Cox, Ron Neeley, Steve Barber and Jim LeCOUR.

The next "Team" points meet is scheduled for Saturday, June 7th; Drag Scoop's next "Super knockout" high performance Swapmeet will be on Sunday, June 8.

Dale Armstrong of Torrance, Calif., the winningest sportsman driver in NHRA history with 12 event titles—all as a Pro Comp racer, is stepping up in 1980 and will drive the all-new "Speed Racer" Dodge Challenger Funny Car for Mike Kaase.

Armstrong, who won the 1975 Winston World Pro Comp Championship at the wheel of the "Alcoholic" BB/Funny Car, will challenge Don Prudhomme, Raymond Beadle and Company at the AA-level for the first time at the Gatornationals, March 13-16.

Tom Anderson, who drove the "Speed Racer" Vega to a sixth place finish in the 1978 World Championship standings and to a best of 6.08 seconds at last year's U.S. Nationals, has been hired as Crew Chief for the Ken Thorntburg-Len Imbrogno "Centurion" team.

**THARP 6.05, BEADLE 6.06
SOX 8.13
FOR DARLINGTON WINS**

By Marty Johnson

DARLINGTON, S.C. (Darlington Int'l Raceway) March 21,22,23—The weatherman gave fans and racers a break after Friday's downpour at the IHRA Winter Nationals to kick off the season at Darlington.

Your's truly would estimate entries in excess of 1,200 racecars on the grounds Saturday for the "hot-lap" qualifying and clas racing with about 20 mph crosswinds and sunny but cold weather.

The Pro Dragster drivers and their ETs from one to eight were: 1) Connie Kalitta, 6.03; 2) Jeb Allen, 6.11; Bruce Hagsted, 6.16; 4) Dick LaHaie, 6.162; 5) Mark Oswald, 6.19; 6) Richard Tharp, 6.20; 7) Bill Selley, 6.29; 8) John Abbott, 6.39.

The fastest eight in the Funny Car ranks were: 1) Paul Smith, 6.31; 2) Raymond Beadle, 6.42; 3) Billy Meyer, 6.44; 4) John Force, 6.48; 5) Dale Pulde, 6.48; 6) Gary Burgin, 6.50; 7) Al Segrini, 6.52; 8) Shirl Greer, 6.66. Frank Oglesby (Mello Yellow) was no. 2 alternate.

Pro Stock qualifiers 1-16: 1) Smith, 8.05/172.42; Sox & Martin, 8.08; Sam Carroll, 8.13; 3) Harold Denton 8.141; 4) Day & Albritton, 8.141; 5) Paul Gant/Morris Freeman, 8.17; 6) Pat Musi, 8.18; 7) Roy Hill, 8.202; 8) Wyman Barnett, 8.203; 9) Mark Yuill, 8.21; 10) William Parris, 8.28; Frank Cappodoro, 8.289; 11) Harold Robinson, 8.29; 12) Carlton Phillips, 8.30; Lee Edwards & Johnny Dowey, 8.301; Billy Ewing, 8.31.

David "Possum" Surles, who helped line up all the Chevy Pro Stockers in qualifying, was No. 1 qualifier in Modified with his Corvette G/Gasser at 10.12/135.13 (.378 under). Tom Stoufe's D/A Chevy was on the bubble at .10 under at 9.84/138.67.

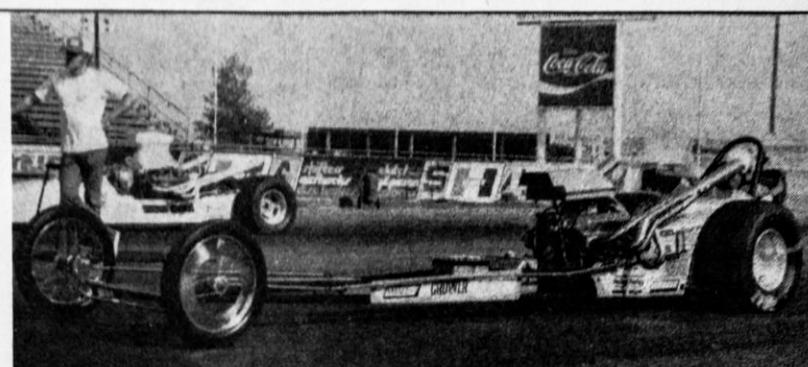
The 32 qualifiers, from top to bottom were: Surles, Gene Edwards, Billy Lawson, Sherril Huff, Gene Fulton, Randy Snoody, Gary Brown, Jim Lyones, Gary John, John Hoebel, Eddie Carmichael, Jim Evenvik, Wayne Allison, Billy Black, Ken Heise, Gary McKee, Ronnie Barneette, Scott Russell, Bill Puckett, Mike Barrett, Dewey Cook, Ricky Mounce, Johnny Faris, Wayne Perkins, Dennis Mitchell, O.D. Powell, Dan Perrin, Pearson & Strange, Arthur Bryant, Ronnie Smith, Carl Harris, and Tom Stronfe.

With dragsters out of the Street Rod (Fast E.T.) 32 car field, roadsters, altered, and gassers made up the show. Linwood Craft's Dodge hemi ex-Pro Stocker was the No. 1 qualifier at 8.71/154.10 and Sonny Tindal bringing up the rear at 9.94/134.12.

SUNDAY'S WINNERS

Richard Tharp beat Connie Kalitta for Pro Dragster, while Raymond Beadle covered Dale Pulde for Pro Funny and Ronnie Sox kayoed Sam Carroll for Pro Stock. Modified—Billy Black's Camaro over Gary Johns' Vega; Super Stock—Richard Griffin/Bagwell over Dean Mink's Cuda; Street Rod E.T.—David Simmons over Bruce Bowen; Stock—Jeff Taylor over Kenny Koonce's "Lil Rebel"; Pure Stock—Satch Gragg over Harvey Austin.

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BROTHERHOOD RACEWAY—Jim Parrish took the runner-up spot in Pro Gas with a 9.86 at 140 mph.

Eddie Meeks photo

DRAG SCOOP 1980 Swapmeet Schedule

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June 8

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July 13

Buyers — \$1.00

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September 7

NOTE: The one vehicle per seller rule

October 12

will be strictly adhered to. Each
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November 9

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"PORE BOY" WINS BIGGY IN ALABAMA

By Marty Johnson

GADSDEN, ALA., Mar. 9 (Green Valley Dragway, 1/8 mi.)—Ronnie Teal, a 19-year-old construction worker from Franklin, Ga., won \$1,200 the opening Sunday afternoon at Green Valley in his '68 Camaro called "Pore Boy".

Teal won the final over Camaro crowd-favorite Lowell Bowen, 7.17 to 7.78 on Bowen, for the "Quick 32" Bracket.

Buck and Dottie Todd, owners of Drag Racing Unlimited Inc., that operates Green Valley, booked a special match race with Paul Smith and Larry Coogle's "Sting" Trans Am and Bill Mullins Chevy AA/DA.

Smith, former pilot of the "Entertainer" Funny Car, handily won the only run of the match race, as Bill Mullins' black dragster broke a magneto on the pass and was unable to return. "The Sting" ran 4.99/168 mph on the run.

The "Fast 8" heads-up class went to Ralph Phillips' C/ED Chevy at 5.77 over Anniston's Ed Chandler's Chevy with a 5.85.

Other contenders in the "Fast 8" were Rick Lynch, Ken Archer, Tim Lunceford, Harold Mullican, and Harold Reed.

Larry Willis, in a Camaro, was a little late out of the gate and gave the E.T. final to David Rice at 9.82.

Cecil Greene ran 8.75 over Marvin Hyde's Ford pickup's 8.40 for the Pro Modified E.T. final.

A few of the many bracket cars on the scene included Don Young, David Simmons, Bruce Bowen, John Labbous, Richard King, Larry Doggett, Larry Maddox, Harold and Ted Bentley, Donald Robinson, Ray North, David Rampy, Bill Cone, Sammy Smith and many more.

Olympic decathlon champion Bruce Jenner, now a budding road racer: "People always ask me if a race car driver is an athlete and I say yes, definitely. I see what those guys do with a car, the judgement, the timing it's just like that car becomes part of them. I have tremendous respect for them. And it's fun. I love it."

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SUNSHINE SUPERMEN: NEW FACES IN SPORTSMAN CUP COMPETITION

After months spent in cold garages preparing for the racing season, the warmth of the sun is a welcome sensation. The first two events in the National Hot Rod Association's cross-country tour have been contested in America's sunbelt, as sportsman racers have run for Grace/Quaker State Sportsman Cup points in Southern California and Florida. The warmth that some of them feel isn't solely due to the sunshine they've enjoyed, however. No, the prospect of a share of the Sportsman Cup's \$42,000 year-end bonus can warm any racer's heart. And with two races in the ten event series now completed, the leaders in the points standings are in hot pursuit of that cold, hard cash.

Billy Williams has to have a warm feeling for the Sportsman Cup competition, since he took home the \$15,000 first prize last year. And to no one's surprise, Williams is currently leading the points standings. Williams' alcohol-burning dragster isn't running away from the field, though. Although Billy won Pro Comp eliminator at the Gatornationals in Gainesville, Florida on March 16, he suffered a first round loss at the Winternationals last February when his 6-second dragster moved too soon and drew a foul start. The Sportsman Cup rewards consistency; there are some new names in the chase who have been steadily earning points. Should Williams falter, there are other serious sportsmen (and women) ready to take his place.

Pete Smith is one of them. Smith hasn't reached a final round yet this year, but his G/Modified Production Corvette, which competes in Modified eliminator, has won race after race. Smith epitomizes the spirit of sportsman racing; when he leaves his home in Houston, Texas, his race car is on an open trailer and there's a spare engine in the back of his station wagon. Right behind Smith you'll find Billy Mansell, who's driven two different cars at the first two races. He traded his H/Gas Stingray Corvette for an F/Modified Production model, and the change should serve him well as the season progresses.

