

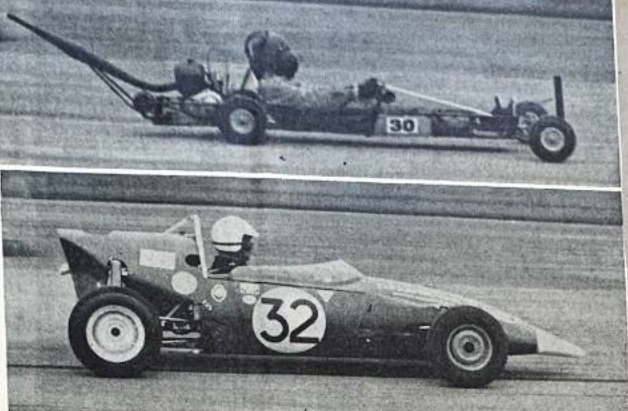


Sprints

## 100 new records at Elvington

AMONG the 100 international and British national records set up at the International Sprint Organisation's fourth Elvington weekend on October 5/6, 27 were taken by seven extremely different cars. Pride of place must go to Dennis Priddle in the 8-litre Chrysler-powered dragster, Tudor Rose, which on the Saturday afternoon achieved 8.296 s for the standing start quarter-mile. He did not quite become the first driver to exceed 200 mph on English soil, but his time set new world's fastest two-way figures.

RAC hillclimb champion, Peter Lawson, who was trying his hand at speed records for the first time in the 4wd BRM, took home six new records despite being chronically undergeared for all but the SS quarter-mile (10.936) and the SS 500 metres (12.5055). Fellow hillclimber Alan Staniforth



Brian Smith achieved nearly 102 mph in his little 250 cc kart dragster (top), with which he set four new records. Alan Staniforth fitted a new nose on the Terrapin-Min and achieved over 129 mph (above).

in the blown Terrapin-Min also took a bag of six records, his car sporting a pointed nose for the occasion.

Patsy Burt returned to Elvington to take five more records this year, and Pat Lindsay rumbled down the flying start quarter-mile in 6.6735 (134.86 mph) in the splendid although misfiring 24-litre Napier Railton. One of the star attractions was Brian Smith in his new 250 cc Villiers Star-maker-powered dragster. This exquisitely-prepared little machine, a mere toy in all except its performance, finally set four new figures, the fastest at 101.9772 mph.

CHRIS MASON.

### New International records

SS ¼-mile: J. Woolfe (9.4 Hustler 2), 12.325 s, 73.0223 mph; D. Priddle (8.0 Tudor Rose), 8.296 s, 108.486 mph; Miss P. Burt (4.5 McLaren-Oldsmobile M3A V8), 11.019 s, 81.6771 mph; P. G. Lawson (2.1 BRM 670-P FF 4wd V8), 10.936 s, 82.297 mph; A. Staniforth (1.1 Terrapin Min s/c), 13.0515 s, 68.596 mph; B. Smith (250 Smith-Star-maker Sp), 13.86 s, 64.8976 mph.  
SS kilometre: Staniforth, 24.509 s, 91.2699 mph; Smith, 27.088 s, 82.5802 mph.  
SS 500 metres: Lawson, 12.5055 s, 89.4380 mph; Staniforth, 14.9875 s, 74.6266 mph; Smith, 16.3065 s, 68.5093 mph.  
SS mile: Staniforth, 34.848 s, 103.31 mph.

### British National records

FS ¼-mile: Hon P. Lindsay (24.0 Napier Railton), 6.6735 s, 134.86 mph; Miss Burt, 5.65 s, 158.292 mph; Lawson, 6.1585 s, 146.1394 mph; Staniforth, 6.9035 s, 129.8607 mph; Smith, 8.2255 s, 101.9772 mph.  
SS kilometre: Lawson, 20.476 s, 109.2466 mph; Miss Burt, 19.841 s, 112.7430 mph.  
FS kilometre: Miss Burt, 13.242 s, 168.920 mph; Lawson, 15.44 s, 144.574 mph; Staniforth, 17.121 s, 130.65 mph.  
SS mile: Miss Burt, 27.905 s, 128.9375 mph; Lawson, 29.8745 s, 120.50 mph.  
FS mile: Staniforth, 27.826 s, 129.37 mph.

## Winter drags at Santa Pod

NO startling runs were made at Sunday's NBR & HRA Santa Pod drag meeting, bitterly cold weather, the absence of top machines and an irreparable breakdown of the timing apparatus all playing their part; nevertheless, the organisers briskly ran through the large car and bike field, and starter Stuart Bradbury got an excellent opportunity to demonstrate his amazing prowess with flags!

After the innovation of three hours free-for-all practice, elimination runs saw David Render's bulbous Fiat-Lotus t/c emerge first winner, taking the Middle-Competition group. The Junior title went to Keith Elliott's smart Jaguar XK140, "Red Witch," and the Top-Competition one to Fred Whittle's "Shutdown" Ford-Chevy rod after blowing off Martin Kent's Gordon-Keeble-Chevy.

Top eliminators in the Street classes went to Pete Shelton's 1.6 Cortina (Junior), Tony Palmer's 1.5 Anglia (Middle) and Gerry Belton's Cobra (Top), the latter strongly challenged by Graham Bean's immaculate circuit-racing Anglia t/c.

Brian Parkins' amazing 500 cc Keele-Triumph kart absolutely thrashed all the Mid-Dragester class rails. Final top-eliminator, Mike Hutcheson, took the Top-Dragester title with the biggest car at the meet, the 7925 cc Cadillac-powered "Hills Houndog" rail. Final meeting of 1968 will be on December 1, at which Rex Sluggott hopes to break 7.0 s with a new "Tudor Rose."

MARK COLE.

Class winners: P. Shelton (1.6 Ford Cortina); T. Palmer (1.5 Ford Anglia); G. Belton (4.0 AC Cobra); K. Elliott (3.4 Jaguar XK140); D. Render (1.6 Fiat-Ford 600D t/c); F. Whittle (4.3 Ford-Chevrolet Shutdown V8); B. Parkins (500 Keele-Triumph); M. Hutcheson (8.0 Hills Houndog-Cadillac V8).

## Santa Pod Sprint Championship

TUDOR Rose beat Commutar two out of three at 8.46s. and 171.23 m.p.h. Alan Herridge took the 1968 Drag Racing Championship title on his first ever 9s. run in his Chevrolet-powered Motovation, blowing up the engine going through the end of the ¼-mile in 9.9s. and 141 m.p.h. This was the most deserved win at any Championship, Herridge having taken six years perfecting his car.

Mark Stratton took the Super Eliminator Championship title for the second year running with his Chevy-powered Hustler. Joe Copp took the Competition Eliminator

title on his last run in this country when he drove the '57 Chevy Colt 45 Mayerick through the ¼-mile at 13.56s; and 103 m.p.h. The Street Champion for 1968 was Keith Elliott with his red Witch Jaguar.

Unfortunately it rained as Commutar and Tudor Rose were being brought out for a final banzi attempt at the 7 sec. ¼-mile. On October 6 it is hoped that Tudor Rose will be running at Ingliston in an attempt to take the outright FIA world record for the ¼-mile while Tony Bensham will be trying for a 7s. ¼-mile at Santa Pod Raceway.



# Santa Pod: Bull comes out top

**A**FTER a fantastic day's racing with his speed increasing on every run and the times continuously dropping, Harold Bull and his 997 cc Stripduster ended the 1968 season with one of the most spectacular races ever seen at Santa Pod—other finalist in the money run for Top Dragster was Alan Blount with Weekend Warrior 2, whose Chevrolet engine was almost falling to pieces on the start line. But wanting to give the 2000 fans their money's worth, Blount opted to make the run. Both cars moved as one on the green, with Warrior completely enveloped in tyre and piston smoke as Stripduster's wheels cleared the ground going sideways out of the chute. Bull went every way but straight for the first eighth, yet he still managed to keep his boot on the bellhousing to take the Top Dragster Eliminator for the first time ever with 10.14 s at 132.1 mph—and this with a blown head gasket!! Warrior trailed in with a respectable 11.4 at 112.36 mph, which can't be bad on only six pots.

