

NATIONAL DRAG RACING CLUB

Our inaugural meeting will be held at

SANTA POD RACEWAY

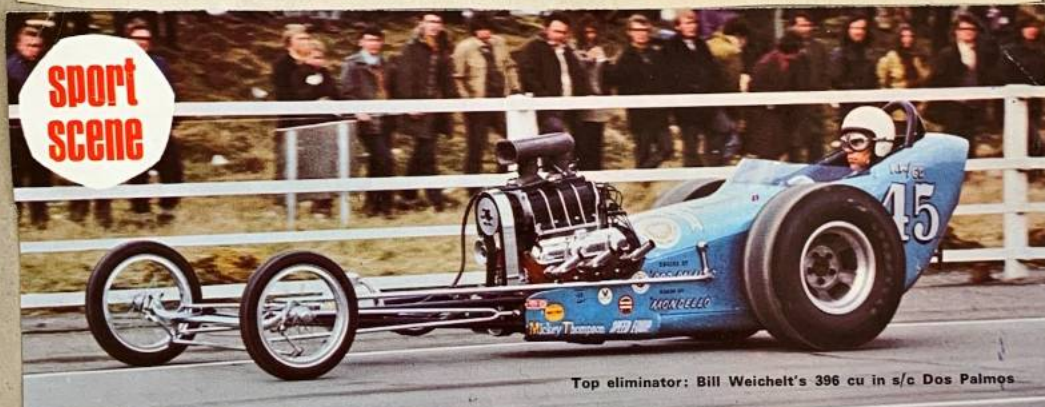
this Sunday, April 19th, practice 10 a.m., racing 2 p.m.

Stars appearing include TONY DENSHAM in the 7-litre, supercharged, COMMUTER, BILL WEICHEL in Dos Palmos 6½-litre supercharged dragster. (As seen in Piccadilly Circus !!). BRUCE BROWN, 5-litre Chev, rail. DENNIS PRIDDLE, John Woolfe racing 427 cu. in. RELIANT SCIMITAR, ALAN WIGMORE, 327 cu. in. VIVA CHEV, plus many, many more, including a selection of drag bikes.

HOW DO YOU GET THERE ?

Turn off A.509 (Newport Pagnell/Wellingborough Rd.) at Wollaston, Northants.

A good day will be had by all !



Top eliminator: Bill Weichelt's 396 cu in s/c Dos Palmos

SANTA POD STRIP SHOW

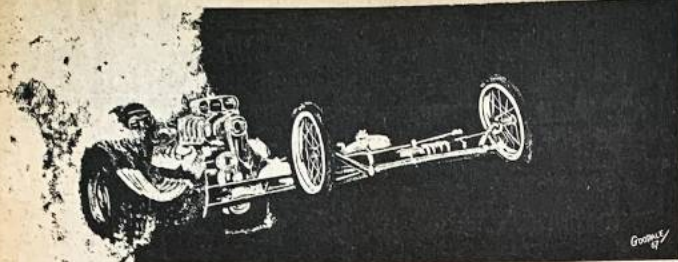


Some like it hot: Phil Smith's Chevy-powered Opus must qualify as a genuine hot rod. Here he is smoking it off the startline at Easter Monday's BDR & HRA Santa Pod meeting



American servicemen at USAC bases always make up a good part of the competitors. This Texan Chevrolet SS shows that a road car can make just as much smoke as the racers

DRAG RACING returns to BLACKBUSHE JUNE 7th



Competitors include:

Tony Denstrams 7 litre dragster 'Commuter'; 'Wild Bill' Weichelt in the Dos Palmos dragster; Roy Phelps with the wheel-standing Corvette Stingray; Allan Wigmore's Chevrolet powered Viva; John Woolfe Racing's 7 litre Reliant, and the nitro-burning supercharged 7 litre Ford Capri of Santa Pod Raceway.

Special Guest Appearance

DAVE LEE TRAVIS, 'Radio One' Disc Jockey!

All this and many more dragsters, altereds, funny cars, sports and saloon cars with Englands fastest drag bike. **BLACKBUSHE AIRPORT**—just 4 miles South West of Camberely, Surrey on the A30. (30 miles from London).

Weichelt again at Martlesham

For their first "on-tour" meeting of the 1970 season on May 3 the National Drag Racing C imported everything required for a perfect drag race meet: plenty of Santapod sunshine, 7,000 fans, but unfortunately not enough exciting machinery. Even so, they did a magnificent job at Martlesham Heath, Woodbridge, providing thrills aplenty for everyone.

