IMPORTANT!

Before you begin building, look over the instructions carefully. Following the procedure given, test-fit parts together without cementing. This way you will be more familiar with the location of parts when it becomes time to use cement.

For removing small parts from the "runners" it is best to use a modelers knife, do not attempt to "twist" them off.

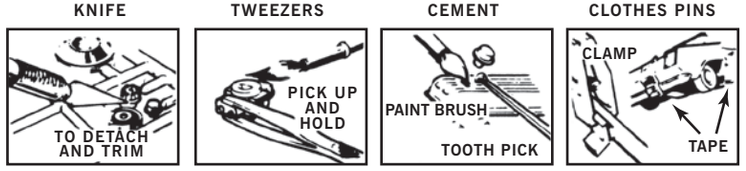
The highest quality styrene plastic goes into the making of each MPC model. Only paint and cement made for styrene should be used. Before joining parts, trim off excess plastic or "flash." Scrape plating from chromed parts where they are to be joined with other parts. Be careful not to get cement on exposed areas. To join parts, use cement sparingly. Apply cement to very small parts with a toothpick.

When painting your model it is best to cement all non-chrome accessories to the body and paint the whole unit at one time.

You should have no trouble assembling your kit if the instructions are followed properly.

DON GARLITS' WYNNSCHARGER

GET YOUR TOOLS READY: ★ ★ ★ BEFORE YOU BEGIN



2 — PLATED — 1 STARTING SYMBOL

2 — NON-PLATED — 1

Don "Big Daddy" Garlits predicts constant runs of 6.50's and 240 m.p.h. on the drag strips across the country, and he ought to know. Don Garlits has been seriously drag racing for over thirteen years and is a champion all the way.

Don, who was the first drag racer to crack 200 m.p.h. in the quarter mile is regarded as the best driver, mechanic, and innovator in the business. As drag racing speeds have become faster, the wheelbase on Garlits' dragsters have been made longer. In 1964, the year he became the first top fuel driver to attain 200 m.p.h., the wheelbase of his AA/Fuel dragster was 145 inches. His latest Dodge-powered rail (the one in this kit) has a 200-inch wheelbase in which he set the world record 240 m.p.h.

In four years speed through the quarter has increased 40 m.p.h., and Garlits has increased the wheelbase of his fuel-burning machines 57 inches.

"The principal reason for the longer wheelbase is stability" Don stated, "and it also helps improve traction."

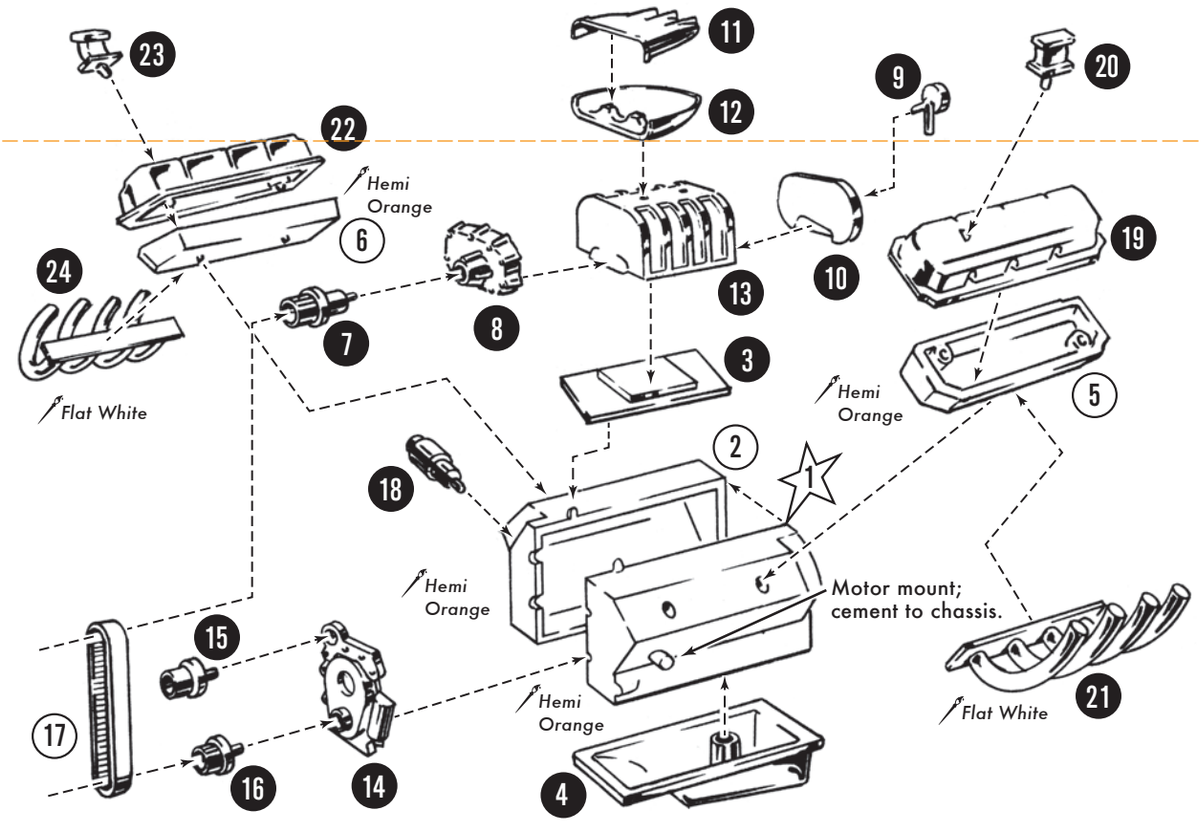
"With the new speeds we're reaching, we will soon have to make improvements in stopping" he added, "because the drag force at the top end is getting pretty fierce on the drivers."