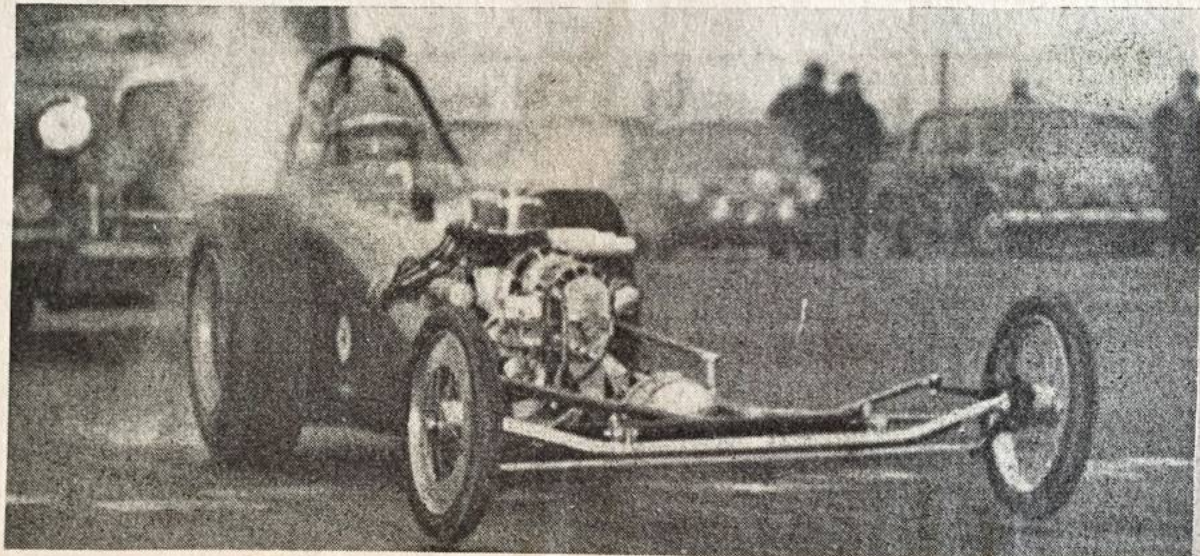
The Middle Dragster Eliminator found John Whitmore managing to maintain his hole shot over Pete Wilson's Martini kart to take his Obsession through at 13.8 to Wilson's losing, but quicker 13.5. Top competition was taken by the Chevrolet-powered altered Opus One with new owner Dave Collis at last getting the hang as he wiped out the Marshall-Dickson Good Vibrations at 13.4 to a losing 13.7.

Two visiting circuit racers made it to the line for the Middle Competition Eliminator with Nick Lees taking Berpop through at 15.23 to win over Mike Bennion's mean V8-powered Morris Minor, which trailed at 15.64. Virginian Doug Harler had an easy win for Top Street when Pete Shelton's Sheltune Cortina bogged on the line leaving Doug to stroke it through with his big Dodge Charger. Shelton made a wild attempt to catch the Dodge, and almost did as the

big Charger made it through by half a car at 14.9 to the Cortina's storming 15.9. A big crowd pleaser was the Ford versus Chevrolet match race between Gary Goggin's GT350 Shelby Mustang and Cliff Jones' 327 Corvette Stingray—there was never more than inches between these two as the Corvette took it with two out of three.

The big thing on everyone's mind as the meeting — and the season — ended was Harold Bull's fantastic performance with his diminutive BMC-powered dragster, and his final blast at 10.15 is something that even our American cousins can't equal.

MIKE COLLINS.



*Harold Bull gets Stripduster somewhat sideways—and the wheels off the ground—as he starts a 130 mph blast.*

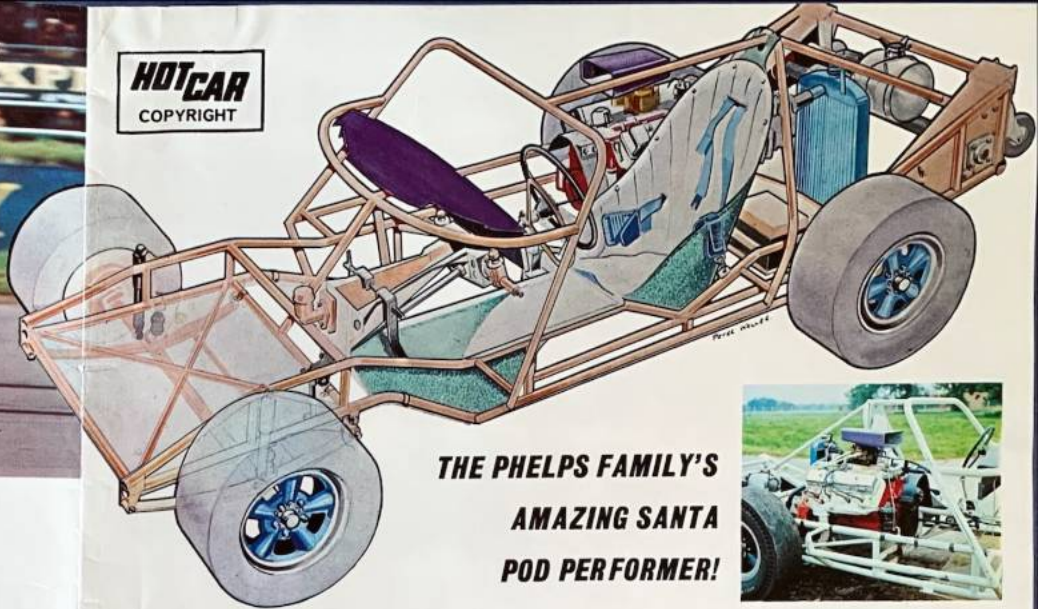




# WHEELIE CHEV



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**THE PHELPS FAMILY'S  
AMAZING SANTA  
POD PERFORMER!**



Roy Phelps has the best looking 'Wheel Standing Machine' in European Drag Racing. Not only is it about the finest piece of customising that Hot Car has ever seen - but it's quite the most spectacular as it virtually takes off!

The Phelps family have an interest in the Santa Pod Drag Strip at Poddington Airfield in Bedfordshire. So keen are they on Drag Racing that, at the time of writing this article, Roy is in the States having a see-how-it's-done tour.

This staggering dragster originally started off in '67 when Bob Phelps (Roy's father) wanted to colourise Drag Racing with a genuine 'Wheel Standing Funny Car' just like every Drag Strip has in the States. The Wheelie shown here is the result of that brainwave.

A '66 Sting Ray was used as the basis for the project. From this body shape a mould was made for the lightweight fibreglass delight that now adorns the current Wheelie. This lightweight beauty was then given the full custom

treatment with a fabulous paint job.

FGR or Fibreglass Repairs of Shortlands, Kent (01-464-5445) make all sorts of Drag Racing gear, as well as a whole range of lightweight fibreglass fronts and hardtops for all the popular sportscars.

FGR is the Phelps concern and judging by this Wheelie's turnout they really know their onions. In any case, FGR are one of the pioneers in the fibreglass body and repair world.

#### SPACE FRAME

The intricate space frame was made at FGR from 1 1/2 in. diameter 17 gauge 45/50 tensile steel, perfectly painted. The original Oldsmobile motor (now replaced with the 427 Chevy mill from the Sting Ray) was fitted alongside the lucky driver.

The drive to the back wheels is - to put it mildly - highly unusual and ingenious. It's all done with nothing but the best - a Rolls Royce automatic gearbox which has been brilliantly modified by

Dodds of Farnborough - the Cog Box Kings.

And there is then direct coupling to an E-type, Jaguar diff. of the Powerlok type. A pair of modified halfshafts take all that power to a pair of Duplex outrigger sprockets. Then giant chains go to each rear wheel.