Once again Bill Weichelt was impressive with the blown Chevrolet gas dragster Dos Palmos, for this was the only rail with sufficient power to overcome the super sticky traction of the Martlesham tarmac. With every run getting deeper into the nines, he was slowly tearing his sticks to shreds, but he kept it on every time for the fans and took the Top Eliminator money with a snaky .696 ET over John Siggery's fuel-injected Olds-powered Geronimo, which could only manage 10.182.

Spectacle aplenty was provided by the mixed match racing with Mick Butler's 998 'vincent Pegasus' taking the glory for the stakes as he smoked the whole quarter-mile at 11.41, only to be beaten by Harold Bull's

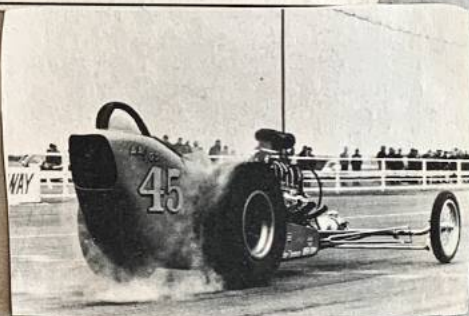
baby rail Stripduster. As usual King Harold went every way but straight with front wheels in the air most of the time to get there first with a slower 11.57.

Biggest thrills of the day came from two big Buicks: David Render's Buick-powered Ginetta G12 and Pete Smith's 401 Buick-powered Hush-Too had everyone on their feet as they kept the boots to the bellhousing, going sideways up the strip for a good 400ft before they got straight—and both still managed to win their runs!

The fight for Top Competition Eliminator was a tough one. Unfortunately Dennis Priddle's right foot proved too much for the big Woolfes Whistler, dropping out before the money run. Cliff Jones did wonders with the immaculate Chevrolet-powered Opus One, taking home the money with a best run of 12.162.

MIKE COLLINS

Top Dragster: W. Weichelt (Dos Palmos), 9.79 s. Middle Dragster: H. Bull (Stripduster), 11.73 s. Top Competition: C. Jones (Opus One), 12.17 s. Middle Competition: R. Skinner (Midas Touch), 14.104 s. Top Street: D. Mawcock (Big G), 14.56 s. Middle Street: J. Elton (Blue Sreak), 15.75 s. Junior Street: J. Cohen (Opus One), 17.14 s. Car Non-Qualifiers: B. Haynes (Quarter Horse), 13.60 s.



MEANWHILE, BACK IN JOLLY OLD ENGLAND...

Mike Lintern has sent us a couple of notes on happenings there. British drag racing fans will never forget that day in August 1970 when an English car recorded a 7-second quarter-mile for the first time ever. The car: "Second Revolution." The driver: Clive Skilton. The time: 7.841 seconds. British cars had never previously run below 8.2, and the 7-second blast was right out of the blue and straight off the trailer. It happened during the National Drag Racing Club's "on tour" meeting at Elvington, near York, and nobody was more surprised than Clive, especially since this was only the second time the car had been run. No suitable equipment was on hand to record the terminal speed, but Clive is quoted as saying, "It sure felt like 200 mph." If so, that's another first.

International dragging took another step forward in mid-summer with the appearance in England of two of Sweden's

top straightline machines: an L-88 Chevy-powered Ford Capri funny car and a hemi-Chrysler digger. They were there for the British Drag Racing & Hot Rod Association's first annual Internationals held at Santa Pod Raceway, England's main drag facility. And, like the Vikings who invaded England hundreds of years ago, they conquered. The Capri, wheeled by Lars Nigell, clocked 9.87 and 143 mph to beat all the British altereds and funnies, while the digger — named "Valkyrian" and driven by Bo Carlsson — cut a 9.27 to win its class.

THERE CAN'T BE MANY pure Stateside-style blown and injected 7000cc funny cars outside North America, but here's one that smokes the part and sets the strips alight over in England. It's a 427-cube, Ford-powered Capri campaigned by Fibre Glass Repairs body shop in Bromley, Kent. Roy Phelps has piloted the car on shakedown runs — before trying a



stout load of nitro — through the quarter in the low 10s with 140-mph terminal speeds. The car — dubbed Gloworm — features a 'glass replica of the Capri body, lengthened in true funny car fashion with a 14-inch section added in the bulkhead area. Paint job is blue and white Metalflake speckled with "gold" dust. Photograph courtesy of Custom Car Magazine, Croydon, England.



