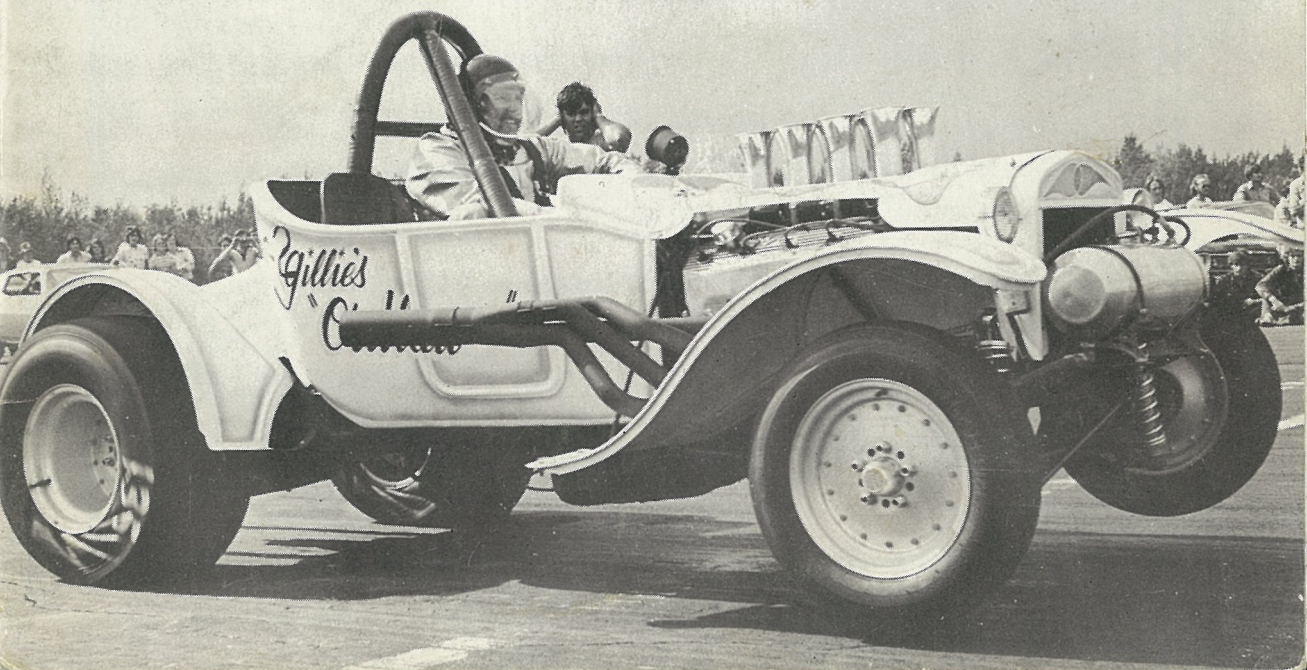
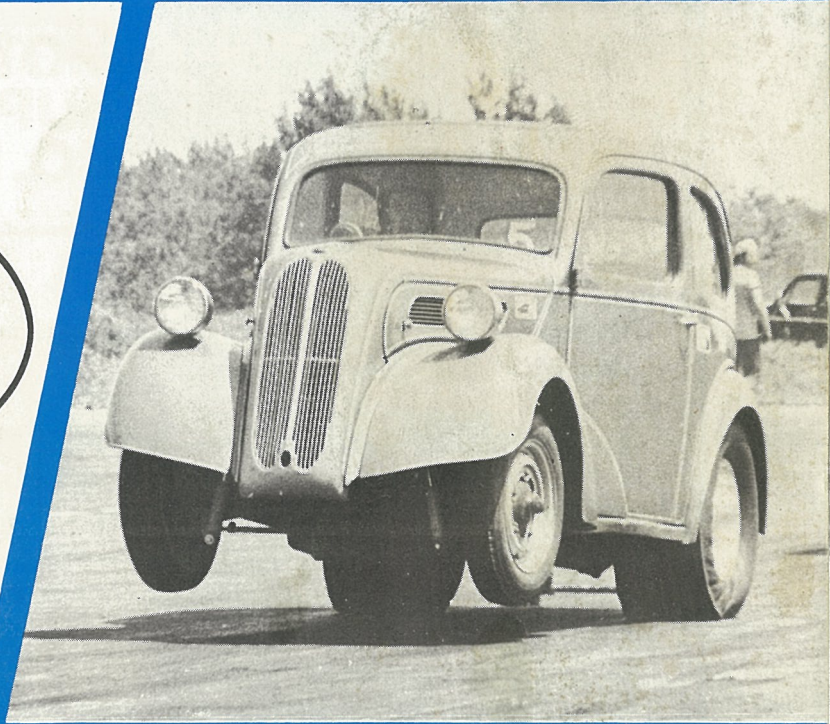
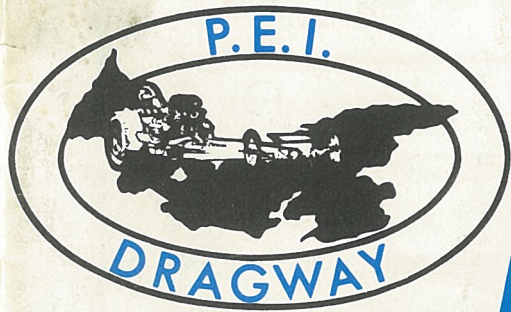