The rear wheels are suspended by double bearing carriers, so both rear wheels are totally separate from each other. Jaguar disc brakes are fitted to the rear end only, but there are also a pair of extra calipers which are operated by the steering wheel when the front wheels are off the deck. With twin master cylinders and entirely separate systems, the car has individual rear wheel braking. This is vital for doing accurate wheelies!

The engine is still standard, so wheelies for the whole length of the strip with a USA type terminal velocity at the end of a quarter mile of 130 mph have not yet been achieved. This is the goal.

There's a clear perspex

undertray for streamlining. It allows the driver to see where he's treading when the Chevy's doing a handstand.

#### STOPPING 'CHUTE

To stop the tail wearing away there's a pair of castors which help to stabilise things in the go position. Firestone 9x15 Indy Type Tyres at the front and Goodyears at the back, in full slick form, are all fitted to the alloy wheels.

Then there's a 'chute for stopping, plus emergencies. It was quite a surprise to spot a pair of Reliant Three Wheeler stub axles welded into the beefed-up front axle tube and Reliant rear springs stopping pater at the front.

Roy's place is safe and simple with a sturdy bucket seat and full harness. There are just two pedals and the absolute minimum of instruments.

How much did it cost? You wouldn't have any change out of £3,000 - and that's doing all the work yourself!

Richard Hudson-Evans

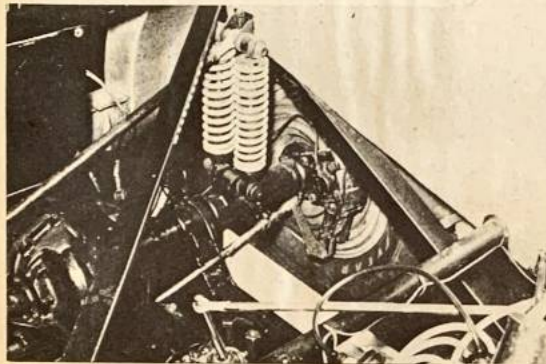




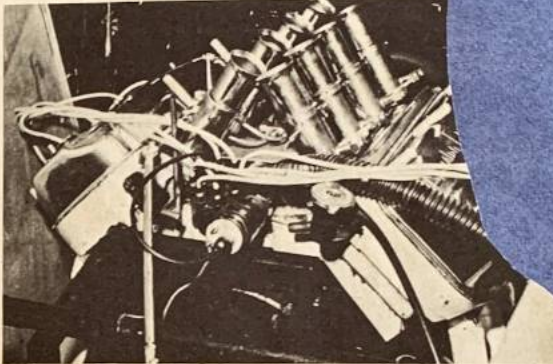
All spartan—with stout roll over cage!



It's a Mini pick up—well, that's the body



Jag rear axle bolts straight to cog box



Where the luggage goes. Chevy hemi-head V8

# HEMINI



WHO needs lowering!

time through the Standing Quarter.

Apart from getting power down the other problem with a real mean machine is keeping it in a straight line. Chassis design plays a big part here, and it's nice to record that so far Heminí does keep on the straight and narrow.

The shortened rear axle is located by inclined spring damper units (four in all, two to each side) vertical to the axle.

A Panhard rod completes the location of the rear axle. Once upon a time there was a limited slip diff in the casing, but Colin prefers to run without this device. It's fine on the road or race track, he thinks, but with a potential

1400 gee-gees doing the motive power bit the car could start to snake on snappy take offs.

Brakes at the rear are once again of Jaguar origin. There's nothing at all up front to slow the car down—the rears and a parachute do the job.

In fact the dragging regulations state TWO different braking systems. And those rear Jag discs and the 'chute just about fill the bill!

Front axle is conventional (but not of course conventional Mini!) with a solid beam and long radius arms. The whole nose is way off the ground. Once again a matter of getting all the omph concentrated in the right place.

► No, it hasn't got a spare engine in the back. That's just as the constructor made it. And 'it' must be the ultimate Mini pick up!

Brainchild of one of Britain's most ingenious special builders, Colin Kettley's dragster currently hovers on the 'will it, won't it' borderline. In its present form the Heminí is a quick performer at Santa Pod Raceway—but to be a real top liner there's a lot of work yet to be done.

Basic conception is a super-charged, fuel injected, alcohol burning Chevy V8 with hemispherical combustion chambers all plonked in the back end of a Mini pick up.

The Chevy unit, Colin reckons,

will give around 1400 bhp when fully developed. But the cost for such fantastic output is likely to run into 'a quid a horsepower'. So, the indision on the project.

That power unit is, of course, the guts of the whole dragster. And everything else is sacrificed to the single job of getting all the power to the ground.

Gearbox, driveline and rear axle all come from a Jaguar of indeterminate age. Traction, power and weight is all concentrated to the rear of the missile. So far the Heminí goes well and the front stays on the ground—which helps acceleration. Wheelies, says Colin, are all very well, but they waste

## HOT CAR

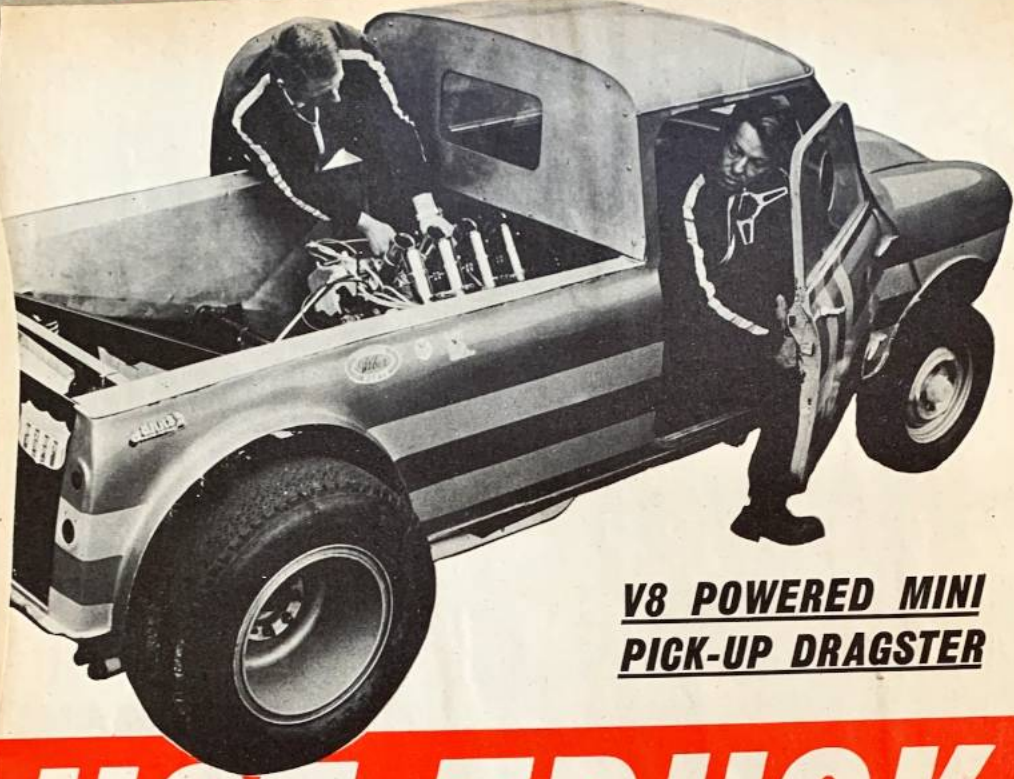
To remind one of the good old BMC box. The seat is a modded standard one and the pedal arrangements are just as Mr Issigonis made them. It's the cooling ducts over the passenger area and the gi-normous T shift handle that gives the game away.

Paint finish is metallic green with gold striping. Not exactly 'tasty', but a real eye catcher.

Performance? Well, as we said, the project's not complete and at present development has been suspended. But, with methanol as the fuel and a full set of bhp, then Colin expects Quarter Mile figures of around 200 mph and 8 seconds ET. Some Mini pick up, huh?