CASTROL

Clive Skilton's '2nd
Revolution'.

Standing quarter mile
7.84 secs. Terminal speed
approx. 200 mph.

About 6½ litres.

1,000 + bhp.

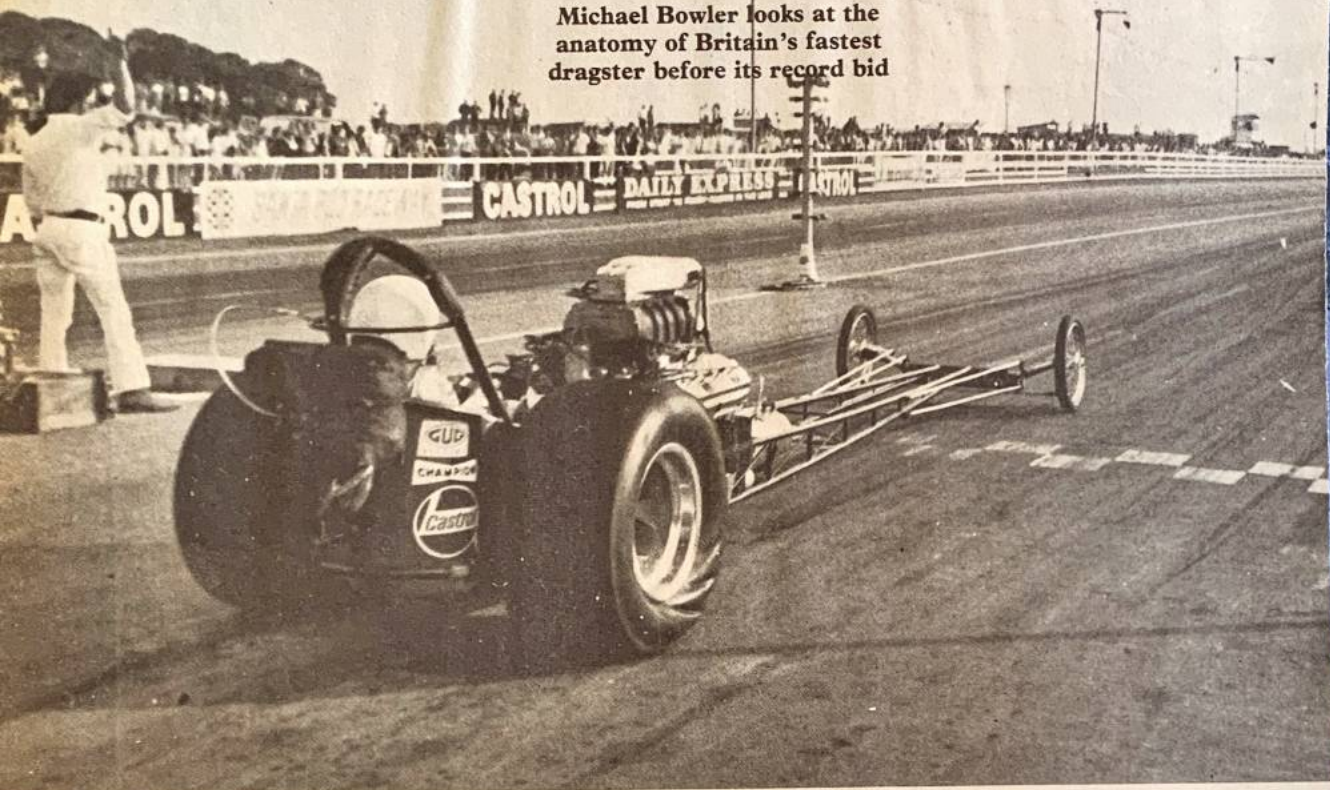
Developed on Castrol
Competition Oil.



**Clive Skilton: "Castrol is the
only oil that will stand up to the
huge power and special fuels."**

All set for 200 mph

Michael Bowler looks at the anatomy of Britain's fastest dragster before its record bid



Ever since I saw that great tyre-burning session at Blackbushe when the American dragsters came to Britain, I have assumed that the Americans were way ahead of the best that Britain can produce. Even though Tony Densham managed 8.228s. for the quarter against around 7s. for the American cars what I hadn't really taken in was that the dragster men only run their cars as fast as the opposition requires, and instant power is available with more nitromethane in the methanol/nitro brews. The more nitro you add the more power you get. 600 bhp on methanol can increase towards 1200 bhp on 85 per cent nitro. So the potential of some of the British slingshots is greater than has appeared and competition is hotting up. Clive Skilton in the Allard-Skilton Second Revolution has just turned a 7.84s. at Elvington, having earlier run 8.23s. with clutch slip. This was in just one run on 61 per cent nitro, so for the Santa Pod championships next weekend you might just see something close on 7s. and a terminal speed comfortably over 200 mph. I went along to C. J. Skilton Ltd of Enfield to have a closer look.