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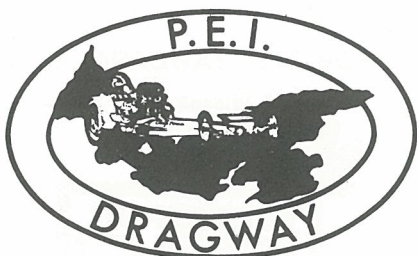
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**P.E.I. DRAGWAY
'76 PROGRAM INDEX**

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Cover photo and all race car photos
by Bob Boudreau



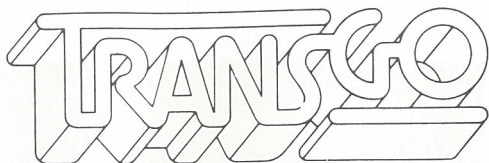
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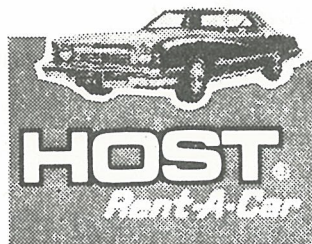
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P.E.I. DRAGWAY 1976 SCHEDULE

May 22 - 23	Special Meet
June 6	Regular Meet
June 20	Regular Meet
July 3 - 4	Special Meet
July 18	Regular Meet
July 31 - Aug. 1	Special Meet
Aug. 8	Regular Meet
Aug. 15	Regular Meet
Aug. 22	Regular Meet
Aug. 29	Regular Meet
Sept. 4 - 5	Special Meet
(Last points meet)	
Sept. 26	Belvedere Special combined modified and Super-Stock Meet — see back cover for details.

Special Meets & Sept. 25 & 26
Saturday — Tech 12:00 to 4:00

Time Trials 1:00 to 5:00
Sunday — Tech 9:00 to 1:00
Time trials 12:00 to 1:45
Eliminations at 2:00

P.E.I. Dragway wishes to welcome all Racers and Spectators. We hope you enjoy the Days Racing at P.E.I. D'Way. We would also like to thank all our sponsors and remind racers and spectators alike to support our sponsors.

Inquiries for sponsor space in the 1977 program should be sent to:

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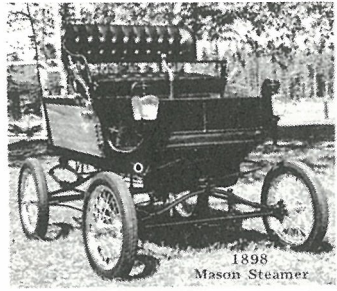
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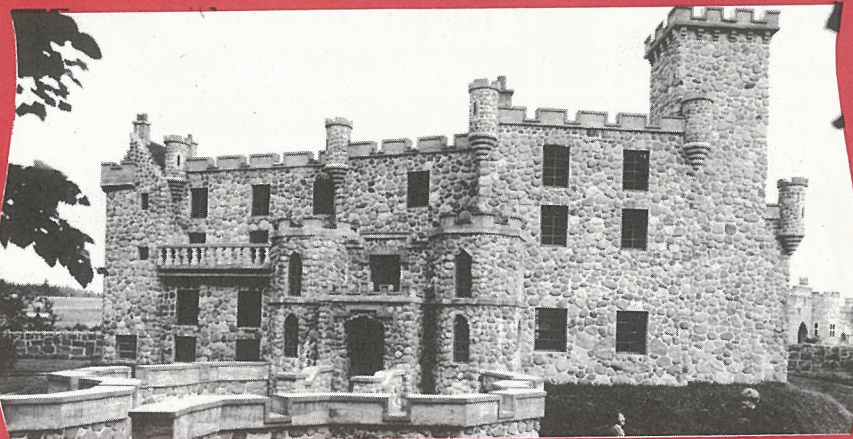
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Drag racing is basically a straight line standing start acceleration contest between two cars run over a length of one quarter mile (1320 ft). A unique electronic starting system allows handicapping of cars with higher performance potential. The start system consists of a light stand located between lanes about twenty feet down track from the start line. The stand has a pair of small amber lights that indicate when a driver has his car properly staged on the start line. There is a series of five amber lights that sequence down in half second steps. (2.5 sec. total). At the bottom of the five amber lights is a green lamp that lights after the amber sequences down and is the signal to do. Most drivers launch their car sometime around the last amber light so that driver reaction, chassis reaction and tire traction have the car start as close to the green as possible. When a driver reacts too soon and his car moves before the green light comes on a red light at the bottom of the stand indicates a foul start which is an automatic loss in competition.