Inside the 'cockpit' there's plenty





**V8 POWERED MINI**  
**PICK-UP DRAGSTER**

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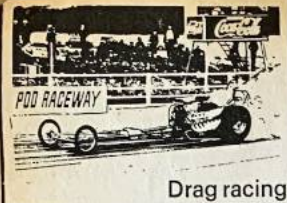
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Drag racing

## Disappointing Santa Pod club meet

AFTER their brilliant Easter weekend meet which had sunshine and plenty of spectacular sideways action from Tony Denhams' *Commuter*, the BDR&HRA Club Meet at Santa Pod last Sunday proved to be no more than a glorified practice day.

With continuous rain during the earlier part of the day, qualifying times were well below par. After lunch, however, the sun came out and it was hoped in vain that with a dried out strip improved performances would be seen from the machines on hand.

Without a doubt the most exciting runs were provided by the John Woolfe Racing Team's new toy, a 427 Chevrolet-powered Reliant Scimitar GTE. This machine has a fantastic amount of straight line potential, and once they learn how to handle the 3-speed B & M Hydro it should prove a consistent 9-sec machine.

The biggest surprise of the day came in the Top Dragster eliminator. Newcomer Tony Anderson with his V6 Ford-powered rail

*Trouble* ran consistent low 12 s to put down all the opposition, winning the final with a smoky 110 mph blast in 12.44 s to trailer Alan Blount's ailing Chevy-powered *Weekend Warrior 3* at 13.01, 105.60 mph.

For the Top Competition title Rob Skinner had no trouble as the John Woolfe Racing *Whistler* lost fire on the line, giving him an easy bye run for the money in his Jaguar-powered *Buckler Midas Touch*.

Plenty of action was to be found in the street sections. For the Top Street Eliminator Gerry Belton took his 289 Cobra through the ranks, only to get wiped out on the money as he cut the lights too fine and drew a foul, giving a win to Doug Harlers' honking Colt 45-powered Dodge Charger. The Junior Street eliminator saw another newcomer, Russell Ward, taking home the gold with his Jaguar-powered Ford Anglia at 15.66, 90.91 mph, over Chris Plummer's Ford-powered *Vandal*.

Earlier on in the day Dave Collis provided some expensive excitement, clearing the traps at over 110 mph in his Chevrolet-powered *Opus One* and aquaplaning off the strip in a shower of water and sparks; happily Dave was completely unhurt, but the machine's front end was badly bent.

MIKE COLLINS.

● Much action is promised at the BDR&HRA Spring Match Race meeting on Sunday (May 4). On hand will be the biggest field of hairy American stockers ever seen at Santa Pod—Camaros, Corvettes and Mustangs will be providing plenty of smoke to back up the big rails and competition machines. It starts at 10 am, and Santa Pod is about five miles south of Wellingborough, Northants.

● The club are organising their first Spring Nationals meeting at Santa Pod on June 14/15, when among the attractions will be Alf Hagon demonstrating his 1300 cc JAP-powered motorcycle, as well as demonstrations from the fast-growing drag racing clubs from Sweden and Germany.

## Car-breaking Santa Pod

IF nothing else, the BDHRA sixth annual Big Go, held at Santa Pod over Whitsum, proved one thing: you need more than just a fast car to win. You need a strong one. For a lot of racers it must have proved the most expensive meeting ever.

Tony Denham smoked the 427 Ford-powered *Commuter* through the quarter-mile in 8.50 secs at 171.82 mph, then the 'chute failed to open and once again he suffered a hoid sump—backed up with a thrown bearing shell. Happily they were carrying spares (once bitten . . .) and sat up most of the night welding the sump and polishing the crank, and *Commuter* rolled to the line on Monday for another try. The smoking demonstration of brute horsepower lasted 8.56 secs as the dragster cleared the quarter-mile at 176.37 mph—it wasn't just a shell this time, it seems the bearing let loose, putting paid to a seven for yet another weekend.

Allan Heridge's beautiful Chevy-powered Junior fueller had its first run of the season since being rebuilt, and cranked off 137.35 mph in 10.2 secs. He came out again 30 mins later, and threw up a 100-yds smoke-screen—it blew a piston. So did Harold Bull's storming little *Stripduster*. The king of the "Big Blow Boys" just has to be Mike Hutcherson, who smoked the blown Cadillac-powered *Hills Hounddog* to 10.65 at 125.63 mph—and split the cam, the crank and the block!

MIKE COLLINS.

Divisions: Production, Bill Welchett (4.7 Trident-Ford). Sports production, Cliff Watts (1.3 Pipe Dream-BMC). Superstock, Clive Skilton (Vauxhall Ventura). Modified production, Bill Jayner (Plymouth Barracuda). Street altered, Joe Copp (Mighty Maverick-Chevrolet). Dragster, Mike Wheslor (1.0 Scorpion-Hillman).

Dragsters: Top, John Siggery (Geronimo-Olds-mobile). Mid, Tony Anderson (Trouble-Ford V6). Junior, John Whitmore (1.0 Climax-BMC). Competitions: Top, Dennis Fiddle (Woolfe-Whistler-Chevrolet). Mid, David Rander (S.5 Ginetta-Bulic G12). Junior, Dave Florant (Ford Anglia).

Street: Top, A. C. Le Fort (3.3 Ferrari 250LM). Mid, Le Fort Junior, A. Palmer (Ford).

● The BDHRA ran a very poorly supported meet at Santa Pod last Sunday, when the dry weather was the only good feature. The runs were delayed until after 3 pm, partly because the organisers omitted to arrange the presence of an ambulance. Results:

Dragsters: Top, Maurice Hicks (Avenger-Jaguar), 12.30 s, 114.42 mph. Junior, Brian Parkin (Triumph-kart), 13.69 s, 98.14 mph. Street: Top, Joe Rice (Little Maverick), 15.82 s, 100.50 mph. Junior, Cliff Jones (Sunbeam Rapier), 17.22 s, 78.00 mph.



Tony Anderson, a newcomer to the drag racing scene this year, put in some creditable performances with his dragster *Trouble*, powered by a V6 Ford unit.



## TOP DRAGSTER - '69



● Champion dragster in 1969 was the Allard/Skilton 'Revolution', driven to both the British and Scandinavian Drag Championships by Enfield car dealer Clive Skilton. The rail is powered by a 5.7 Dodge hemi mill, which runs on nitro-methanol and has an output of 900 bhp at 7600 rpm. Best '69 run for the dragster—built by Allard Motor Co and Skilton Motors—was 9.3 secs over the quarter at 171 mph



## First Spring Nationals at the Pod

**D**ESPITE the glorious weather the **BDR&HRA's** first Spring Nationals meeting on June 14/15 at Santa Pod Raceway was poorly supported—but those fans who did turn up were treated to some really fine racing.

Most of the "big numbers" were turned in by the two-wheeled boys, with John Siggery's injected Olds-powered Geronimo only just taking top time and low et of the meet at 10.04 s, 140.06 mph. John Lloyd and Bernard White showed you don't need cubic inches. Lloyd rode his 998 cc Romulus through the traps at 136.80 mph, and White's 498 cc Endeavour stormed the quarter-mile in 10.43 s.

The Top Dragster final again brought together Siggery's Geronimo and Ken Cooper's Bazooka Too. As before, Cooper's flathead was no match for Geronimo's horsepower, with Siggery making it in 10.05 s, 139.08 mph, for his second title win. Bazooka Too trailed at 11.28 s, 121.21 mph.

Dave Collis powered his way through the field of Competition Alters with his Chevy-powered "T" Opus One to face the Fullerton/Benbow Buick-powered Turtle "T". Fullerton

cut it too fine and drew a red light, leaving Collis to storm through the quarter in 11.89 s, 112.11 mph; Turtle T followed at 12.09 s, 115.21 mph.

The Top Street competition saw Ian Richardson tearing through the field in his immaculate 289 Cobra to take the title at 13.40 s, over Bill Wiechelt's Trident.

### Saturday

**No 1 Bracket:** Tony Anderson (Trouble-Ford V6), 12.20 s, 112.11 mph; **No 2 Bracket:** John Fullerton (Turtle T-Buick), 11.95 s, 116.61 mph; **No 3 Bracket:** Cuss/Ingham/Bakewell (Ote' Smokey-Jaguar/Ford), 15.48 s, no speed; **No 4 Bracket:** Ken Giffen (Chevrolet Camaro), 14.01 s, no speed.