Why they are called "rails" is immediately obvious; the chassis is two long thin triangles of steel tube braced in a vertical plane and held apart by the front axle, engine and rear axle. The engine is

basically a 1957 Chrysler hemi of 392 cu.in. (6430 cc) and the unsprung rear axle is a chopped '53 Oldsmobile with disc brakes instead of drums; the rest is made up from scratch. That makes it sound too simple; it would be if you wanted to turn the wrong side of 10s!

In fact the only standard bits of the engine are the block, crank and heads. The pistons are special light alloy ones with Teflon buttons propping the skirts off the cylinder walls. Pistons and crank are crack-tested every two meetings. The con rods are special aluminium forgings from Mickey Thompson with large bosses so you can drill the gudgeon pins where you like to vary the compression ratio or to accommodate a different stroke. The big-end cap faces are serrated to stop any working under stress. Main bearing caps are machined from solid steel and, as if this isn't enough, a fabricated steel girdle bolted to the underside of the sump-face clamps down the three centre caps with a two thou interference fit; the crank is, of course, balanced to withstand about 8000 rpm. The sump has to be remade around the brace, but dry sump lubrication is not really necessary when you know exactly where the oil is going to lie—flat on the bottom or flung to the back of the sump; either way a single pick-up can cope. Also it is easy enough to design a sump which

keeps the crank clear of the oil. They use Castrol's new competition oil passing through a full flow system incorporating twin GUD spin-on filters.

The heads are standard ones reworked with bigger ports and the hot spot system removed but the compression ratio is lowered to 6:1; the camshaft sits in the usual position in the centre of the vee but it is gear driven with an idler, and an Enderle steady flow fuel pump sits on the front of the special timing cover. The cam itself is an Engle design from a special billet with the lobes just about as big as the standard bearings; needless to say the hydraulic lifters have been changed for roller followers. Considerable overlap is used on the cam to help cool the exhaust valves; since the engine gets through about three gallons a run, they must be super-cooled! The valves are stainless steel of 2 $\frac{1}{8}$ in. diameter and the pushrods are adjustable tubular ones.

Special Donovan rockers are used for the exhaust valves but not for the inlets. No special precautions are used to hold the head down; the standard bolts through the rocker pedestals are quite adequate. The gasket seal uses copper O-rings in the heads with a full copper and asbestos gasket. Cooling hardly has time to happen and the only water in circulation is that in the engine itself; the overflow from each bank

is routed into one of the exhaust pipes to be dissipated as steam rather than sprayed over the driver—there is no water pump.

Sparks come from a Scintilla Vertex magneto driven off the back of the camshaft; the oil pump shaft goes down from the same gear. Plugs are Champion N54R. Timing is pretty scientific as it has to be adjusted according to fuel mixture—more nitro, more retard.

Perhaps the most interesting bit of the engine is the intake system—basically fuel injected and supercharged. The blower is an ex-General Motors diesel truck unit with a pair of three-lobe helical internals (£70 a pair); it is driven from the nose of the crank by a 3in. toothed belt with overdrive gearing of 23 per cent on top of the 8000 rpm engine speed! Vane clearance is of course critical so they have zero backlash steel gears and modified rear bearings. Starting at the atmospheric end, the three butterflies on the intake box are controlled by a hydraulic throttle, one of two pedals the driver has; air goes through this into the blower thence to a distributor manifold nestling in the Vee—the pressure relief valve is on the end of this. The injection system starts at the Enderle pump on the nose of the camshaft, then there are two sets of injectors. There are four nozzles on top of the intake box which drip straight onto the blower vanes; however a combination of the blower helix and the colossal acceleration tends to throw the fuel droplets towards the rear cylinders starving the front ones. On some cars, allowance is made for this by setting the whole system overrich to compensate, but the Skilton car has the American-style port injection as well—sited just upstream of the head face. So the top injectors provide idling and slow-speed running and, as engine speed and fuel pump pressure rise, the port injectors chime in. Those at front are set richer than the rear ones to compensate for the deficiencies of the upper row, and generally to try to get equal strength mixture in each cylinder. Both systems work on continuous injection but any surplus fuel there might be flows back to the small tank sitting ahead of the engine.