Standards for performance are elapsed times (the time it takes to cover the distance between the start line and the finish line) and miles per hour. The MPH figure is computed by a second timer that checks the car over a 132 ft. distance that starts 66 feet before the finish line and ends 66 feet after the line. The time is converted by the computer to an average MPH figure across the finish line.

Drivers with sharp reactions and habitual starting line technique can beat quicker cars with start line form. The first car across the line is the winner and proceeds to the next round of the elimination style contest. The car and driver that beats all opposition through the elimination becomes the "Top Eliminator" of the day.

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A DAY IN THE LIFE

First you have to get there. The trip to the pit gate can be a four hundred mile trip with the ferry boat ride in between or a quick jaunt from Charlottetown. It can be a crack of dawn Sunday effort or a late rising ride from the Robin Hill Camp-ground next door to the pit gate.

All the familiar faces are there at the pit gate waiting for Tech. Inspection to open. Paton is talking to Warman, while Connel, Armstrong, Holland, McKay and Morrison are laughing at someone's effort with a soccer ball.

The gate opens and the cars start through. The cars are all checked for legality against the N.H.R.A. rule book and tech sheets. The crew checks carburetor numbers, safety equipment and sends the racers on to the pits. Now it starts. Un-load the trailer or take off the tow bar, switch to race tires, put in the driveshaft, check the valve lash, carb., tire pressure, gas, oil, the walking scenery and the thousand other little things that there wasn't time for last night or on the boat. Grab a bite of lunch and at noon, time trials start.

The announcer calls the time trials to start. First, most racers make a warm-up drive down the track, then along the pit return road to the scales. They all check to make sure the car is legal weight — to be underweight in competition is as good as a red light or worse!

Continued Page 9

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Back in the pits, it is a check on water, oil, gas and they're ready for the first time trial. The driver guides his car into the stage lanes and waits for a start line crew member to call him forward.

There is the signal. Checklist time. Helmet, seatbelts and windows up. In the bleach box, heat up the race slicks — hot and sticky — move up to the line — light the pre-staged, then ease into the staged beam. Engine speed increases. The tree starts down. The engine sounds louder yet. The last yellow lamp lights. The engine screams and the car leaps forward. The shift for second gear, third, fourth—over the line and brake, braking easily to make the last turnoff. It's check time again — oil pressure-fuel pressure and water temperature. You wonder all the way back to the time card stop just how good a run it really was. Hey! E. T. down by half a tenth, or Oh Oh lost a mile an hour. Better check things out. So it goes until . . . "Drivers' meeting in five minutes". All the drivers attend to hear what gems the tech crew and the racing wits have today. "Modifieds to the ramp please! All modified eliminator cars to the ramp". This is it. There are over forty Modifieds here today and only thirty-two will qualify. The qualifying run for many of these cars is also a class trophy run. The start line crew calls the car up. This time the check list starts with Competition?, helmet, seatbelts, windows, burnout, pre-stage, stage, engine RPM up, the lights start down, last amber, LAUNCH!

Second, third, fourth, go car go. Got him by a length! Fuel, oil, water, let's go get that time card. Tech crew weighs the car in at five pounds over legal weight so the run is good. Time card shows the mile an hour gained back — check out everything again and prepare for the first round of eliminations while stock and super-stock are running their first rounds.

So the day goes until at last the time card reads lose or you take top eliminator for the day.

It's time to load all the equipment up and head back home. Next week's plans are being made already "Perhaps if we retard the cam a little and go to a little taller rear ratio . . . Where can we get another ten horsepower out of the motor . . . etc., etc."

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STOCK ELIMINATOR



This eliminator bracket is reserved for 1966 and newer North American cars. The only allowable major changes are a .035" engine overbore using original equipment manufacture replacement pistons for the motor. Exhaust headers, flywheel/torque convertors, rear end gears, transmission gears and nine (9) inch drag slicks are other allowable modifications. Cars are classified by the National Hot Rod Assn. on a performance potential pound per horsepower basis into fifty possible classes.