There's a good chance that a woman might claim the Sportsman Cup this year. Amy Faulk, the current NHRA World Champion and first lady of Super Stock racing, is holding down the sixth spot in the quest for the Cup. Amy had an admittedly awful start this season, losing in the first round at the Winternationals. She and her husband Ken went back to their Memphis, Tennessee, home and rebuilt Amy's Camaro for the Gatornationals. When the circuit arrived in Florida, Amy was determined to do better. She did, gaining the Super Stock final after six rounds of eliminations. But Amy's concentration broke for an instant, and she fouled by a thousandth of a second, relegating her to runner-up in Super Stock eliminator.

The costs of travel have forced many sportsmen to plan their racing schedules carefully. Several West Coast racers who did well at the Winternationals elected to sit out the Gatornationals. (Sportsman Cup rules allow a competitor to earn points at eight out of ten NHRA national events.) Early leaders like Jim Stevens will jump back into the fray when the tour widens its way back toward the Mississippi, where the next race is scheduled for Baton Rouge, Louisiana, on April 25-27. The price of gasoline, hotel rooms, and food are the same for "little guys" and touring pros alike.



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BROTHERHOOD RACEWAY, Apr. 13—Jordan Blaqua took his '68 Dodge to a win in Bracket I with a 13.00 e.t. at 108.50 mph on a 12.99 dial-in. Don Myers photo



BROTHERHOOD RACEWAY, Apr. 13—Keith Gottfried went up against his older brother, Alan, in the Bracket II final. You guessed it, Keith blew big brother away for the title. He ran a 13.63 at 89 mph on a 13.61 dial-in for the victory. Alan is a member of the Wilson Ford Club and it is rumored that little brother, Keith, is soon to be drafted into the same. Don Myers photo

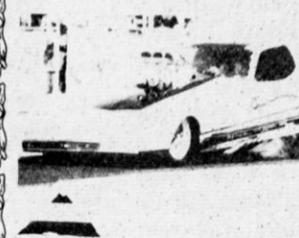
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SCEDA VICTORY TO McCLOSKEY & JORDAN

By Bob Johnson

ANTELOPE VALLEY, Apr. 6—Greg Jordan drove the McCloskey & Jordan flathead Ford Dragster to a big win in the Southern California Econo Dragster Association event this Sunday at Antelope Valley Raceway located just east of Palmdale, Calif.

Jordan ran consistent 10.40s all the way to the final when he paired off with Hans Scheibe of Dana Point. In that final round race, Jordan ran a 10.47 on a 10.43 dial in to Scheibe's small block Chevy dragster's breakout effort of 9.41 on a 9.43 dial.

In semi final, Jordan a 10.47 on a 10.43 to put away the big block Chevy of Bob Richey of Huntington Beach. Richey broke out on that run with an 8.89 on an 8.90 dial. Scheibe ran a 9.43 on a 9.43 single to advance to the final with his Costa Mesa Balancing/Road and Track Automatics sponsored car.

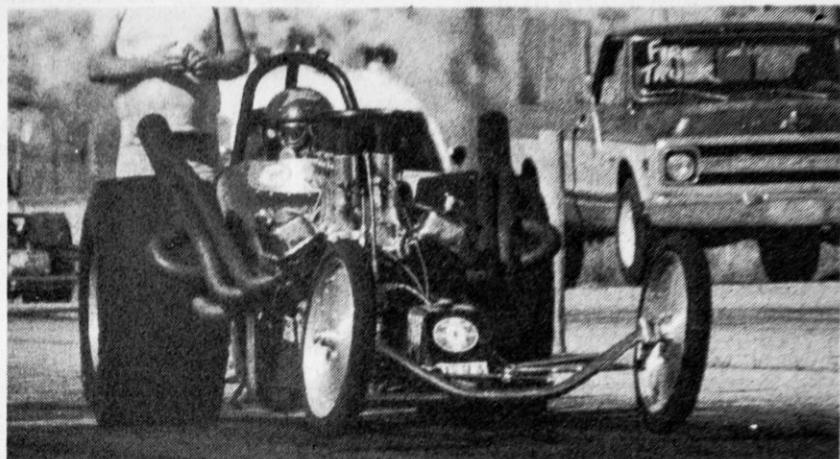
In the quarter final, JOrdn drove his Magic Mountain sponsored car to a 10.45 on a 10.45 to defeat Hoyt Ash's roadster while Scheibe defeated SCEDA President Steve Moeller of Norwalk. Bob Richey advanced via a single run.

In Round Two, Ash defeated Tim York of Harbor City while Scheibe downed San Bernardino's Bob Scott. Richey then defeated Bob Sights, who was driving Mike Whitmer's altered. Moeller defeated Nick Misserville's sharp Godfather & Sons entry. Jordan got a single.

In round one, York defeated Jay Hardy, Sights advanced easily past a broken Howard Matsuda and Hoyt Ash put away Cecil Wiles. Scheibe got an easy pass off a slowing Jim Dickey's roadster and Bob Richey won as Dennis Garrett redlighted. Bob Scott went to round two as the Brinlee and Dunn entry went way too fast with a 9.55 on a 9.78 dial. Misserville then upset Bakersfield SCEDA champion Tom Vaclvik and Jordan beat out Terry Abercrombie. The final race of round one went to Moeller with a win over Earl Sorenson who suffered from carburetor problems.

Special awards went to Earl Sorenson's great looking rear-engined dragster with the "Best Appearing Car" trophy and the "Best Appearing Crew" award went to the Dunnand Brinlee team.

The next race for the SCEDA group will be once again at Antelope Valley Raceway on May 18.



ANTELOPE VALLEY RACEWAY—Lena Williams was the quickest car at A.V. with her 8.10s but dropped in the 1st round to Earl Sorenson.

Bob Johnson photo



BROTHERHOOD RACEWAY, Apr. 13—Jesse Gatlin was winner of the Brotherhood Bike Bracket. Jesse took his Kawasaki to a 12.74 e.t. at 96.05 mph on a 12.70 dial-in.

Don Myers photo



OCIR, Mar. 29—John Trueblood took his Pinto as far as the semis in Bracket II with a 12.06 on a 12.08 dial-in (114 mph). John is racing with the Wilson Ford Club and is proud that his machine is 100% Street, WITH THE MUFFS.

Don Myers photo

WINTER CLASSIC

Good Show at Sac

By Ron Burch

SACRAMENTO, CA—Postponed the previous week because of the threat of rain, the Winter Classic was run the following Saturday in hopes of better conditions. Well, the situation didn't get any better and thick clouds stayed over the track throughout the event, but the rains held off till afterwards, allowing the races to be completed.

Don Garlits was the highlight of the show with his radical Top Fuel dragster. He drove all the way from qualifying at the Bakersfield March Meet to match heads-up with the Jet Dragsters of Roger Gustin and Doug Rose. Garlits won both his races with a best of 6.04 to please the cheering crowd, while Gustin took the Jet honors by narrowly defeating Rose's "Green Mamba" in each race. He also took both ends of the track record at 6.33-264.71 at the same time.

The crowd also went wild over a fine Pro Gas show that saw Dan Di Vita's Austin Healey win the title with a 9.51 (9.50 index) to Wayne Torkelson's too-quick 9.35 in his '56 T-Bird. A pair of rocket cars from Fred Goeske, and a unique and successful heads-up E.T. Bracket program proved to keep the fans happy.

As can be expected, Sacramento's Pro Gas shows are the best around. And this one started off looking just great as the first car in qualifying saw Rich Lang's Karman Ghia run a perfect 9.50 for the #1 spot (9.50 index) after a 6 month lay off from the sport. Dave Riolo followed him in the next pairing and qualified #2 with another 9.50 in his famous "Temptation" '55 Chevy. The "Glass Chariot" came out after him with a 9.54.

In Eliminations, round 1 started with San Jose's Ted Kellner upsetting Dick Lang in a 9.67 to 9.71 duel. Two Pro Gas newcomers came next as the "Half 'n Half" Ole of Roy Castegnetto eased by Bill Joyce's out-of-shape "Rated X" Pinto. The completely revamped "Temptation" of Dave Riolo got by the very crossed-up Phil Cornin in the "Blue Hawaiian" Vega.

The "Strip Tease" Camaro continued the round with a win over the troubled "Rat-On" '41 Willys coupe, which had hit the guard rail that morning. A very close race was next as Wayne Torkelson's vintage T-Bird advanced over the "Glass Chariot" in a

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double breakout decision, 9.44 to 9.43. Mike Hammel's white Maverick then got by the McTernan Bros.' sleek Mustang which burnt up its clutch in the 9.94 to 10.00 race. Eventual winner Dan Di Vita then won over Gary Barnett and Bill Bradley's nice looking Vega, 9.78 to 10.07.

Round two began with Di Vita just barely getting by the "Strip Tease" Camaro, 9.54 to 9.59. Dave Riolo then received a single after the "Half 'n Half" Opel had to shut off. Riolo still went all-out on the pass, however, to please the crowd, clocking a 9.31 with his new aluminum big block motor in the 3,200 lb. '55 Chevy. Wayne Torkelson edged out Mike Hammel, 10.18 to 10.15 in a traction plagued

race, and Ted Kellner singled with the bye run in the "Kellner & Yeager" Vega.

The semis had a classic match between rivals Dave Riolo and Dan Di Vita, and at the finish it was the Austin Healey coming out victorious with a 9.54 after the "Temptation's" 9.46 was ruled too quick. To decide the other finalist, Wayne Torkelson had to work hard for his win as he just barely got by Ted Kellner in a great race, 9.55 to 9.56.

The final was sure to be good as Di Vita had just ran a 9.54 and Torkelson a 9.55. And a race it was as Dan Di Vita recorded a fine 9.51 to take the win after the yellow T-Bird ran too quick with a fantastic 9.35.