### Sunday

**Dragsters:** Top, John Siggery (Geronimo-Oldsmobile V8), 10.05 s, 139.08 mph; Middle, Tony Anderson (Trouble-Ford V6), 12.20 s, 112.11 mph; Junior, Brian Parkin (Keele kart), 12.75 s, 99.30 mph (bye).

**Competition:** Top, Dave Collis (Opus One-Chevrolet V8), 11.89 s, 112.11 mph; Middle, Rob Skinner (Midas Touch-Jaguar/Buckler), 13.84 s, 95.33 mph (bye); Junior, Richard Fielding (1.2 Imagination-Ford), 16.84 s, 77.52 mph (bye).

**Street:** Top, Ian Richardson (AC Cobra 289), 13.40 s, 98.43 mph; Middle, Hugh Gunderson (Oscar VI-Ford V6), 16.82 s, 80.45 mph.

## John Woolfe



**I**N a fierce and terrible accident in the opening lap of last weekend's Le Mans 24 Hours John Woolfe, one of the friendliest and most entertaining characters in motor racing, was killed, and once again there is that bitter feeling of a gap that has been left in the sport. John was a good friend of all of us on AUTOSPORT, and on several occasions contributed reports of Continental sports car races, as well as pieces about Formula 5000 at Riverside and sports car racing at Watkins Glen, which always reflected his sense of humour.

His motor-racing activities, both as driver and entrant, had been diverse and varied over the past three seasons, but in fact he had been in motor racing a lot longer than that. Ten years ago he was racing a Jaguar C-type in British club races with a fair amount of success, and then in 1960 he made quite a name for himself with a Lola-Climax in which he went very well. There was a period then when British small capacity sports car races usually featured great battles between Woolfe and Alan Rees in Lolas and Roy Pierpoint's Lotus 15.

He also raced a TVR in the early 1960s, but then abandoned racing for flying, and found time to do a lot of canvassing for the Liberal party before the 1964 election.

However, in 1967 he returned to his old passion of motor racing, buying the pair of 7-litre Cobras brought to Europe by Tony Settember and then raced by Bob Burnard.

One he converted into a right-hand-drive road car, and the other he raced with considerable success in club racing. The big left-hand-drive beast was not an easy machine but John used to drive it with spectacular skill and courage, and his battles with more agile cars were always exciting to watch. On one occasion, when the car of a fellow club-racer whom John hardly knew was destroyed by fire at Snetterton John, after winning the race, drove the Cobra round through the spectator enclosures collecting money for him in his crash-hat.

The Cobras were followed by the ex-Sid Taylor/Charles Lucas GT40 and then the Chevron-Repeco B12, which was a special one-off built by Chevrons which he drove in last year's Le Mans with Digby Martland, retiring with a blown head gasket. He also bought the ex-Sid Taylor Lola-Chevrolet Mk 3, and a CanAm McLaren M6B, this year a new Lola Mk 3B was added to the stable, and then when the 4.5-litre Porsche 917 was announced he put his name at the head of the list of customers. The car he crashed at Le Mans was the first one to be delivered to a private owner, and it had just been brought to France for the race straight from Stuttgart.

Six months ago he married Jane Burton—they went away from the wedding in the Chevron-Repeco, which proved quite a traffic-stopper in Grosvenor Square—and because of this 1969 was to have been his last year as an active driver, although he intended to continue as an entrant, and had ambitious plans to set up a professional racing engine shop in this country which was to specialise in Ameri-

can V8 and Formula 5000 units. He also had a strong interest in drag racing, and owned several dragsters, including the well-known *Hustler* and a fantastic Reliant Scimitar GTE with a 7-litre V8 engine.

His racing activities were centred around the John Woolfe Racing Organisation headquarters at Eaton Socon, and all his cars were beautifully prepared in his dark blue colours with two broad yellow stripes—based on the horse racing colours of famous Bentley entrant Dorothy Padgett, whom he knew. Between practice and the race at Le Mans he had blue and yellow stripes painted down the middle of his new Porsche.

In private life John, who was 37, was originally in the family wholesale business before becoming a director of an American-controlled food store and then going into property. His attitude to motor racing combined the involvement of the professional with the enthusiastic enjoyment of the amateur; he did not regard himself as a top-line driver by any means, and his programme for his Porsche 917 for the rest of the season was to have included some well-known sports car names as drivers, but he was fascinated by the Le Mans 24 Hours and was keen to do well in it.

It is very sad that this large, friendly man with his large, hairy motorcars will no longer feature on the motor racing scene. To his young wife, his relations and his friends AUTOSPORT offers its very deepest sympathies.

The funeral is private, but a memorial service will be held at 6.30 pm next Tuesday at West End Synagogue, Upper Berkeley St, London W1.

SFGT.



John Woolfe in his 7-litre Cobra at Castle Combe in 1967





# WOOLFE'S WHISTLER

THE Reliant Scimitar and the Reliant GTE both have reputations as serious enthusiast cars—but the GTE owned by racing driver John Woolfe is anything but serious. It's one of the few Funny Cars in British drag racing! And like its American counterparts, it's far removed from the original.

The name is Whistler,

and it's a 180 mph mid-engined Chevy-powered bullet that's been getting very near the 10 sec ET bracket at Santa Pod—and that's really shifting when you consider that means a terminal speed of 140 mph.

Whistler is the result of experience gained with John Woolfe Racing's infamous Hustler—a Chevy-

powered BSA Pickup raced last year. Only standard Reliant part on the new machine is the fibreglass body, supplied by Reliants to help this unusual venture. And with this pretty body, its some Woolfe in sheep's clothing!

Power comes from a 7000 cc L88 Chevy engine slung in the middle of a special frame built by the

car's designers Mark Stratton and Tex Blake. This engine was in fact in Hustler for a time. Block is cast-iron, head aluminium. Sitting on top is a pair of 4-barrel Holley carbs, which push the high-octane aviation fuel into those eight thirsty cylinders through competition Edelbrock inlet manifolds.

*Continued page 59*



Side view of Whistler shows engine just too far forward to be a wheelie-machine. The castors are to prevent flipping



Seven-litre Chevy engine sits in the middle of the car. Pair of 4-barrel Holley carbs sits atop, well up in the air stream



Driver sits in knees-up position—which is surprisingly comfy. Red handle is car's only brake. Black is semi-auto shift

## continued from page 41

Transmission is semi-automatic, built by B & M, a Stateside firm who take General Motors automatic boxes and turn them into competition 'Turbo Clutch' boxes. Only time the driver touches the clutch is to let it out on the green light, and then he only has to use the shift lever to go through the four-speed box. This eliminates time-wasting clutch operation and missed gears. Clutch is an 11 in. racing Schiefeler.

What suspension there is—back-axle is solid, front is a simple de-Dion type tube—was also made by the boys. Wheels are American magnesiums all round, with Goodyear G800 tyres front, and huge Goodyear 1100 x 16 drag slicks at the rear. Steering is minimal—half a Mini steering-rack is used. That's all you need for corrections and staging for runs!

### LIGHTWEIGHT BODY

The fibreglass body has been altered little, with Perspex windows all round for weight-saving. The interior is completely gutted, and a driver's seat mounted

on the floor in the back of the car. The control console and steering wheel are also well back—steering is by a double chain system. Only instruments are tachometer and oil pressure gauge; there is no cooling system as the car never runs for more than about 1 min. Pedals are simply a huge throttle pedal and the clutch pedal—clutch is only used dragster moving.

There is no footbrake, as the hand brake and parachute slow it down well enough. The chute is operated by a grab handle.

### CHROMED PARTS

The keynote of the whole machine is one of professionalism. Appearance is immaculate with plenty of chromed parts and beautifully finished trim, even down to fitted carpets in the cockpit! Also a feature is the smart paint job, done in John Woolfe Racing's blue and yellow colours by Steve King of Kings Autos, Nether Heyford, Northants.