Stock eliminator is a field where the new racer as well as old hand can have the fun of competition. Tuning and driving abilities rather than highly technical modifications are what count.



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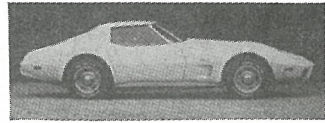
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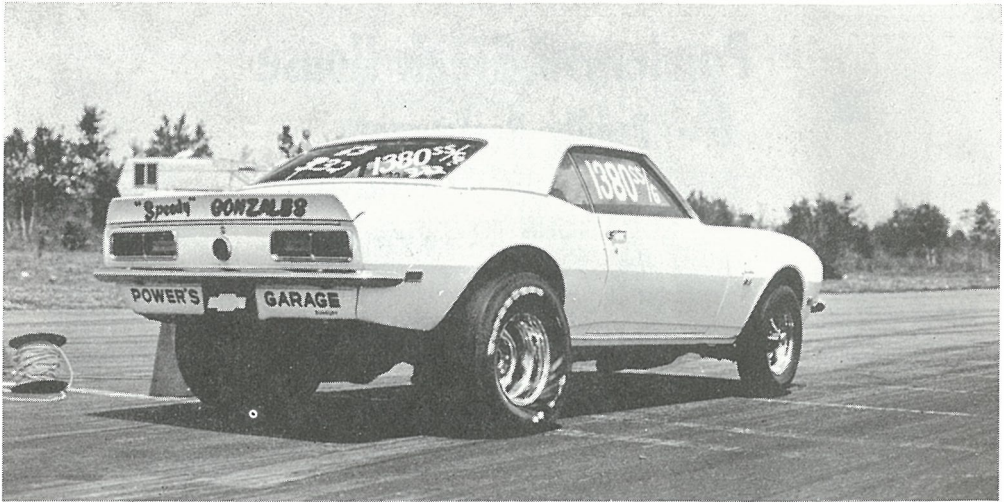
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SUPER STOCK ELIMINATOR



North American cars compete in Superstock classes according to an N.H.R.A. lb/hp rating. Allowable engine changes include cams and valvetrain, distributors, .065" overbore, exhaust headers, fuel pump, intake manifold, aftermarket pistons (same top configuration). Other major allowable performance changes permitted are slicks (up to 15") floywheel/torque convertors, joining subframes on unibody cars, rear gears and transmission gears.

Superstock is an extremely competitive eliminator at the P.E.I. Dragway with several of the cars in regular attendance that have qualified and raced at major NHRA points and records meets.

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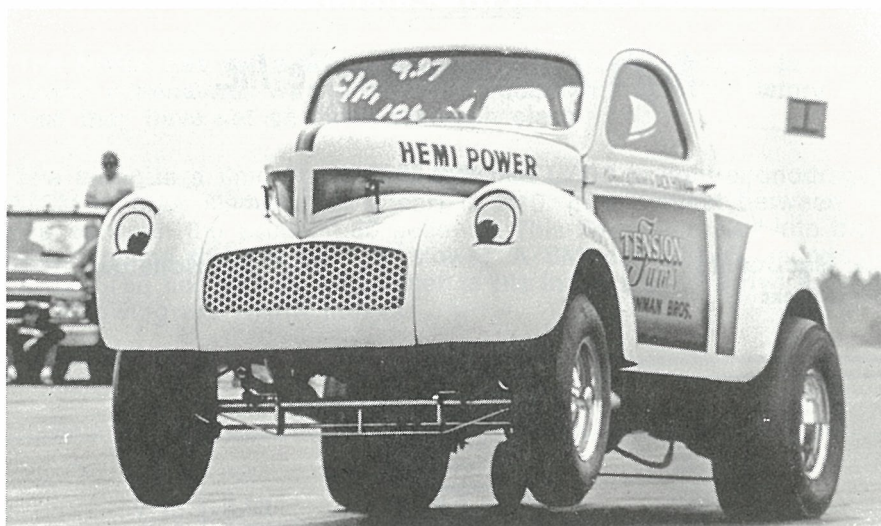
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MODIFIED ELIMINATOR



For dragsters, altered, gas-coupees and sedans, modified production and super modified cars. All classes are set with a pound per cubic inch engine displacement figure. Most classes are unlimited in internal engine modifications with carb/head limitations in econo dragsters and super mod. Rules for all these classes and other eliminator classifications are available in the 1976 NHRA drag rules publication.

This eliminator has the really wild ones, wheelstanding screamers and high miles an hour. Elapsed times are liable to break into the nines on PEI this year so keep the index page and the records page handy.