In Don's new dragster the engine has been moved back 25%, and the angle dropped another 2 degrees. The cockpit has been raised two inches to provide better visibility over the injectors. Total weight of the "WYNNSCHARGER" in 1235 pounds, but the front end is optionally ballasted with 36 pounds of lead, depending on the composition of the strip at the time of the race.

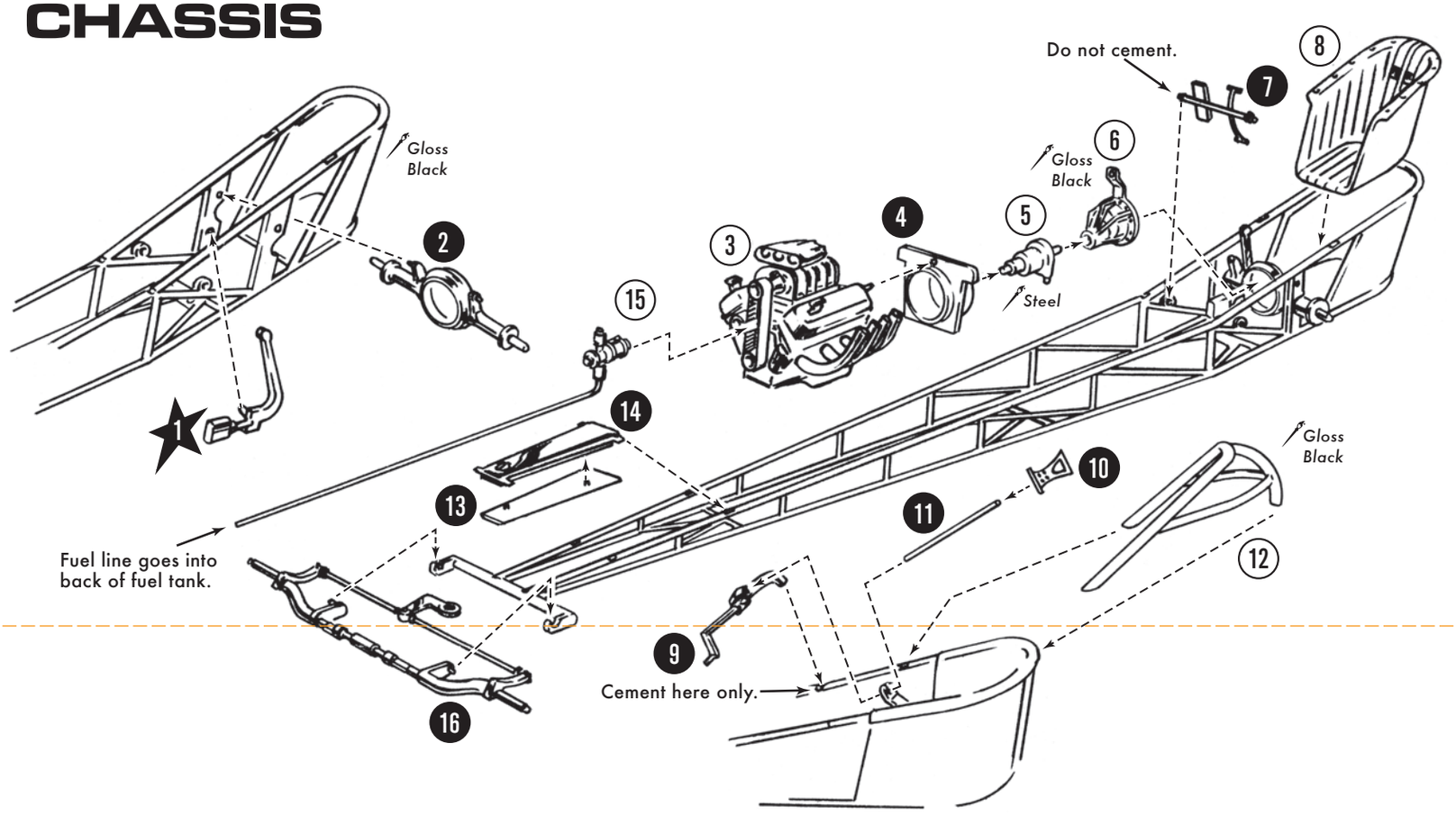
ENGINE

WYNNSCHARGER SPECIFICATIONS

ENGINE	DODGE HEMI
CU. IN.	426
INDUCTION	FUEL INJECTED (SUPERCHARGER)
IGNITION	MAGNETO
FUEL	NITRO
HORSEPOWER	1500
WHEELBASE	200 IN.
TIRE SIZE	12.50 X 16
WEIGHT	1235
TOP SPEED	UNKNOWN



CHASSIS



BODY & WHEELS

Apply decals to body panels and airfoil before they are cemented in place.

Use of the front body panels is optional. If they are not to be used, cut panel as shown in illustration, and cement rear portion only in place.