Although there were some teething troubles earlier this year, Mark Stratton really got down

to it at Santa Pod on Whit Monday with a 10.9 sec ET—terminal speed of just over 130 mph.

The carbs give a total bhp of around 600 at present with high-octane aviation fuel—but later this year fuel-injection may be fitted. But it's already the quickest full-bodied British car in the world—although a lot of development and know-how will be needed before it can match the sub-7 sec runs which Stateside funny cars are now turning in.

### JOHN WOOLFE

Shortly after the colour section of this feature went to press, John Woolfe was tragically killed on the first lap of the 1969 Le Mans 24-hour race, as all of our readers will have been saddened to hear. He was driving a Porsche 917.

The staff members of Hot Car magazine extend their most sincere sympathy to his family in their bereavement.

*Tony Boostock*



The B & M 'turbo clutch' gear change assembly. The clutch is used only on take-off, after that changes are made by simply moving lever forward



Mark Stratton (l.) and USAF Sgt Tex Blake fold up the drag chute of Whistler after a run. Driver pulls grab handle at the end of run to release it





# WOOLFE'S WHISTLER!



**2 TOP DRAGS**

## OLDS ANGLIA

► **GOOD VIBRATIONS**, to the tuned ear, spells out the big Beach Boys hit of a few years back. But this Good Vibrations, the strip-hitting Anglia-Oldsmobile of the West Wickham Boys, is in right now. Under that sit-up-and-beg '51 Anglia shell are no less than 6.3 litres of Olds urge set-up-and-beggin' to be let loose at Santa Pod.

Marshall-Dickson Racing, the pseudonym of Roger Marshall and brothers John and Tony Dickson, created this out-and-out Competition Altered for

fun—and to set the strip on fire. So far runs have been in the 12.8 ET bracket—but with engine and gearbox problems sorted out over the winter, they're hoping to knock that time right down.

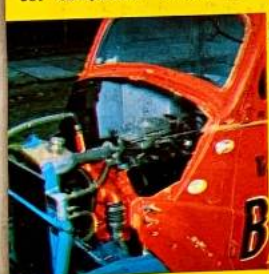
Basis of the machine was a tatty £4 road car, which was stripped to its chassis and rebuilt from the ground up. The 394 cu. in. Olds engine was discovered in Belgium after a five-month search, and subsequently knocked into racing trim with balancing, head and valve work, a Crane 3/4 cam,

Autolite carb on manifold. Revs are red-lined at 8000, but the team uses 6500 in competition. BHP is reckoned between 380-400—although this figure has not yet been substantiated. Most expensive item on the car is the gearbox—a £200 racing automatic B & M Hydro-Stick transmission.

Body has been chopped about so much that only original metal is the shell—floor, bulkhead etc are aluminium, windows perspex, and entire front end and boot are home-made fibreglass-

ing. Front suspension features beam-axle with upright shockers, while the rear has separate leaf-springs (found on a scrapheap and of unknown origin) and Spax shockers.

Steering was made up by the Kent-based team—the steering column is six feet long, the driver sitting over the back axle. There's no front brakes, but Olds drums at the rear (the axle is ex-Olds) provide ample anchors for the 120 mph plus the car reaches. Whichever way you look at it, this makes Good Vibrations!



The Olds engine takes up more Anglia space than the E93A one ever did—note the alloy



Driver sits in the back seat with that long-rake steering and controls brought back



Driver's view. Rev counter, oil and water gauges are set in the alloy fireproof bulkhead



Radiator is original E93A equipment—header tank polished up using elbow grease



# CUSTOM CARS



## AND ITZAVIVA

WHEN VAUXHALL introduced the Viva, they left room should the need for a bigger engine arise in the future—but the bigger engine they had in mind didn't quite run to 4.7 litres of V8 Chevrolet! And that's exactly what drag enthusiasts Alan Wigmore and Tony Weston have dropped into their Itzaviva, quite the most remarkable HA Viva we've ever clapped eyes upon. It will be seen at Santa Pod and other drag racing strips during 1970.

Two years work went into

the Competition Altered—running in a different capacity class from Good Vibrations—and the result more than reflects this. A paint job by "Pops Paint" using Parchment Yellow with Blood Red Fogging, and smoked perspex windows, and the machine's name plastered down each side are forgotten when you get inside that exterior. Nothing has been left by the spray gun or chrome bath—suspension, engine and transmission, and complete interior, right down to such details as

polished bolts used throughout.

Chassis is a modified '55 Anglia one, with full roll-cage and highly-modified Anglia front suspension, raised and fitted with Spax shockers. Rear suspension features yet another Olds rear axle, narrowed to fit inside the Viva body.

The engine fits the chassis neatly, and features just about every US goodie we can think of, from Hilborn fuel injection through to McGurk cam, valves and valve gear. Outcome is an estimated 400 BHP running on

methanol. Engine looks tremendous, finished with Edelbrock rocker covers and Cal Custom engine chrome accessories. Transmission is standard 3-speed manual Chevy gearbox, racing clutch and a  $\frac{1}{2}$  in. thick scattershield to contain any transmission explosion.

So for two enthusiasts unconnected with the motor trade—Alan, a sales rep from Stanmore, is Chairman of the National Drag Racing Club, while Tony is an electronics engineer—that's the Viva!



Under the lift-off body lurks the V8. Tanks are methanol fuel (front) and oil header



Interior has strong roll-cage in the event of a wipe-out. Rev and oil are only gauges



Back end shows Olds rear axle with 6" wide Skilton slicks on alloy-centred mag wheels



Front has been raised by lowering the spring perch—trims are 100E modded centres

while among the other exhibits were this Malibu Express slingshot dragster and the John Woolfe Racing Reliant-Chevrolet GTE (below).



Malibu Express  
1/4 mile  
3700-1000 PS  
600 km/h  
Variable Torque 105

John Woolfe Racing  
Reliant-Chevrolet GTE  
1000 PS  
1000 km/h  
Variable Torque 105



# 1320 SMORGASBORD

## DRAG HAPPENINGS IN SWEDEN

By Kjell Gustafson ■ The sport of drag racing is growing fast here in Northern Europe. Since the inaugural meet held in Sweden last year, Scandinavia has seen a rash of drag car construction. Most of it has been for the Competition Altered classes, which currently boast about thirty cars. The popular combination seems to be a Chevy V8 covered by a Volkswagen or Anglia body. We are justifiably proud of the recently completed "Hot Tomato," a Hilborn-injected, L-88 Chevy-powered Volvo that cost the owners an absolute fortune to build.

The Competition Altered crown in this year's Scandinavian International Drag Meet was won by an English entry, John Woolfe Racing's "Whistler." Since its sponsor, John Woolfe, was killed in the 1969 Le Mans 24-Hour Race, the sponsorship has been taken over by Woolfe's father-in-law. In this way, the team's expensive stable of cars can be kept running. The "Whistler" is driven by ex-fueler pilot Dennis Priddle. The car is powered by a Chevy L-88 placed in a funny car chassis. The body is a fiberglass replica of an English Reliant GTE car. It's a very nice-running vehicle and, of course, the pride of the English.

The dragster class honors in this summer's meet were also captured by an Englishman, Clive Skilton, driving a new Chrysler hemi-powered rail. Tony Densham's "Commuter" digger was by far the fastest car, but in an effort to lower his own European quarter-mile record, Tony blew his Ford 427-incher all to pieces.

Quite a few of the 8000-plus spectators at the strip had come to watch two brand-new Swedish rails debut. Unfortunately, the expected race between the two didn't happen. The "Valkyrian" simply couldn't be readied in time; and although the "Sub Sonic" sounded mighty fine on fire-up, the driver was too new to give it a good run. Both Swedish dragsters run the best in equipment, even by American standards. The lack of seasoned dragster drivers, though, meant that the English rails took the first three spots in Fuel Dragster competition.