ANTELOPE VALLEY RACEWAY—Joe Lentz's '57 Chevy took the winner's spot in Bracket III.
Bob Johnson photo



FREMONT RACEWAY, Mar. 9—Jim McCombe made his best showing in a long time by taking a semi-final in the 12.26 "Heads-Up" Bracket #5.
Ron Burch photo

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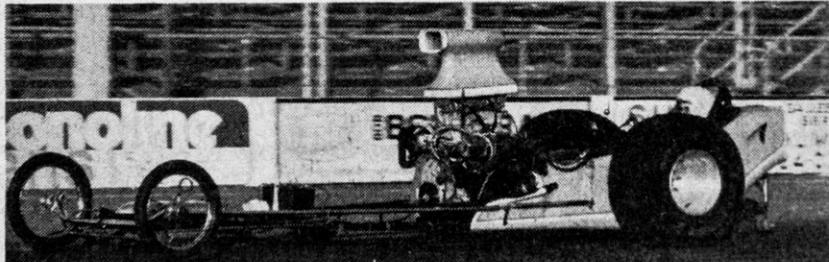
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SEARS POINT, Mar. 8—Leonard Norred debuted his orange dragster and ran the 9.00 second Bracket. Leonard turned consistent 9.0s and improved to some 8.90s the following Wednesday night at Fremont. He will definitely be a factor in the points series taking place.

Ron Burch photo



OCIR, Mar. 22—Gus Barks took the winner's spot in Bracket II with an 11.05 at 121 mph on an 11.02 dial-in.

Don Myers photo

**McFARLAND/BERTRAM
SCORE AGAIN AT
A.V. BRACKET RACES**

By Bob Johnson

ANTELOPE VALLEY, Apr. 20—Richard McFarland of Yucca Valley scored his second straight Bracket II victory on this date with his Pontiac-powered '233 Ford and Ted Bertram won his third straight Bracket IV points race of the season with his Rialto-based 429 powered Mercury.

In the semi-final round of Bracket I, Terry Abercrombie of Huntington Park defeated the dragster of Earl Sorenson with a 10.28 on a 10.18 dial. Montie Doyle of Granada Hills defeated Guy Aguayo with a 9.72 on a 9.60 as Aguayo broke out.

In the Super Pro final, Doyle ran a 9.76 on a 9.60 to defeat Abercrombie who recorded a 10.29 on a 10.18.

Rich McFarland went into the finals by defeating Chuck Willingham of Reseda and Jerry Shumard of Canyon Country defeated Nick Appalliero of Lake Los Angeles in their semi-final contest. In the final, McFarland and Shumard both ran identical break-outs of .10 under, an 11.103 on an 11.20 for McFarland, and an 11.253 on an 11.35 for Shumard. McFarland got the win by crossing the finish line first.

Len Burgeson of Canyon Country won Bracket III over Lancaster's Larry Murphy as Murphy drew a redlight. In the semi-final, Murphy defeated Mike Jubinski, also of Lancaster. Burgeson got a bye run.

Ted Bertram of Rialto ran a 14.70 on a 14.66 for his win over Mitch Pettyjohn of Northridge in their final in Bracket IV. In the semis, Bertram defeated Earl Phillips and Pettyjohn got by Larry Nagler.

Defending champion Billy Williams of Torrance, Calif., has assumed the points lead in the battle for the 1980 NHRA Sportsman Cup as a result of his Pro Comp victory in the March 16 Gatornationals at Gainesville, Fla.

Williams, who also won the Winston World Pro Comp Championship in 1979 when he won six of 11 events on the NHRA tour, has accumulated 1,226 points in the first two of 10 events comprising the Sportsman Cup Series sponsored jointly by W.R. Grace & Co. and the Quaker State Oil Company.

RESULTS—WINSTON SERIES

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March 22-23

TOP FUEL

Marvin Graham, Okla. City, Okla., 6.36, 232.55 mph, defeated Phil Lukens, Duarte, Calif., 7.11, 161.67 mph.

FUNNY CAR

Gordie Bonin, Delta, B.C., Canada, 6.22, 237.46 mph, def. Bob Pickett, Granada Hills, Calif., 6.42, 227.84 mph.

PRO STOCK

Kevin Rotty, Tucson, Ariz., 8.87, 153.32 mph, def. Gordie Rivera, Yuma, Ariz., foul.

PRO COMP

Jimmy Scott, Canoga Park, Calif., 6.94, 196.07 mph, def. Jesse Rodriguez, Costa Mesa, Calif.

OTHER WINNERS

Albert Schwanz, Greeley, Colo., COMPETITION; Jim Stevens, Leona Valley, Calif., MODIFIED; Bill Hoefer Jr., Yucaipa, Calif., SUPER STOCK; Jon Hurst, Tucson, Ariz., STOCK.

VERDUGO/ROQUES SHARE TOP HONORS AT A.V. RACEWAY

By Bob Johnson

LITTLE ROCK, CA.—Virgil Verdugo and Paul Roques shared the Super Pro honors, March 16, at Antelope Valley Raceway, as the final in both Bracket I and Bracket II had to be cancelled because of darkness.

Over 1200 avid Antelope Valley race fans turned out to greet 167 Bracket race cars for the initial event for the 1980 racing season. The turnout of both cars and spectators was the largest in recent years at the Littlerock facility.

Verdugo, of Yucca Valley, and Paul Roques, of Canyon Country, shared the winners and runner-up money as they agreed to cancel the final in Super Pro. In the semi-final, Verdugo got a bye-run and Roques drove the "Magic Mountain" sponsored injected Chevy to a win over Earl Sorenson for his share of the \$1,080 purse.

Pro Bracket also had a cancelled final as Darrel Hickman of Fontana and Ken "Racer" Brown agreed on a final round cancellation. In the semi-final round of Bracket II, Dr. William Lukes of Ventura had the misfortune of destroying his car in a race with Hickman. According to track officials, Lukes blew a tire at the finish line, lost control, and rolled the car over. Lukes was not injured in the race. In the other semi race, Ken Brown defeated Danny Brown.

In Bracket III action, John Beale of Fontana needed only a 12.96 on a 12.70 dial-in as John Urgo of Camarillo broke-out with a 12.40 on a 12.45 dial. In the semi-final, Beale defeated Lancaster's John Calvert while Urgo stopped Larry Murphy, also of Lancaster.

In Street Eliminator, Ted Bertram of Rialto defeated Osia's Jim Hall.

After an April 6 SCEDA (Econo Dragster) Meet, Antelope Valley Raceway has scheduled Top Gas for April 20.

**Full 1980
Schedule of Dates
for Drag Scoop
HiPerf Swap Meets
on Page 10**

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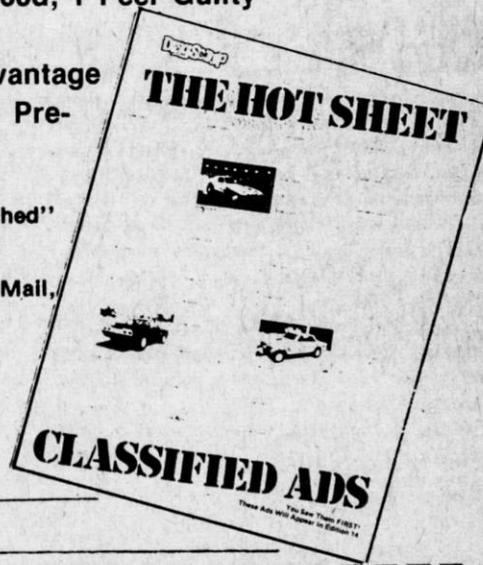
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TUESDAY NIGHT RACING AT CHATTANOOGA

By Marty Johnson

CHATTANOOGA, TENN. (Brainerd Optimist Drag Strip, 1/8 mi.). Yes, you read the headlines right—Tuesday night racing in Chattanooga.

The one-eighth mile NHRA sanctioned strip, owned and operated by the Brainerd Optimist Club with its main goal to keep racing off the streets and on the strip, is the only drag strip in the world to our knowledge that finishes any Saturday rain-out on Tuesday night.

The March 11 event debuted the new NHRA Pro Gas head-up class, along with six other eliminators and several trophy classes.

With a 6.57 index breakout for the eighth, most of the cars including Sammy Smith, Don Young, Johnny Labbous, and David Simmons warmed up with runs of 6.60s in the time trials. The crowd enjoyed seeing the old-fashioned heads-up racing and nobody broke-out.

The only letdown of the night was that the Pro Gas final ended with no side-by-side race for the \$250. David Simons, in a Camaro from Riverdale, Ga., was declared Pro Gas winner over runner up John Labbous' "Loose Caboose" Dodge Omni, after a dispute as to whether Labbous' car was pre-staged or fully-staged when the go switch was flipped. It was the second night for the new Christmas tree to be used and the tree didn't display two white light, but a panel would go from dim light on pre-stage to bright on full stage. Anyhow, Pro Gas was awarded to David Simons.

Cotton Perry, in the Perry & Headrick '66 Chevy II H/MP six-banger, won Modified with a 7.04 over three other entries which included Pelfrey & Roberts Corvette, Billy Black's Camaro, and the Johnson & Sutherland Camaro. Perry & Headrick's new Corvette is still under construction and they won't deliver the old "Pocket Rocket" to the secret new owner til then.

The Super Pro E.T. final went to Nashville's Terry Nolen's Chevy II at a 6.92 over Troy Malone's 7.23.

Robert Nance, a 55-year-old automotive school teacher, drove his "Mr. Plymouth" Duster ahead of the five Super Stocks with a clocking of 7.48 to win his \$250.

NHRA drag racing continues every Saturday night right off Interstate 75 at Brainerd Optimist Drag Strip.

While Prudhomme was reasserting himself in the Funny Car division, Bary Beck was laying down the quickest pass in the last five years of competition at 5.717 seconds. There had not been a quicker time since Oct. 12, 1975, when Don Garlits of Seffner, Fla., broke the 5.70 barrier twice en route to victory in the Winston World Finals at Ontario.