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THE N.H.R.A. INDEX SYSTEM

The NHRA has set a time factor on all classes running in the sportsman handicapped eliminators. With the aid of computer, records, history and years of experience they have set an index for each class.

The index is a time figure. For instance B/ED (a light econodragster) is 1.15 while A/SM (a door slammer pony car) is 3.10. In a contest between the two the difference between the two is 1.85 seconds. This figure is dialed into the Xmas tree start system giving the heavier and slower A/SM car a 1.85 second head start over the rail. The car able to run closer to his index should arrive at the finish line first. The following are NHRA indexes.

MODIFIED ELIMINATOR

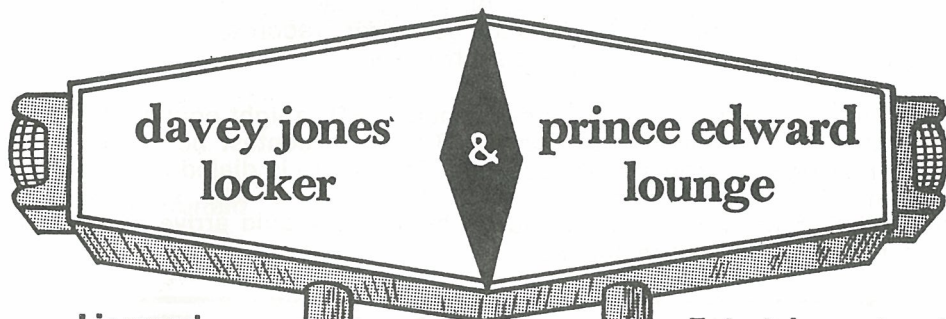
	¼		¼		¼		¼
A/D	7.75	E/G	10.00	A/A	7.85	F/MP	10.90
B/D	8.15	F/G	10.30	B/A	8.75	G/MP	11.30
C/D	8.65	G/G	10.60	C/A	9.30	H/MP	11.05
A/ED	8.15	H/G	10.90	D/A	10.00	A/SM	10.35
B/ED	8.40	I/G	9.90	E/A	9.00	B/SM	10.65
C/ED	8.80	J/G	10.35	A/EA	9.05	C/SM	10.95
D/ED	9.75	K/G	10.65	B/EA	9.70	AA/MC	11.80
BB/A	8.05	L/G	10.95	A/MP	9.55	A/MC	12.45
A/G	8.85	M/G	11.65	B/MP	9.80	B/MC	12.95
B/G	9.15	A/SR	8.90	C/MP	10.05	C/MC	13.25
C/G	9.40	B/SR	9.55	D/MP	10.30		
D/G	9.70	CC/A	8.55	E/MP	10.60		

SUPER STOCK

Stick	¼	Automatic	¼
A	9.85	A	9.96
B	10.15	B	10.27
C	10.40	C	10.45
D	10.50	D	10.66
E	10.60	E	10.76
F	10.75	F	10.87
G	10.87	G	11.00
H	10.98	H	11.11
I	11.10	I	11.23
J	11.21	J	11.34
K	11.33	K	11.48
L	11.44	L	11.60
M	11.56	M	11.76
N	11.67	N	11.90
O	11.79	O	12.05
P	12.02	P	12.25
R	12.30	R	12.54
T	12.53	T	12.77
U	12.76	U	13.00

STOCK ELIMINATOR

Stick	¼	Automatic	¼
A	11.44	A	11.62
B	11.58	B	11.77
C	11.72	C	11.91
D	11.87	D	12.06
E	12.01	E	12.20
F	12.15	F	12.35
G	12.30	G	12.50
H	12.44	H	12.64
I	12.58	I	12.78
J	12.72	J	12.93
K	12.87	K	13.08
L	13.01	L	13.22
M	13.15	M	13.36
N	13.30	N	13.51
O	13.44	O	13.66
P	13.72	P	13.94
Q	14.01	Q	14.24
R	14.30	R	14.53
T	14.73	T	14.97
U	15.02	U	15.26
V	15.30	V	15.55
W	15.59	W	15.86
X	15.87	X	16.15
Y	16.16	Y	16.70
Z	16.40	Z	17.10