Initially there were many problems in organizing Scandinavian drag racing, but they seem to be straightened out now. The enormous public interest in drag racing and the five international meets scheduled for the coming season should make 1970 a great year for the sport. The U.S.A. certainly gets our thanks for inventing such a wonderful sport! ■■



Competition Altered class winner (top and above) was John Woolfe Racing's "Whistler." Driver Dennis Priddle is on the right, above. Nigell Andersson's "Hot Tomato" (center photo) also contests Comp. Alt. class with Chevy mill. The Hambrman & Andersson "Sub Sonic" (left) represents a bundle of Kroner (bucks).

## Santa Pod: Densham gets nearer a seven

HAPPINESS is, they say, a 7 secs elapsed time, but even though Tony Densham didn't break into the sevens in his 427 Ford-powered *Commuter* he was still a very happy man at Santa Pod on Sunday.

He swung the big red rail around into the blue lane, sounding all hair as he rolled to the line. Inside the fuel tank sat a 25 per cent nitro load and in the huge M & H slicks was just 8 psi in an effort to get more traction. On the green light Tony brought the revs all the way up, dropped the clutch and was gone with a wisp of tyre smoke. At the 1000-ft mark *Commuter* started snaking but Densham kept it to the lane and streamed through the time traps in 8.22 secs, at 181.82 mph.

Snaking into the shut-off area the chute failed to open and he heaved on the brake handle, and the flexing that followed caused the monster to bottom which holed the sump before it shuddered to a halt. Despite this damage, which was too severe to allow *Commuter* to run again that afternoon, the Densham/Billinton/Phelps team were doubly happy, for they had smashed the outright strip record with only a 25 per cent load and therefore knew that a 7 secs run was within their grasp at last, which perhaps the Whit-weekend will see.

The weather was beautiful—the fans were out in force, but at the end of the qualifying period only the Top Street eliminator had a full field of cars, and this was whittled down to six machines as both the 396 Camaros had breakages they failed to get fixed in time.

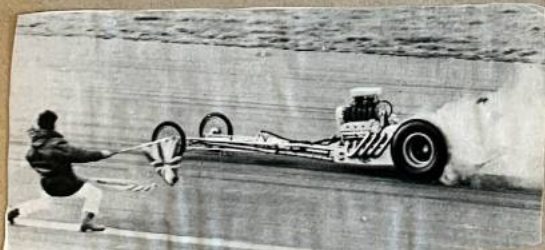
Dave Render with his V8 powered Ginetta-Buick G12 showed that there is a substitute for cubic inches as he walked through the field.

For the money run he drew Doug Harler's big 440 Dodge Charger. In the first round Harler had driven all over Cliff Jones' 327 Corvette Stingray, and then took an easy but run through to the finals. Knowing that the only way he could beat the Ginetta was out of the chute, Doug tried too hard and left a big red light burning at the bottom of the tree as Render smoked off for the title at 99.80 mph in 13.39 s.

For the Top Competition eliminator Dennis Priddle had no trouble as he drove the John Woolfe Racing team's 427 Chevy-powered Reliant Scimitar *Whistler* on consistent low 11 secs runs to take the money at 11.36, 109.83 mph over Derek Benbow's trailing Buick T at 12.47, 114.68 mph. In the Middle Competition final Bill McGrath led wire to wire with his Jaguar Triumph Roadster *Gloink* to take the money at 13.25, 101.42 mph over Rob Skinner's Jaguar-powered Buckler *Midas Touch* at 14.44, 92.42 mph.

The most exciting race of the day came in the Top Dragster final. Harold Bull rolled the diminutive *Stripduster* to the line to take on John Siggery's Olds-powered *Geroinimo* for the money. On the green *Stripduster* was gone with the front wheels grabbing for the sky as he snaked over the asphalt to win at 10.89, 126.58 mph—*Geroinimo* followed half a car's length behind with exactly the same e.t. at 10.89 and a faster speed of 133.87 mph. Bull's fantastic hole shot had been enough to take him through the trap first—and that's what counts in drag racing.

Middle Dragster was taken by Tony Anderson in his V6 Ford rail *Trouble* at 12.32, 110.86 mph, over Bert Knight's Jaguar-powered *Knightmare*, who was very close at 12.45, 109.41 mph.







# MALIBU EXPRESS



Driver should have no excuse for misreading that tach stuck up there on the Chevy mill. Note air scoop/ram for ensuring the carbs get maximum air.



Driver is completely enclosed when the hood drops down — yet another safety factor. Note tail styling and neat drag chute locker. Bar is for push-starts.



Everything in the driver's compartment is safety-angled, padded cockpit, bulkhead firewall, padded rollover bar, full-harness belts, and special wheel.





# IT'S THE BEST-LOOKING BRITISH RAIL —THAT'S THE CHEVY DRAGSTER OF TEAM

**GO to any British drag meeting and have a look around the paddock. Chances are that one rail in particular will catch your eye by virtue of its colour and way-out styling. That rail is the fabulous Malibu Express, the creation of four friends who got together to build "something different".**

The friends—Kevin Burrows, Bob Spence, Jeff Morris and Geoff Fardell, who call themselves Team Malibu Express—designed the dragster themselves, built it and now race it. Best time to date over the standing quarter-miles (at the 'On Tour' Woodvale meet) is 11.3 secs, terminal speed 130 mph. And on top of this it's a show machine in line to take concours d'elegance prizes wherever it appears.

So called because the majority of parts come from the '64 Chevrolet Malibu SS sports saloon and Express because its a rail (groan!), the dragster boasts a 4.7 Chevy V8 with more or less stock bottom end. The goodies are all bolted on—TR1 Edelbrock ram inlet manifold with a pair of 4-barrel Holley carbs on top, and chromed Moon Bugcatcher ram atop those. Ignition is a specialised Grant Flamethrower twin contact-breaker unit for reliability, and the exhaust manifolds are fabricated ones, coated in the inevitable white Spex.

Clutch is a racing Corvette version with 3000 lb. thrust—hydraulics make operation quite light. Gearbox

is a 3-speed heavy-duty job with a 4.11 final drive. Second and third gears are used only—clutch is let out on the line at between 6000-6500 rpm, and gearchange comes at 7500. When more development work has been done on the engine this max rev figure should change to 8000 rpm!

Cooling is by water half-filling the block—there is no fan, rad or pump and the engine can run for 5 min. before overheating. Engine side is the pet of Bob and Jeff.

Chassis designer was Kevin, who came up with a mild steel seamless tubing layout, using the Malibu SS rear axle chopped 18 in. at either side. Stock drum brakes are retained and hand-lever operated. Front suspension features chromed moly-alloy axle with VW torsion leaf suspension. Front wheels are from a Honda motor cycle with same

tyres, and rear wheels are enlarged 13 in. Fordies, giving 8 in. width with Dunlop CR65 racing tyres. 'We can't afford slicks' quoth Kevin.

All the real stopping power is in the drag chute which neatly packs into the tail. There are more Gs under braking than under acceleration, adds Kevin. The chute opens with quite a snap—it needs to when you're slowing from 130 mph at the end of the strip! Steering is limited but very precise from a Standard 10 box behind the engine operating a long, long exterior rod to the front axle.

Body is absolutely fantastic. All fibreglass, it was designed, patterned, moulded and made by the lads. Body feature—and the dragster's main feature—is unique never-before-seen enclosed cockpit where-in lives the driver. This cockpit has a non-flammable perspex screen and rear windows, and is a snug fit over the integral rollbar. Upholstery is in beige leathercloth.

Paint job was done by Norwin Garage, Anstey, Leics, whose owner Geoff Croucher encouraged the foursome and lent his tools and premises. It has Indigo Blue metal-flake as its base in five coats, and is then topped by 26 coats of clear laquer (rubbed down between every three sprays). Some paint job!

Malibu Express took 14 months to build during week-ends and valuable help came also from a friend, Colin Hewitt, who was another in

the scheme right from the start. Kevin estimates that the machine cost about £700 to build—not a lot for the result, but all the work and assistance which went into the car (including free tyres from Dunlop and other support) must put the value at least three times that.