Beck and Garlits now own the six quickest elapsed times in NHRA history. A rundown follows:

5.637 secs., Garlits, Ontario, Oct. 11, 75; 5.658 secs., Garlits, Ontario, Oct. 12, 75; 5.670 secs., Garlits, Ontario, Oct. 12, 75; 5.698 secs., Beck, Ontario, Oct. 10, 1975; 5.717, Beck, Gainesville, Mar. 16, 80; 5.741 secs., Beck, Ontario, Oct. 12, 75.

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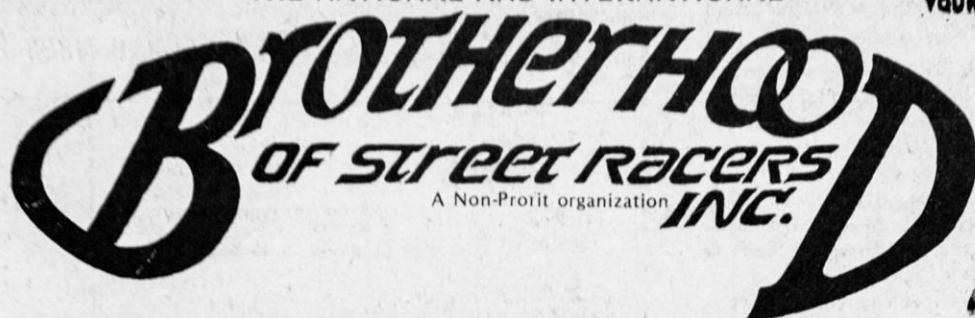
Ron Burch photo



DARLINGTON—Richard Griffin, Gainesville, Ga., the winner of Super Stock in Steve Bagwell's Cuda.

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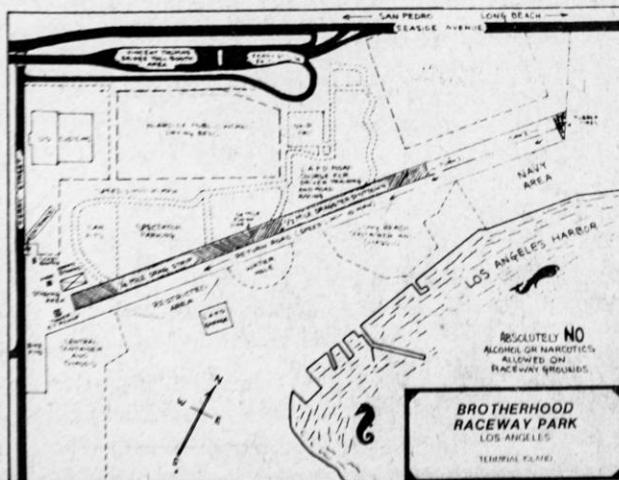
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DARLINGTON—Billy Black, of Gaylesville, Ala., running the new F/Econo-Modified class with his Camaro, won Modified Eliminator.

Marty Johnson photo



DARLINGTON—Linwood Craft and crew show the big No. 1 sign for the No. 1 Street Rod spot at 8.71.

Marty Johnson photo



BROTHERHOOD RACEWAY, Mar. 15—L.A. Harbor Commissioner, Benjamin Scott, awards Baby John Compton a trophy for being America's smallest & youngest race car owner. Holding Baby John, is his mother Marge.

photo by Eddie Meeks

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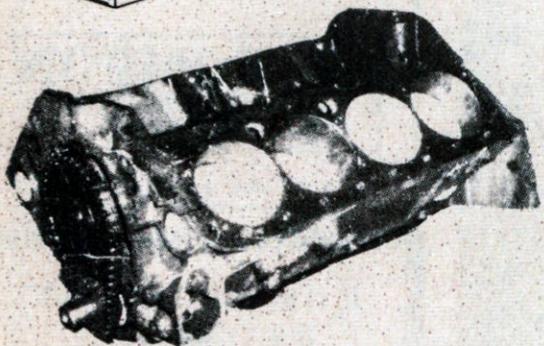


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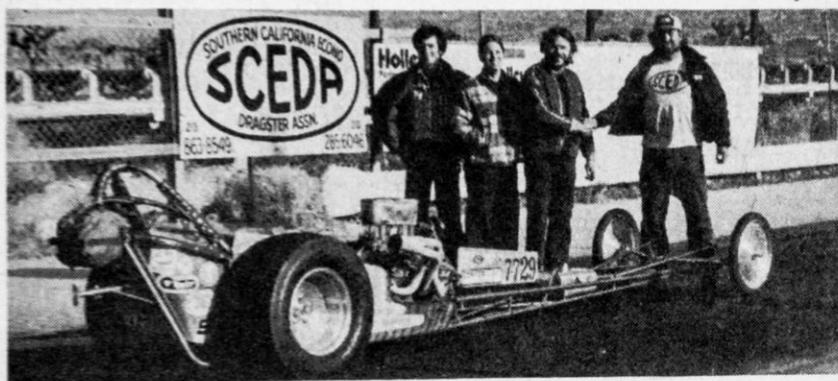
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TOP GAS WEST, OCIR—"Best Appearing Car & Crew" was awarded by Norton Automotive to Dennis Anderson.

Bob Johnson photo



ANTELOPE VALLEY RACEWAY—Newhall's Greg Jordan receives congratulations from SCEDA President, Steve Moeller, for his win in the SCEDA Series event.

Bob Johnson photo

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Schedule of Dates Drag Scoop Swap Meets

Page 10

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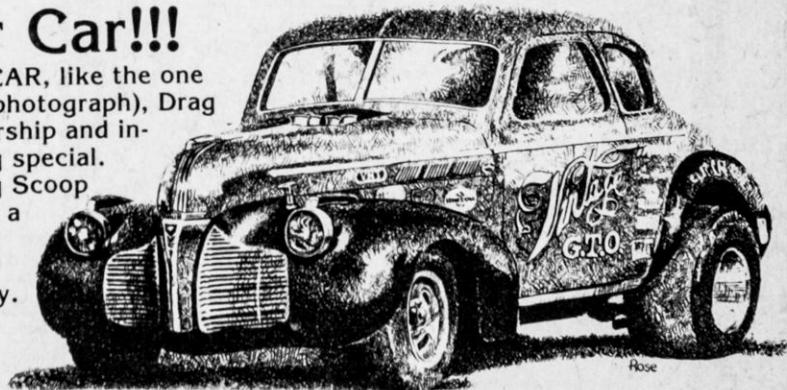
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Stock stroke engines—Same as above (2)	ea. 12,000.00
468 cu. in. used Chev truck blk, 9-1 comp, C&A alum rods, Velasco, Donovan gear drive, roller rockers, 12 qt. alum oil pan, MT covers, Zoom headers (1)	4,000.00
482 Used Chev truck block engine—Complete—Velasco, Carillo rods, 14 qt oil pan, alum air flow research deport heads, 12-1 comp, roller rockers, Vertex mag, stud girdle, Hilborn injectors, set up for alcohol—ready to run (1)	6,000.00
557 cu. in. Arias hemi head blown alcohol engine—Complete—Howard, Arias, Dan-Cap 871, Enderle, Mallory, Fresh—Ready to race (1)	12,500.00
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Donovan blk #149, 9/16 studs, no sleeves, welded & repaired—not run since repaired—Ready to go (1)	1,800.00
468 cu. in. Chev short blk, 8-1 pistons, stk rods, deck machined and o-ringed (1)	1,200.00
060 Chev truck block, 8 sleeves, machined, decked, o-ringed inside head bolts installed, ready to go (1)	400.00
Stock 454 4 bolt main block-used-good shape (1)	350.00
D-6 Chrysler alum heads by Mullen, o-ringed, drilled for 1/2 studs with zoomie headers (1 pr.)	1,500.00
65 Chrysler hemi head-bare (1)	300.00
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454 Chev Edlebrock torquer single 4-barrel manifold-polished (1)	75.00
8mm used top pullys (misc.)	ea. 25.00
Used set H&C 392 Chrys rollers (1)	75.00
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Used 392 stock length MT rods (1 set)	125.00
Used 417 BRC Donovan rods, 100 long (1 set)	150.00
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392 Chrys 4.020 used pistons—stock stroke, 8-1 comp, complete with pins (16)	pr. set. 80.00
New BRC 426 Chrys pistons 1/2 stroke, 3/16 rods, 4.250 bore, 0.43 top ring flat tops (8)	ea. 30.00
New Fordgetrue 426 Chrys pistons 1/2 stroke, 3/16 rod, 4.250 bore, .043 top, .080 out (16)	ea. 30.00
New BRC pistons 429 ford .030 over bore flat tops 5/64 x 5/64 x 3/16 (9)	ea. 30.00
Small blk, big blk, 426 Chrys, 417 Donovan, new & used pistons (misc.)	call for needs
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OLIVER WINS TOP GAS WEST AT OCIR

By Bob Johnson

E. IRVINE, CA—Greg Oliver of Whittier put together a combination of sharp driving skills and a consistent race car to capture a big victory at Orange County Int'l Raceway's Top Gas West points race.

In the final round of action it was Oliver in his front-motor Chevrolet dragster running an 8.18 at 165 mph to defeat the rear-engined entry of Larry Winter. Winter drove the 366-inch California Performance Eng. & Bob Thomson sponsored car to an 8.32-161 mph timing.

Qualifying for the race was some of the most exciting action in the short history of the Top Gas West as 28 top-notch cars completed for one of the 16 spots for Saturday evening's first round of eliminations. Lena Williams held the number one spot with a 7.91 167.91 clocking with her injected big block Chevrolet with Bob Reehl in the number two slot with his new small-block Chevy that ran an 8.21 at 163 mph.