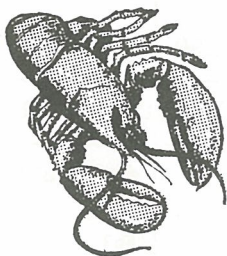


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22 WEYMOUTH

24 WEYMOUTH

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MODIFIED ELIMINATOR

	¼		¼		¼		¼
A/D	_____	D/G	_____	CC/A	_____	D/MP	_____
B/D	_____	E/G	_____	A/A	_____	E/MP	_____
C/D	_____	F/G	_____	B/A	_____	F/MP	_____
A/ED	_____	G/G	_____	C/A	_____	G/MP	_____
B/ED	_____	H/G	_____	D/A	_____	H/MP	_____
C/ED	_____	I/G	_____	E/A	_____	A/SM	_____
D/ED	_____	J/G	_____	A/EA	_____	B/SM	_____
BB/A	_____	K/G	_____	B/EA	_____	C/SM	_____
A/G	_____	L/G	_____	A/MP	_____	AA/MC	_____
B/G	_____	M/G	_____	B/MP	_____	A/MC	_____
C/G	_____	A/SR	_____	C/MP	_____	B/MC	_____
		B/SR	_____			C/MC	_____

SUPER STOCK

Stick	¼	Stick	¼	Automatic	¼	Automatic	¼
A	_____	K	_____	A	_____	K	_____
B	_____	L	_____	B	_____	L	_____
C	_____	M	_____	C	_____	M	_____
D	_____	N	_____	D	_____	N	_____
E	_____	O	_____	E	_____	O	_____
F	_____	P	_____	F	_____	P	_____
G	_____	R	_____	G	_____	R	_____
H	_____	T	_____	H	_____	T	_____
I	_____	U	_____	I	_____	U	_____
J	_____			J	_____		

STOCK ELIMINATOR

Stick	¼	Stick	¼	Automatic	¼	Automatic	¼
A	_____	N	_____	A	_____	N	_____
B	_____	O	_____	B	_____	O	_____
C	_____	P	_____	C	_____	P	_____
D	_____	Q	_____	D	_____	Q	_____
E	_____	R	_____	E	_____	R	_____
F	_____	T	_____	F	_____	T	_____
G	_____	U	_____	G	_____	U	_____
H	_____	V	_____	H	_____	V	_____
I	_____	W	_____	I	_____	W	_____
J	_____	X	_____	J	_____	X	_____
K	_____	Y	_____	K	_____	Y	_____
L	_____	Z	_____	L	_____	Z	_____
M	_____			M	_____		

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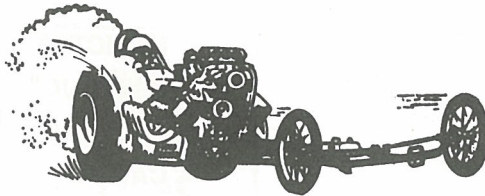
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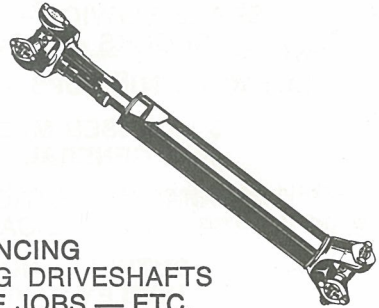
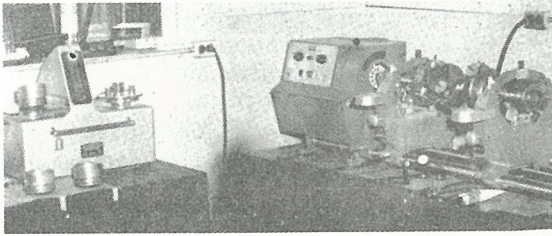
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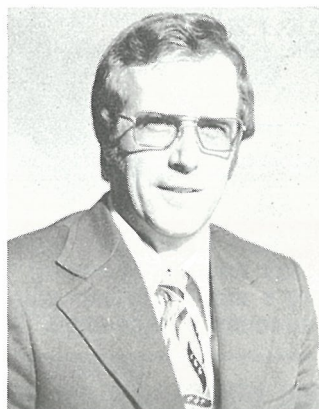
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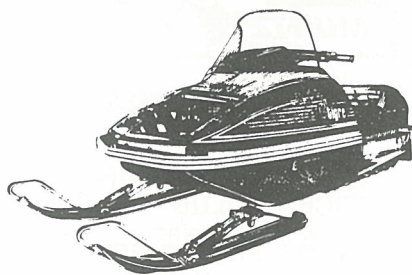
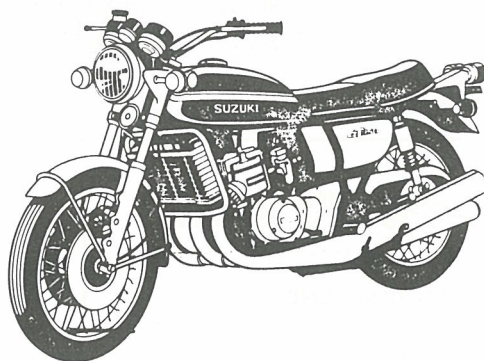
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fifth \$150.00 sixth \$100.00 seventh \$50.00