Malibu Express has had half a season's racing during 1969. In 1970, the Team will be back with even more experience. As Kevin told me: 'The car has got low 10 sec. potential, and we hope to get it.'

And that is the story of what must be one of the most immaculately-prepared strip dusters either side of the Atlantic. Its a *bonafide* show car—the rail has been exhibited several times already—and its a *bonafide* go car. Some combination!

MARK COLE

**BRITAIN'S BEST** . . . . The 1969 British Drag Racing Champion is an AA/Fueler known as "Revolution." It took the crown with a 9.66 e.t. and a top speed through the quarter-mile of 156.99 mph. Muscle for "Revolution" is supplied by a Dodge "Power Giant" marine engine originally designed for use in Korea. The "Power Giant" now sports a Howard cam and solid lifters, stainless steel "nitro" valves, triple springs and Ansen flat-top pistons. The rods, heads and crank are stock.



A Cragar-modified blower breathes through Hilborn injectors. A Schiefer two-plate clutch directs power to a 3.5:1 Olds rear axle equipped with American mags and M&H slicks. The car was first started by the late Sidney Allard, and the stainless steel frame was built from plans that appeared in *Hot Rod Magazine* over eight years ago. It is now owned by Allan Allard and Clive Skilton. Clive is doing the driving in the photo above.

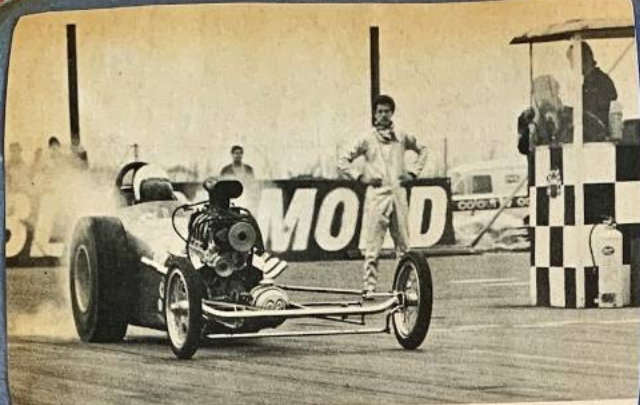


Yes folks it's a genuine dragster — one of the first to appear in Triple C pages and just the sort of machine to do the S/S 1/4 mile in 7 seconds with a terminal velocity of over 200mph.

It's owned by reader Brian Ringswell of Tring in Herts and has been entered in our Concours. Should collar some loot at an early heat we'll bet.

Just the sort of machine too that we hope to have at our test days and that Race every month through the summer at the same meetings as the Allard/C & CC Anglia. Worth seeing — believe us!





Bill Wychelt smokes his Dos Palmos dragster off the line at Santa Pod during the first 1970 meeting at the Bedfordshire raceway, organised by the British Drag Racing Club over Easter. Wychelt used the power of his 61-litre blown Chevrolet engine to beat seven other dragsters and finish with a standing quarter time of 9.8 secs and a speed of 145 mph. Times in excess of this are expected at Santa Pod this weekend, when the National Drag Racing Club are holding their first ever meeting, and some exciting new cars from the John Woolfe Racing stable are to make their debut.

● Sunday's BDR and HRA Santa Pod drag meeting was abandoned soon after the start when Ken Obee (1650 Lotus 7) had a big accident at the finish traps in atrocious weather conditions. Although Ken's car crashed into the safety rail at over 100 mph and was written off, he escaped unhurt and thanks to the mandatory safety-harness and roll-cage. The organizers decided to stop the meeting after this, as the rain showed no sign of letting off. Planned drags between Densham's Commuter and Sluggett's Tudor Rose, and between a Thunderbird-powered Cortina and a Chrysler-milled Viva, will now be run at the Drag Racing and Hot Rod Magazine Trophy meet at Santa Pod on August 11.

**SUPER FAST DRAGSTERS      WILD FUNNIES      HOT ALTEREDS**  
**SCREAMING MOTOR CYCLES**

come drag racing at

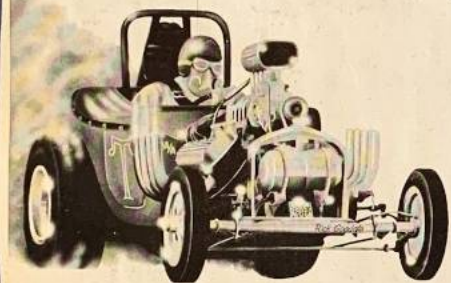
**SANTA POD RACEWAY**

**EASTER SUNDAY-**

**MONDAY**

**MARCH 29-30**

next club drag racing  
**NDRC**  
 April 12



turn off A509 at Wollaston, near Wellingborough      01-464 5445

## Weichelt wins at Santa Pod

By re-running their date, postponed earlier by rain, at Santa Pod Raceway on Sunday the National Drag RC firmly established themselves as top drag racing promoters. Apart from minor electronic troubles just after lunch the major eliminations were run-off at a really quick pace.

Smoke and spectacle were the order of the day with some big times being put down early in qualifying by the big "rails."

Big Bill Weichelt rolled his supercharged 396 cu ins Chevrolet-powered Dos Palmos dragster off the trailer to smoke through the quarter at over 140 mph in 9.52 secs. Movin' Mike Hutcherson, who recently made the big time with his 100 mph blast through the Piccadilly underpass in Nobby Hill's blown Cadillac-powered Houndog, made his first-ever nine secs run with a smoky blast which put him through the traps in 9.7 secs and over 130 mph.

Unfortunately this glory was shortlived. First round of Top Eliminator found Houndog sitting next to Tony Anderson's wild supercharged V6-Ford-powered rail Trouble. On the

green the little Ford was long gone leaving Houndog to play catch-up. And catch up he did. At the 1,000 ft mark the big Cadillac started to move around Trouble's suddenly Houndog was engulfed in a dense cloud of smoke as the engine blew up in the worst possible way (it threw some pistons at 125 mph plus), locking the rear end and sending Houndog careering across the strip to smash itself to a halt against the safety barrier. Happily Mike Hutcherson emerged shaken, but unhurt. It'll be some time before Houndog will be fit to make the Piccadilly scene again.

With Trouble running consistent 10 secs plus it wasn't surprising to see it sitting on the start-line when the Top Eliminator Trophy run came round. In the blue lane sat the blown Chevrolet dragster Dos Palmos. Bill Weichelt proved his earlier run was no fluke as he smoked away to take the title in 9.58 secs at 143.47 mph. Trouble trailed at 10.64 s, 113.32 mph.

**MIKE COLLINS**

**BYD:** W. Weichelt (Dos Palmos-Chevrolet dragster), 9.58 s, 143.47 mph.  
 Class winners: J. Whismore (Drop-N-Fly), 11.97 s, 117.05 mph; B. Paxton (Tri-Wheel-Start), 12.92 s, 100.08 mph; D. Priddle (Whistler), 11.30 s, 118.48 mph; R. Skinner (Midas Tugger), 12.84 s, 102.88 mph; S. Harvey (L.A. Ginetta-Ford G12 1/2), 14.82 s, 91.91 mph; M. Gates (4.7 TVR-Ford Falcon), 13.13 s, 112.27 mph; C. Lirwin (Ois Blue), 15.66 s, 87.11 mph; M. Aitken (TVR), 16.23 s, 84.03 mph; R. Clark (Hannibal), 20.38 s, 69.50 mph.

● On Sunday the next BDR & HRA meeting takes place at Santa Pod. Tony Densham will be on hand running a brand new nitro-burning 427 cu ins Commuter, along with 1969 drag racing champion Clive Skilton in his new super-long 392 cu ins hemi-powered Second Revolution.

It is hoped that Roy Phelps' fantastic blown 427 cu ins Capri funny car will be repaired in time for this meeting—probably the most powerful Capri in the world.

● The next NDRC meeting will take place on Sunday May 3 at Martlesham Heath, near Woodbridge, Ipswich (on the A12). A special feature of this meeting will be some spectacular match-racing between super-fast bikes and cars.



Bill Weichelt smokes the Chevrolet-powered Dos Palmos off the line.