Oliver was the third quickest qualifier with an 8.17 and Randy Goodwin drove his wild roadster to an 8.19-166 timing for the number four spot. Rick Wold was fifth with an 8.21, Larry Winter was sixth with an 8.23, Roger Lang ran an 8.25 for the seventh position and Bill Phillips rounded out the top half with an 8.27.

In the number 9 thru 16 positions were Ed Vickroy with an 8.37; Todd Groves 8.46; Barry Hoyle 8.46; Steve Hope 8.48; Ty Norton 8.50; Dennis Taylor 8.53; Jim Duckworth 8.56 and Dennis Anderson on the bump with an 8.59. First and second alternates were Howard Matsuda and Larry Kruzick, respectively.

The first round of racing began with Lena Williams of Palmdale, running away from the 440 Dodge powered entry of Ed Vickroy as Lena clocked the low elapsed time of the meet, a 7.87 at 167 mph to Vickroy's 8.37. Ty Norton upset Rick Wold and Roger Lang easily handled Jim Duckworth's wheelstanding Chevrolet.

Greg Oliver defeated Palmdale's Barry Hoyle and Bob Reehl beat Todd Groves of Glendora. Larry Winter got past Funny Car hopeful Dennis Taylor and Bill Phillips drove his "Bad Guys" car past the "Best Appearing" car & crew entry of Dennis Anderson. The

Anderson-Phillips contest was a rematch of the initial Top Gas West meet when Anderson took that final round race. The final race of the first round saw Randy Goodwin defeat Steve Hope.

The second round of racing saw Ty Norton take a huge 'hole shot' lead on Lena Williams, but his 8.39 was not enough to hold off the 7.88-168 mph charge of the "Franke & Lena Williams" entry. Greg Oliver took a close race from roadster driver Roger Lang as Oliver ran an 8.20 to Lang's 8.28.

In another real battle, Larry Winter defeated Bob Reehl as Reehl clocked an 8.14 to Winter's 8.17. Bill Phillips drove his El Centro based car to an 8.27 to defeat Goodwin's off-pace 8.44.

The upset of the race came in the semi final as Lena Williams sat and watched Greg Oliver go to the finals as Oliver ran an 8.25-164 mph to Lena's 7.91 at 167 mph. In the other semi final round of racing, Larry Winter advanced to the final as he and Bill Phillips ran identical 8.24s, but Winter crossed the finish line first.

In the final round of racing, it was all Greg Oliver as he ran an 8.18 to Winter's 8.24.

Special awards went to Lena Williams for Top Speed (168 mph), donated by Sloan's Automotive in Rialto, the "Quickest Small Block Chevy Qualifier" went to Bob Reehl, donated by Royal Insulation of San Bernardino. "Quickest Qualifying Non-Chevy" went to Ed Vickroy with his 8.35 second 440 Dodge, with a trophy donated by W.J.K. Chevron in San Bernardino. "Best Engineered Car" trophy went to Randy Goodwin and his immaculate Arias roadster with Race Car Productions doing the

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donating. The "True Grit Award" went to Jerry Moreland as he thrashed to get his new 255 inch Britting dragster into the program but failed. Donating that trophy was A&N Auto. Jerry formerly drove the "Silver Streak" Funny Car. The "Best Appearing Car and Crew" went to Dennis Anderson, compliments of Norton Automotive.

April 12th at Bakersfield has been set as the date and place of the next "Top Gas West" meet.

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PRO GAS SHINES AT OCIR

By Ken Green /980

E. IRVINE, Apr. 14—Pro Gas continues to be a real crowd pleaser at OCIR and this month's show was terrific. Some 51 Pro Gas cars were on hand to shoot for the 32 qualifying spots and when the dust cleared, popular Jim Parrish out of Glendale Speed Center held down the number 1 spot at 9.80 with his Big Block-4 speed Nova. Parrish defeated Phil Cameron in Bill Pearson's Lakewood-based roadster in the semi-finals to move into the final against Culver City's Rick Abood. Abood, in the semis, took out the Austin Pickup of Paul Wiechmann to advance his Anglia Panel to the final. In the final, Parrish missed 3rd gear but still managed to get around Abood who shut off a bit too early. Parrish's winning time was 10.17 at 134 mph while Rick coasted through the traps at 10.31 at 105 mph.

With almost 200 Bracket cars in attendance, along with the Pro Gas entries, the Brackets were, needless to say, plenty competitive.

In Super Pro, for NHRA/Division 7 champion Bob Richey of Huntington Beach, picked up his first win of the season. Bob ran right on his 8.48 dial in at 151 mph to defeat the Studebaker Champ of Andy Gerien from Buena Park. Gerien came up with a 9.66 at 140 mph on his 9.58 dial in. Semi final money went to the roadsters of Carl Smith from Paramount and Dave Meziere of Escondido. Dennis Beerfeldt, Tom Nicklin and Ray Masten were quarter finalists.

Pro Eliminator went to the '55 Chevy of Dave Whitcomb from Fountain Valley. Whitcomb defeated the Nova Wagon of Joe Schweigert of Whittier in the final with an 11.88 at 112 mph on his 11.85 dial. Schweigert redlighted to an 11.40-117 mph on his 11.44 dial. Ed Sellnow of San Bernardino and Bob Richmond were semi finalists while quarter final money went to Bill Myers, Chuck Hoffman, Rodney Stearns and Dave Williams.

Don Bushmeyer of Northridge grabbed the win in Bracket 3 when John Stearns of Cypress redlighted in the final. Bushmeyer ran 12.68 at 110 mph on his 12.84 dial in to Stearns' losing 12.25 at 112 mph on a 12.17 dial. Dhad Langdon of Garden Grove and Dave Faist of Ventura shared semi honors while Rodney Ault, Russ Fujino,

Albert Padron and Ron Aschtgen were quarter finalists.

In Bracket 4 it was Dennis Jones of Anaheim over Pat McKowan of Riverside. Both drivers ran too quick with Jones closer at 14.71 at 80 mph on his 14.75 dial. McKowan's losing time was 14.68-94 mph on a 14.79 dial. Semis went to Sigi Mickschl of Garden Grove and Carey Murawski of Long Beach while Mike Hayward, Chuck Young, Tom Langdon and Chuck Killian picked up quarter final money.

NO TURNOUT AT FAMOSO TOP GAS EVENT

BAKERSFIELD, Apr. 12—The Famoso Drag Strip hosted a Top Gas open event Saturday night with a very disappointing turnout. Only a proud group of 9 Top Gas racers showed up for the 16 car field which was sponsored by Jerry Moreland's Hydro-Aire. Jeff McCoy lead the qualifying with an 8.32 to Ted Terry's bump position of 8.75. The semi finals in Top Gas saw McCoy up against Bill Wayne of Hanford. Wayne had the McCoy and Bragg car at the halfway mark but McCoy drove around him with an 8.29, 167.35 mph to a losing 8.65, 170.56 to Hoyle losing 8.69 at 132.67 mph.

In the bracket action, Super Pro honors went to Milton Stubblefield of Bakersfield over the brand new car of Mike Seibert of Fresno. Stubblefield clicked off a 9.32 on a 9.30 dial to catch

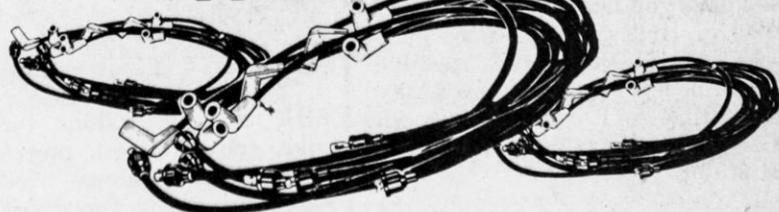
Seibert's losing 9.50 on a 9.47 dial. Semi finalists were David Garcia and Darrell Hudson. Quarter final losers were Steve Helton, Dean Kirkman and Jim Crabb.

Pro action saw 1980 Winternationals Super Stock champion, Don Brown of Hanford, take in some bracket racing and captured Pro Eliminator in the process. Brown's 11.97 on an 11.95 was good enough to hold off Shafter's Don Mettler who clicked off an 11.03 on a 10.95 dial. Semi finalists were Wallace Wicks and quarter final losers were Fred Karr, Ron Duerner, and Carl Anderson.

Heavy Eliminator went to local Vince Miller over another local racer, Jim Lindly. Lindly just was nipped in the lights by Miller's 12.95 on a 12.90 dial to Lindly's losing 13.56 on a 13.49 dial. Semi final loser was Victor Hudson.

In the good 'ole Street Eliminator action, it was Nathan Chance of Visalia taking the honors over Jerry Griffie, also of Visalia. Chance had to play catchup to Griffie and just did catch him in the lights with a 13.78 on a 13.75 dial to Griffie's losing 17.35 on a 17.30 dial. Semi losers were Doug Whithead and Larry Vogel.

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STOP THIEF—1953 Chevy, copy of "Revell" highboy, 17 show trophies, trick paint, tilt front, Corvair steering, 396/375, Holley, 4-spd, 4.56, mags, slicks, over \$7,000 invested, steal it at \$2,700, or less engine & trans \$2,000. **WANTED**—6-71 or turbo set-up, SB, FC Vette, let's talk, Ron at (213) 831-8613

SELL—C/ED, 200", 331SB, TRW 13s, 2.02 heads, Crane, Scorpion, Holley, 3500 stall, turbo 400, Chrys 8 1/4 4.57, Henry's, Simpson, runs 8.90s at 142 mph, glass body, \$2,900 w/trailer, WANT 6-71 or turbo set-up for SB: FC Vette, call Ron at (213) 831-8613

WANTED—Paxton or McCullough Supercharger, call (714) 722-3162 or (714) 726-1220



FOR SALE—1965 Chevelle, (photo above), legal NASCAR Sportsman, fuel cell, cage, safety steering shaft, tin & glass front, 3,000 lbs, no engine or trans or radiator, \$2,500, last ran at Saugus Open in Nov. 79, call Marvin at (714) 524-1360.