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First place \$350.00 second \$250.00 third \$150.00 fourth \$100.00

fifth \$75.00 sixth \$50.00 seventh \$25.00

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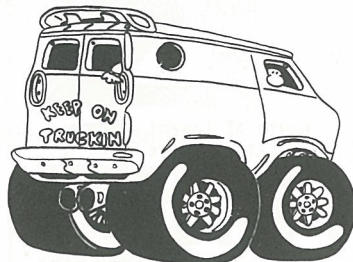
sixth \$25.00 seventh \$15.00

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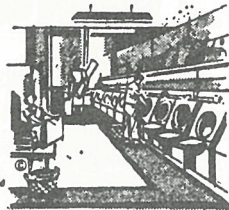
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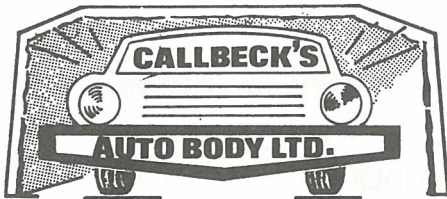
ACCOMMODATIONS — P. E. I.

Making a weekend of Drag Races? There are many good places to stay. A check through our sponsors will show places from campgrounds to hotels. Robin Hill Campground couldn't be any closer to the track if it tried and it is the spot of many racers. Others stay a little further out from the track at places like Jumping Jacks.

In Charlottetown there are excellent hotels and motels including Charlottetown Hotel, Kirkwood Motel, Conferation Inn and Southport Motel. Other places close by on the Island are Marco Polo and Cavendish Sunset Campground.

Check out the literature available from the Tourist Bureau for motels and campgrounds and we'll spend our weekends together this year.

Good racing!



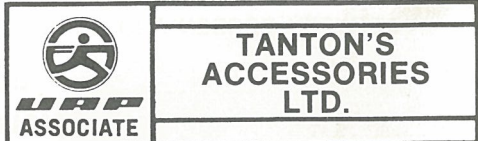
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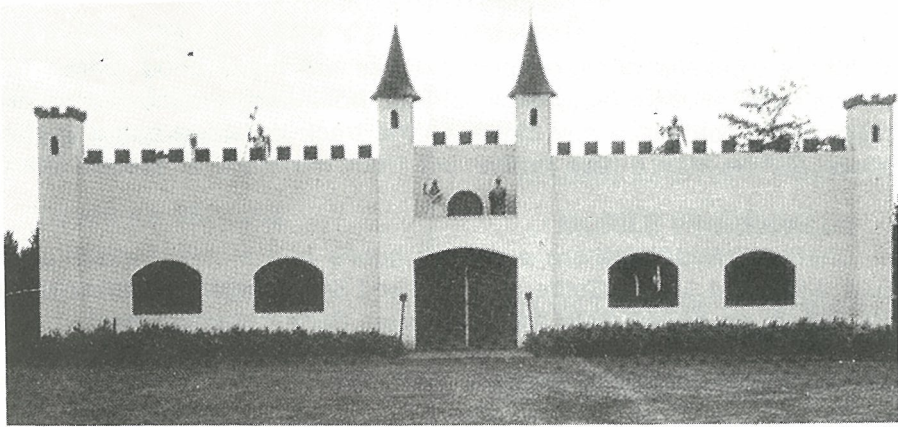
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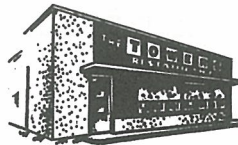
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The Car Life Museum and the Bonshaw 500 are two the Racers appreciate while the whole crew would enjoy Strathgartney, Fairyland, Rainbow Valley and Woodleigh Replicas.

Enjoy yourself on P. E. I. The attractions are many and varied and information is available from the Tourist Bureaus everywhere.

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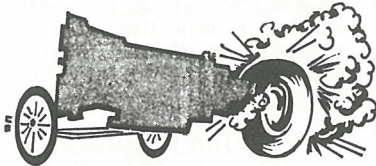


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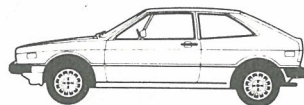
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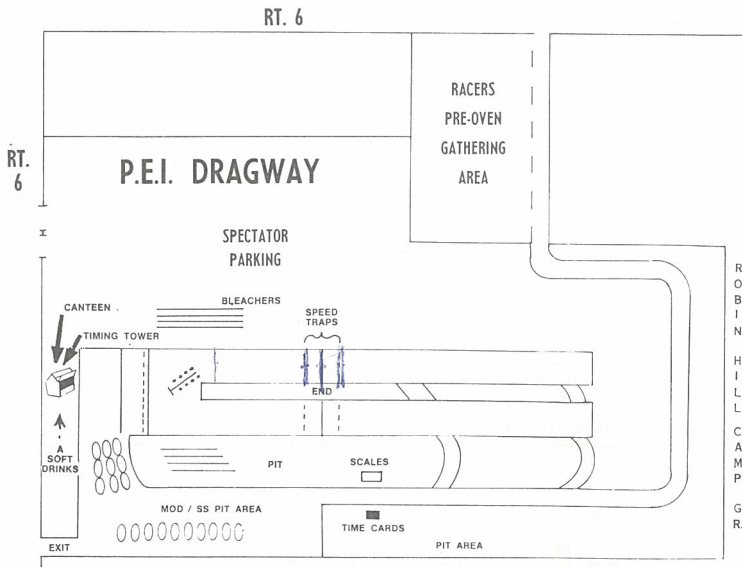
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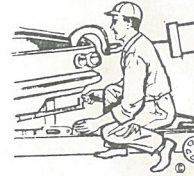


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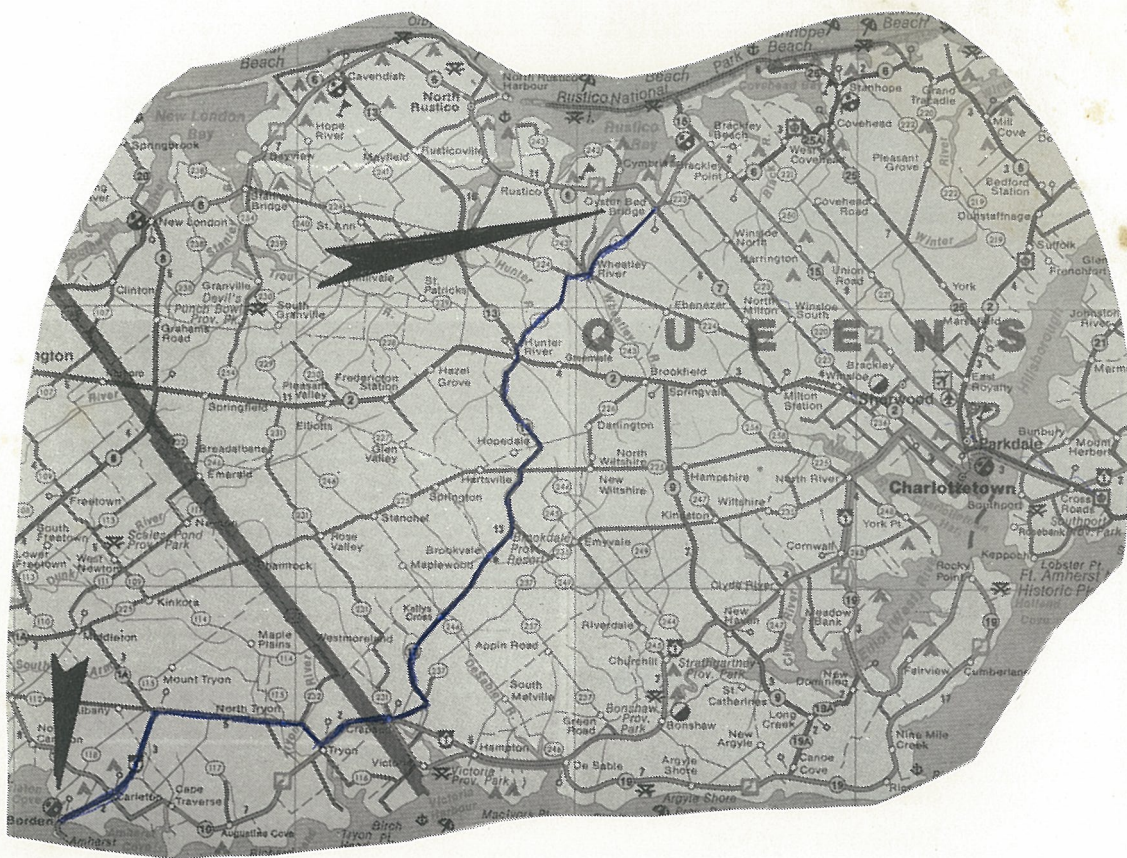
P.E.I. DRAGWAY

HOW TO GET THERE

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For those wishing to go by wide roads all the way — should you wish to register at the Rodd Inns in Charlottetown — or should you be following Route 2 from the Caribou Wood Islands Ferry — From the Charlottetown Intersection of Route 1 and Route 2 follow Route 2 to the intersection of Route 223 or Route 7. Both of these highways will lead you right to the "action".

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Eliminator trophies