FOR SALE OR TRADE—1954 Ford Pickup, late suspension twin I-beam, disc brakes, Cad tilt-telescopic, pink slip, \$700 with 460" & auto, or \$400 less engine & trans, or trade for van or Camaro, W.A. Johnson, 2250 Waltonia Dr., Montrose, CA 91020, (no phone number submitted)



FOR SALE—Custom three-wheel trike, (photo above), new VW 1600 engine, Lots of chrome, 3500 or trade for rear engine or Lenco three or four speed with reverse, or something of same value, (209) 251-9573

FOR SALE—350 Chevy 4-bolt short block, 12tol TRW, Crane cam, balanced, never run, brand new 292 turbo heads, TRW valves, Crane springs, PC seals, never run, '65 Chevelle fiberglass front end, best offer for all, Tom at (213) 423-1241 or (213) 677-9645

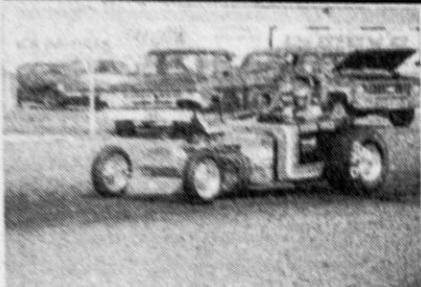
FOR SALE—1965 Ford Ranchero, '68 302" engine, C-4, AM/FM Cassette, tanau cover, shell, A1 condition, radial tires \$1,600 or best; 9-inch Ford ring & pinion gears \$55, M&H drag tires 9x25x14 on 6 1/2" offset Ford rims \$60, 289 heads, fresh \$50, Joe Hunt magneto \$70, rebuilt C-4 \$100, call (714) 543-5743

FOR SALE—One set tunnel port heads, complete with rocker arm assembly and either single quad or dual quad manifold \$1,300 or best, call Mark at (213) 882-1649 after 6 pm

FOR SALE—1979-80 Olds Starfire, 8.60 at 156 mph, best engineered 1979 NHRA Winternationals, feature car June 1979 Car Craft, Lamb strut, front & rear brakes, Dana 60, Summers axle & spool, best of everything, car also includes 427 Chevy headers, & motor plaes, '80 Monza nose & hood, excellent Pro Stock, FX, or Pro Gas car, \$15,000 less engine & trans, serious inquiries only, (714) 635-0480

FOR SALE—190" F.E. Dragster by Race Car Productions, race ready, less engine, set up for S.B. Chevy, with Rossi Powerglide, Lamb trans. brake, Thomson 6000 stall converter, 8 1/4 rearend, includes 24' Mitchell enclosed trailer inside/outside lights, must sell, asking \$5,500 or best offer, (702) 293-5367 or (702) 293-0100, ask for Don

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FOR SALE—23T Roadster (photo above) less engine & trans, 113" wheel base. Sherm Gunn chassis, Jack Chrisman, 9" Ford modular rearend, 4.56 gears. Airheart disc brakes, Summers spool & axles, polished Super Trick 3x15 & 14x15, M&H tires on front, Firestone 14x32x15 2F compound on rear, car is black with red, orange, yellow, green & blue stripes with red pearl over all, set up for 400 turbo with big or small block Chevy, car can take any type or size motor however. This was one of the cars in B.F. Goodrich commercial seen nationwide, car is also in April 80 issue of Popular Hot Rodding on pg. 102, \$4,800, call Bruno Doyle (213) 868-0207 after 5 pm

FOR SALE—155" wheelbase front engine Dragster, M&H, Centerlines, Chrome spindle, les engine and trans, also enclosed trailer AC/DC lights, water tank, carpeted, all for \$2,000, call (213) 924-7351

FOR SALE—1979 Corvette Funny Car body, has never been mounted, desperate and starving and that's why I only want \$500 for it, (besides, I would like my patio back). Contact Randy Goodwin at work from 8 am to 5 pm (213) 944-8067 or at home (714) 871-8145

FOR SALE—Huston and Wong's 170" wheelbase rear-engine dragster, complete, ready to run, 396 Chevy engine, A-1 powerglide, with trailer, runs 9.30s all day, xlnet Bracket One car, \$4,000. (213) 661-2332, ask for John

FOR SALE—MoPar parts, SS/HA and SS/IA record holding 383 Motor, freshly re-rung, never fired, \$1,500., 30 over 440 magnum, balanced & blueprinted, never fired, \$1,250. exchange, also many Direct Connection parts, call (213) 345-0314



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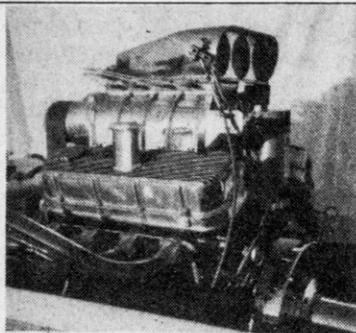
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FOR SALE—'74 GMC DUALIE, 3x3 Sierra Grande one-ton, 454, air, radio, new turbo 400, new 5-core radiator, good tires, super hitch for camper that slides & will pull heavy trailer rig, \$3,500, call John at (714) 554-4462

FOR SALE—1974 Chev Luv Truck, 350 engine, air shocks, flared fenders, 2-spd powerglide, excell. cond., \$2,950. or make offer, (714) 972-2722 or (714) 645-8207

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FOR SALE—Blown injected gas 469 Chevy (Photo above), Childs & Albert alum. rods, competition roller, stud girdle, Vasco jet, Manley S/steel valves, 671 Littlefield, Cragar metric drive, Enderle bird catcher, Arias, Joe Hunt, chrome Olsen 12 qt. pan & zoomies, everything new & ready to run, \$4,950; New lifeline short jacket, new fire suit, goggles & helmet, Moon T-tank plus other parts, priced right, call Steve or Jeff at (209) 526-8906 or (209) 523-8473

FOR SALE—Complete 454 Chev 4-bolt block, align honed, surfaced, power honed, Venolia pistons, open chamber heds, Velasco crank, 7/16 rods, bushed, pinned, shot peened, magnafluxed with new bolts, 2 sets MT valve covers (1 set chromed), Cragar front cover, Isky roller rockers, Pete Jackson gear drive, custom oil pan, Mallory Super Mag II, Holley dominator and polished tunnel ram, plus many spare parts, gaskets, etc., must sacrifice, no reasonable offer refused, (714) 962-6867

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FOR SALE—Lenco reverser \$550, K.B. Stage II, repaired \$1,300, Goodyear 34.5x17.x16, 1490 compound, 4 runs \$100, M&H 35x18x16, new \$200, same with 6 runs \$50, complete Potvin blower setup with blower \$300, (805) 969-0061

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FOR SALE—'71 Pinto (photo above), runs 10.90s, Bracket II, 302 Windsor, Boss rods, Liberty, Henry's, too much more to list, \$5,000 or best offer, or \$3,500 less engine & trans., call Steve at 714) 586-1948 after 6 pm.

FOR SALE—364" Sm Chevy, good bracket motor, runs consistent 8.70 in 1400 lb. car, best of parts, \$1,200/obo, new A-1 shorty glide \$195, 10" converter, 3000 stall, \$50., call Bob Reehl at (213) 943-1120



FOR SALE—Dragster chassis (photo above), 190 inch chrome molly, Chevy rearend, plus Oldsmobile rearend, complete less motor and trans \$1,100, 200-plus mph parachute, firesuit for six footer, Art Car 400 turbo, blueprinted, (714) 988-9401

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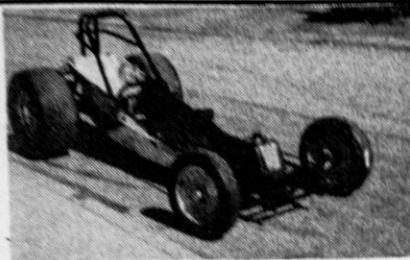
FOR SALE—158" Dragster, less motor, fresh car with chrome rear, front axle, headers, battery pumps and lines, install your motor and race, \$2,500 or trae for Pro Gas car, (714) 530-2088

FOR SALE—383 + .030 Chrysler 12 1/2 to 1 TRWs, Engle's cam, balanced and blueprinted \$175, 383 heads, Erson springs and retainers \$50, Weiand manifold \$30, B&M torqueflite \$100, WANTED-Big block Chevy parts, (714) 985-9140

FOR SALE—1962 Dodge Dart, original 413 Ramcharger, only 200 produced, has original choke cables, fresh 4.56 posi, Calif. car with 23M miles, complete less engine & auto. trans., sacrifice at \$750, call Steve at (213) 766-7249

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FOR SALE—Camaro, '67, (Bootlegger) and custom trailer, 427 c.i., 4-barrel carb, heads by C.H.W., 400 turbo, Cragars, Firestones, best 10.71 & 129.95 at OCIR, \$4,000 firm, Larry at (714) 639-0243



FOR SALE—all chrome-moly chassis, Heli-arc welded (photo above), Econo Funny Car, less engine, trans & body, Accessories, Centerline front & back, Pont. rearend w/spool, rack & pinion frontend, Simpson chute and helmet, fuel pump, gas tank, engine plate & front mount, asking \$3,500, (213) 359-7829

FOR SALE—'73 Cuda, 340, headers, 650 Holley, auto, 3.91 posi, orange, super clean, \$2,700; '70 Camaro, 396, turbo, 3.73 posi, \$2,000, call Steve, (213) 863-1486

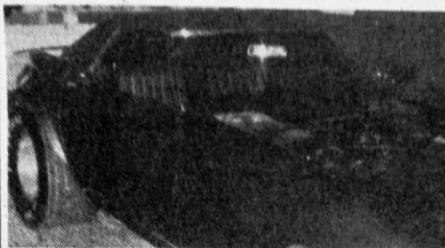
FOR SALE—1972 G.T. Ranchero, 351 engine, Holley manifold, T/A radials on mag wheels, AM/FM & tape, air shocks, P.S., P.B., plus extras, good cond., \$2,250, days (714) 549-0188 or eves. at (714) 637-2954

FOR SALE—327 Chev. short block, used \$65, 350 Chev 4-bolt block, std. bore \$150, 396 Chev 2-bolt block \$55, 351 Windsor heads \$65, 396 Chev block, hot tanked, cam bearings, align bored, decked, crank ground, rods resized, balanced with TRW 12:1 pistons \$285, 351C Ford block, align bored, decked, cam brgs, plus .040 bore \$85; 351C Ford, 2 bbl. heads, complete \$65, One 318 Dodge head \$22, 318 Dodge short block, new from factory, sells for \$1190.40, sell for \$485, 318 Dodge heads, new, still in the box, new \$191 ea., sell for \$85 each.; used heavy duty 1/2-ton chain hoist \$80, Sunnen hone \$85, 4" heavy duty vise \$35, days call (714) 549-0188, eves. call (714) 637-2954

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FOR SALE—'73 Corvette Roadster (photo above) set up for Pro Gas or Bracket #1. Solid Axle rack and pinion, 60 series Dana Pro Chassis, Cherry body, \$3000. 427 turbo 400 available. Call Larry (714) 779-0582



FOR SALE—'36 Fiat Altered, 402 open chambered big block Chevy, J&E 12 1/2:1 pistons, Holley, Crower, Howards rdos, Ratco powerglide, Dana rearend, dropped axle, super show car, chrome & paint, alum. interior, new tires, all new, car ran 3 times, no hard runs, turn-key, desperate, must sell, \$4,000, Dennis at (714) 424-9663.

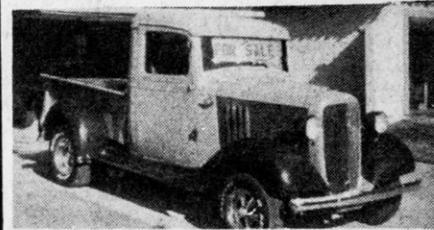
FOR SALE—1969 GTO Pontiac, street or strip, 11.55 best e.t., 400 CI engine, stel rods, Valasco crank, Speed Pro pistons & rings, 4-bolt block, lots of head work, Engle cam, Doug Nash tunnel ram, 850 Holley, 400 turbo, 3500 converter, nitrous oxide unit, roll cage, 12-bolt posi with zoom 4.56 gears, slicks, street tires, mufflers, turnkey operation, \$7,000 invested, sacrifice \$3,500, Keith at (213) 371-9769

FOR SALE—350 LT1 magazine project engine. Fully machined, mag'd, 850, scorpion, Speed Pro 12:1, Mondello slant plug heads, Idky rollers and valve train, Chevy 5754 cam with special lifters, Moroso oil system with rat pump, race balanced, lots more, complete less ignition, never run, \$2,750, call 9 am to 6 pm at (213) 731-0462



FOR SALE—1941 Willys sedan (photo above) fresh 396 c.i. Chev., John Kilgor turbo 400, variable pitch converter, Richard Ruth suspension, tilt glass front end, Pete Jackson gear drive, Moroso 9 qt. pan and oil pump, Henry's axles, B&M shifter and much more, real nice street machine, \$2,500 (213) 506-6110.

FOR SALE—1969 Mustang Mach 1, 351C Boss, 302 heads, Edelbrock, Holley, Reed, Cloyes, B&M converter, Rimco wheels, looks and runs good \$3,400; Also 1970 Torino Cobra Body, no drivetrain, some interior missing, make offer, call Tom after 5 pm for more info, (714) 320-1608



FOR SALE—35 Chevy Pickup, (photo above) Set up for small block, Chevy Craiger Wheels, Chevy Rear End, Lakewood Tractor Bars needs minor body work, \$1500, New Blown 327 motor available. Call Larry at (714) 779-0582

FOR SALE—Chevy Luv truck, 327 Chev., 350 turbo trans., shift kit, step side bed, wheels, tires, tonneau cover, clean paint, new interior, smog legal, \$3000 or best offer. Call Dennis at (714) 534-7666 or 532-9107.

FOR SALE—1956 Chevy sedan delivery, rare classic, cherry body and original interior, ex stock class drag car, no engine or trans., \$2000 or best, Dennis, (714) 534-7666 or 532-9107.

FOR SALE—'77 Vega, super clean, ideal for Pro Gas, set up for big block Chevy and turbo 400, Centerline, Cragar S.T., Firestones, M&H, Monroe, Summers Bros., Edco, Airheart, 4.56, Holley, Marco, Stewart Warner, Autometer, Simpson, runs 9.30s at 147.50, sell compete or less engine and trans, onl tandem wheel trailer, call after 5:30 pm, (714) 776-2336

FOR SALE—1968 Road Runner, less engine and trans, has a complete new front suspension, underneat is completely cleaned and painted from front front to back, 3.55 posi rearend with SS springs, new glass front bumper, comes with tow bar, car has been in storage since 1974, Must sell, \$600, or best offer, call eves. (714) 566-5660

FOR SALE—1959 Anglia, les engine and trans, set up for big or small block Chevy, narrowed Olds rear with 4.88 gears, Henry's axles, Cragar Super Tricks, wheelss, new slicks and tires, tilt front end, Harwood scoop, new heavy duty radiator, gauges, tach, B&M shifter, plex-windows, custom chrome bumpers, complete box steel frame front to rear with roll bar, dropped front tube axle with Chevy spindles, brakes on all four wheels, must sell, \$1,500 or best offer, call eves at (714) 566-5660

FOR SALE—1963 Plymouth 2-door post, less engine and transmissin, alum. interior, plex windows, alum. hood, Dana rear with 3.55 and 4.56 gears, SS springs, engine set back 15" in new firewall, must sell \$800, or best offer, call eves. (714) 566-5660

FOR SALE—Fresh 488 C.I.D. Stage III Wedge, stainless sodium swirl valves, roller cam, button lifters, roller chain, Speed Pro rings, 13.5 Forge True pistons, shotpeened and polished rods, $\frac{1}{2}$ " chromed stroke crank, balanced, high volume oil pump, swivel pickup chromed 10 qt. oil pan, Comes with choice of tunnel ram or cross ram and 2 750 Holleys, Also have spare head and valve train parts, must sell \$2,000 or best offer, Call eves. (714) 566-5660

FOR SALE—354 Chrys Hemi, new parts, never assembled, JE 11 $\frac{1}{2}$.040 pistons, alum. rods, Sig cam, heads ported & O-ringed, 4-bolt mains \$750, blower manifold \$145, 392 blown gas cam & rollers \$125, Enderle gas pump \$100, (213) 967-9700



FOR SALE—'65 Mustang FB, (photo above) tilt front super tricks, 6" P.S.I. w/discs, 9" w/5.14s, 289, new 12 $\frac{1}{2}$:1 TRW, Sig, Reath head work, C&O trans, 5,000 stall, new, turn key, Bkt. 2, \$6,500, (213) 912-2241

WANTED—1933 Willys coupe sedan truck, less engine and trans, have cash, contact Charlie Monday thru Sat. 9 AM-7AM, (213) 947-4761 or 947-4762

FOR SALE—'64 Thunderbolt 427 Ford engine, bore .030, 428 crank, med. rise heads, 12.7 TRW pistons, Lemans rods, HM fuel inj., Vertex mag, Fairbanks C-6 trans, 3,000 converter, Hurst shifter, will sep., also 15x12 15x5 Cragars, M&H, Goodyear race fronts, chute, trans blanket, will accept any reasonable offers on part or all, (714) 638-9401

FOR SALE—Isky blower drive pieces, new, sml. blk. Chev., 6-71, snout, idler pulley, wtr. pump pulley, therm. housing, manifold \$400, for all, also used manifold \$100, I also buy '33 Willys parts, (213) 445-2538 eves.

FOR SALE—Cragar Super tricks pair 16"x14" \$300, one 16"x13" \$100, Ford 289 Dragster engine, ported, stainless valves, boss block, boss rods, gas ports, etc. Dragster headers, 2—shortened 19" C-4 trans. with 8" converter trans. brake, spare 289 short block, set up. Ran 10.10's in 1650 lb. car \$1700. For info call Eric, (213) 964-9483

FOR SALE—Pontiac Lemans, 350, 8,000 on motor, pistons, cam, headers, high rise, Holley, mags, 3-speed, hydro with shift kic, 2,000 in motor, \$1,800 or best offer, days, Lynn at 790-3588, or nites, Dave at 799-2627

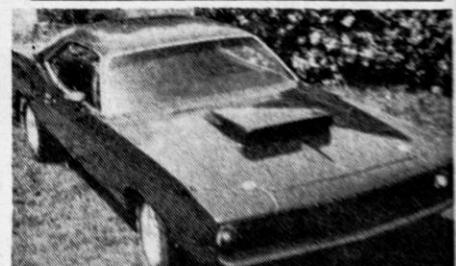
FOR SALE—'67 Camaro "Old Yeller", complete frame & cage, Dana 60, Summers Bros spool and axles, 6.17 ratio, SRO suspension, Koni shocks, Super Tricks, complete with fuel tank, pump, lines, & radiator, less engine & trans, car leaves hard, runs straight, ran 9.50 at 144 with small block, great for Pro Gas or Brackets, Immaculate \$3,200, (805) 647-7937

FOR SALE—1969 Plymouth Roadrunner, good interior, new front, tires, Cragar alum. rims, car stripped, make offer, (213) 596-9710

WANTED—Stock parts for '66-'67 Chevy II, will pay good money, days at (714) 836-0363 or eves at 751-8885

FOR SALE—Mr.-P A/ED, 173" JE, 396, 1392 lbs, Deist, Henry's, Olds 4.88, Airheart, M&H, Rossi glide, 8" 4500 conv., w/foot shift, Dominator, 1300 Moroso, Jomar, Crane, F272, Isky, rockers, Erson kit, Hays ignition, Jackson gear & front drive, removable starter, runs 8.70s, turn key w/trailer \$4,000, Elliot—info annex, P.O. Box 1429, Chino, CA 91710, (714) 591-1194

FOR SALE—"Odyssey" Jet Dragster T-shirts, printed in 4 colors on both sides, with pocket! Heavy stock, choice of white, beige, blue, yellow, specify (s, M, L, XL). \$5.00 postage paid, Doug Brown, 1794 Seventh, Riverside, CA 92507



FOR SALE—1970 Cuda, built 383, 4-speed, posi, discs, custom interior, 10.5:1 TRWs, street hemi cam, Torker manifold, Unilite, headers, McLeod clutch, rebuilt front end, plus much more, all new! Must see to believe, \$3,500 or best offer, (213) 964-1301

FOR SALE—14x8, 14x6, Cragar Mach 8s, 4½" pattern w/tires \$125, Crane SSH-320-NC w/lifters for "B" motor \$75, Art Carr 3000 stall converter for torqueflite \$100, will take trans blanket, 5.17 8½ gears, 4500 converter in trade, (714) 635-2089

FOR SALE—'73 F250 Ford, 8100 GVW, 390, auto, PB, AM/FM 8track & CB, Stockland shell, removable interior, great for tow or camper, very clean, \$3,700, (213) 249-1874 before noon

FOR SALE—'54 Ford PU, late suspension, twin I-beam, disc, cad tilt-telescopic, ¾T F & R end \$750, with 460 auto, \$500 without, V8 Chev dune buggy & trailer, tunnel rami, Holleys, 4 bar, sand and dirt tires \$750 with motor, \$500 without, (213) 249-1874, both disassembled with registration, (213) 249-1874 before noon

FOR SALE—Destroked 327 to 317 C.S.C. crank, counter-weighted Arias 12.5:1 pistons, MT rods, line bored, decked, Summers 4-bolt caps, HiPo pump, 9 qt. pan, 2.02 heads, ported, polished, guide paltes, roller rockers, Engle roller, Rev kit, much more, (213) 256-4583

FOR SALE—Opel GT, Brogie chassis, konis, chromed front end, chrome headers, polished Super Tricks, Firestones, 4.89 Noovlar Ford, Schiefer, B&M, Moroso tach, gauges, set up for small block Chevy and turbo, also have brand new fiberglass Opel GT body \$500, Webster rocker arm assembly, small block Chevy \$200, (714) 983-1036



FOR SALE—1968 Barracuda formula 'S' coupe, bracket two car, Thomson manual shift torqueflite, 8½ rear end with 4.86 Pro gears, Centerlines, Firestone slicks, 4-point roll bar with side bar, body excellent, paint good, race ready less engine, \$2,000, near new single axle car hauler, \$3,700 lb. rating, \$700, (213) 924-7351

(photo above)



FOR SALE—'73 Vega GT-V8, less eng./trans, \$400 or b/o, Ford 390-4V, C-6 trans, needs work) 9-inch diff., also '73 Datsun 510, AM/FM cass., radials, \$1,800 or trade for decent VW, Greg at (714) 963-0434

FOR SALE—Two BB torqueflite racing trannies, one new style B&M \$300., one Art Carr push button \$200., one B&M Super Hole Shot converter for the above \$150, also two brand new 15x10 Centerlines with 11½" M&H slicks for Mopar 4½" bolt pattern \$375, and two brand new 15x3½ Centerlines with two 5.60x15 tires \$150, call eves. (714) 566-5660

FOR SALE—1969 Dodge Dart, original "440" car, less engine, "413" long-ram intake, 426 Wedge crossram, Dana rearend, Hemi headers, 6.17 Dana gears, 4216 Hemi block, rockers, rods, cams, many misc. parts, 1971 Ply 'Cuda SS/IA, 383 Mr. Wedge, turnkey operation, best speed 123.28, low 11s, Dana, shaker, Crane, best equipment money can buy, WANTED 440-340 6-pak parts, 426 Hemi cars, parts, (714) 787-8783

FOR SALE—1953 Chevy Highboy custom, trick paint, tilt front, 396/375 4spd, Corvair steering, Holley, mags, show condition, great bracket car, trade into race Vette body or ?, asking \$2,700, call Ron (213) 831-8613

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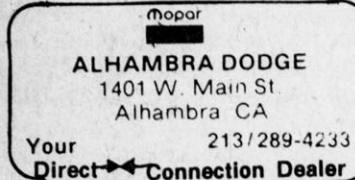
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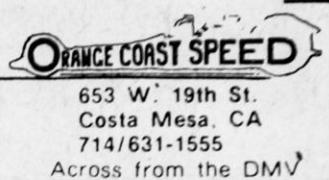
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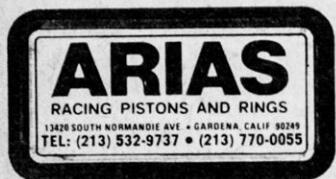
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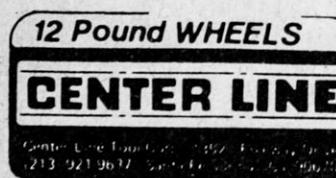
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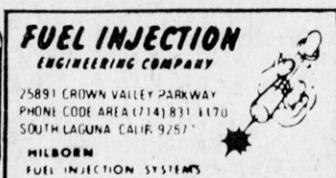
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Fri., Sat. & Sun. — May 23, 24, & 25



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SELECT YOUR OWN E.T.

WIN.....	\$2400.00
R.U.....	\$ 800.00
SEMI.....	\$ 200.00
QUART.....	\$ 100.00
9 - 16TH.....	\$ 50.00

PRO/SHOWDOWN
(Consolation)

WIN.....	\$400.00
R.U.....	\$200.00
SEMI.....	\$100.00
QUART.....	\$ 50.00

TRACK LOCATED 6 MILES
NORTH OF HWY. 44 ON
HWY. 16 TO EMMETTMINT
(64-2nd Quickest Qualifiers)
SELECT YOUR OWN E.T.

WIN.....	\$1300.00
R.U.....	\$ 400.00
SEMI.....	\$ 100.00
QUART.....	\$ 65.00
9 - 16TH.....	\$ 30.00

MINT
(Consolation)

WIN.....	\$300.00
R.U.....	\$150.00
SEMI.....	\$ 50.00
QUART.....	\$ 25.00

PRO/GAS
(16 Quickest Qualifiers)
10.30 (High Altitude) Index

WIN.....	\$ 600.00
R.U.....	\$ 300.00
SEMI.....	\$ 100.00
QUART.....	\$ 75.00
9 - 16TH.....	\$ 50.00

STREET
(14:00 - Up & Non-Mint
Qualifiers)

Win.....	\$200.00
R.U.....	\$100.00
Semi	\$ 40.00
Quart.....	\$ 20.00

FRIDAY & SATURDAY
NIGHT CASH BASHOpen to
ALL ENTRIES

Select your own E.T.
This will be a high dollar program
separate from Bracketeer Eliminator.
Bring lots of cash, entry must be
posted at Pit Control by 6:30 p.m.
Pay outs in cash each night. Entry:
\$50.00 per night.

Friday Saturday Sunday

General Adm.	\$3.00	\$6.00	\$8.00
Pit Pass	\$2.00	\$3.00	\$3.00
Children (6-12)	\$1.00	\$2.00	\$3.00

All Ages Required to
Purchase Pit Pass Before
Entering Pit Area

Pro/Gas, Pro/Showdown & Mint Pre-Entry — \$50.00 (Late Entry \$60.00) / Street Pre-Entry — \$24.00 (Late Entry \$28.00)

ENTRY APPLICATION

Pre-Entry for BRACKETEER NATIONALS

May 23, 24 & 25, 1980

Please Print or Type

Entry Deadline May 13, 1980 — (We go by postmark on envelope)

FOR OFFICIAL USE ONLY			
Check No	Date Received	Passes To Issue	Official Entrée No
Car Entry and full 3 Day Event Pit Pass for Driver in Pro/Gas, Pro Showdown, or Mint — \$50.00	Car Entry and Full 3 Day Event Pit Pass for Driver in Street Eliminator — \$24.00	Full 3 Day Event Pit Pass per Crewmen — \$22.00	Full 3 Day Event Pit Pass per Child — \$10.00
\$	\$	Total Crew w/car \$	Total Child w/car \$ U.S. \$

ENTRY AT GATE (Pro/Gas, Pro/Showdown, and Mint) AFTER DEADLINE \$60.00 (Street) \$28.00
Crew Pay Regular Full Event Gate Price \$25.00 / Child Gate Price \$14.00

Name	Age	Social Security No	
Street Address	City, State	Zip Code	Phone
What Bracket Eliminator or Class do you normally run in Eliminator Class	Yr & Make of Your Entry	Your Home Strip	
Your Best E.T	Your Best M.P.H	Championship Races Won	
Have you raced at Firebird before? Yes or No			
Your Local Newspapers		Your Local Radio Stations	
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Send Entry By Mail Only To: Firebird Raceway / P.O. Box 7235 / Boise, Idaho 83707

COMPETITORS WILL BE NOTIFIED IN WRITING UPON ACCEPTANCE TO THIS EVENT

Once Accepted, No Refunds, For any Reason! U. S. Funds Only

No Checks Accepted at Gates For Late Entry

SCHEDULE
of EVENTS

Fri., May 23

Time Trials 5:00 p.m.
Cash Bash 7:00 p.m.

Sat., May 24

Time Trials & Qual.
10:00 a.m. to 6:00 p.m.
Cash Bash 7:00 p.m.

Sun., May 25

Time Trials
9:00 a.m. to 11:30 a.m.
Eliminations 1:00 p.m.

For Add'l. Info

& Entry Forms

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