The transmission system is no less mystical; some American rails are using two-speed automatics but generally gearboxes are out and its up to a combination of clutch and tyre slip to take the part of stepped ratios. There are two clutch systems, pure centrifugal or pure axial, but most use a combination biased one way or the other. The current "slipper" clutches use very weak axial springs with very strong centrifugal assistance; such a mass of whirling bobweights means a lot of rotational energy, more so than if the masses are concentrated towards the centre of the clutch. So the brace around the clutch housing and the scatter shield need to be very substantial; there was a big scare after one or two slipper clutches had blown up, but their use is now free again. Second Revolution's set-up is a Scheiffer clutch with more axial than centrifugal loading; slipper clutches use three plate systems with two steel floater plates, but

conventional ones have two plates with a single floater. The linings are sintered iron at £50 a pair, and the aluminium faces are copper-coated partly to protect the soft material and partly to assist even heat transfer. One point about centrifugal assistance is that you need to be able to de-clutch at the end of the quarter when the engine is doing 8000 rpm; too much assistance and you won't be able to de-clutch, so movement of the bobweight arms is limited by stops and this clearance has to be carefully adjusted for every meeting. The clutch mechanism is foot controlled.

From the clutch the drive goes through the Olds final drive with normal differential to special American drive shafts brought over by Sidney Allard. Then finally it's the job of the tyres; with slipper clutches there isn't much smoke and the missile just launches itself off the line. With others the tyres act as the clutch and the driver has to balance the spin on the throttle. As in circuit racing, tyres have been largely responsible for the drastic improvements in times. The trend was towards lower and lower tyre pressures but this became dangerous as the centrifugal loading at high speeds (up to 2in. growth) could pull the beads off the seat with consequent deflation; the trick now is to use "wrinklewalls", special tyres inflated to only 4 psi giving the soft sidewall a wrinkled appearance, with another smaller tyre inside inflated at 45 psi, keeping the beads properly seated and also serving as a safety belt in case there is any deflation.

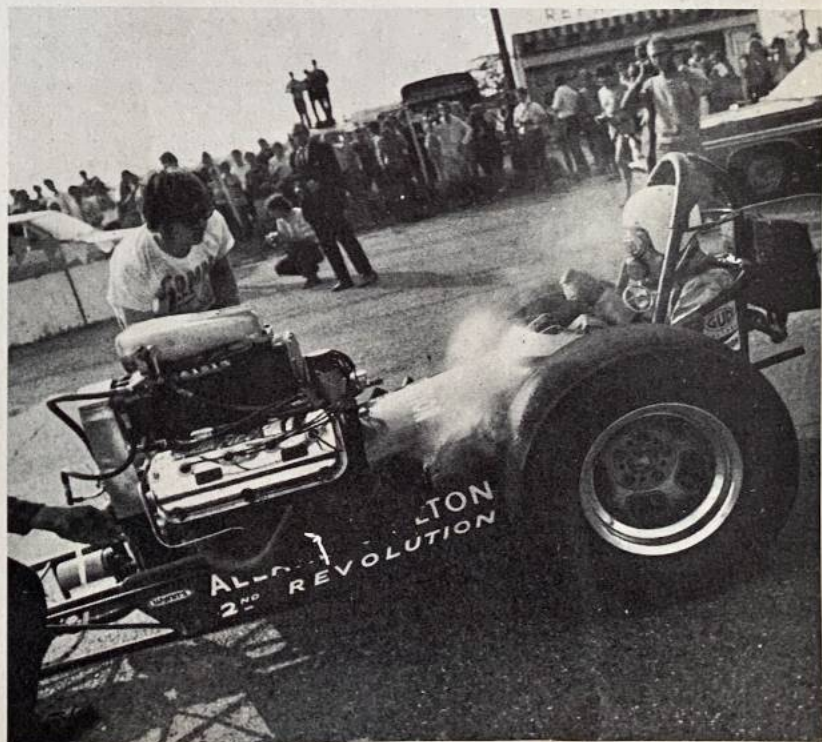
Far left; the "wrinklewall" takes up the slack and Second Revolution sets off for an 8.23 sec run. Before the staging, mechanics feel the heads for the correct water temperature, below

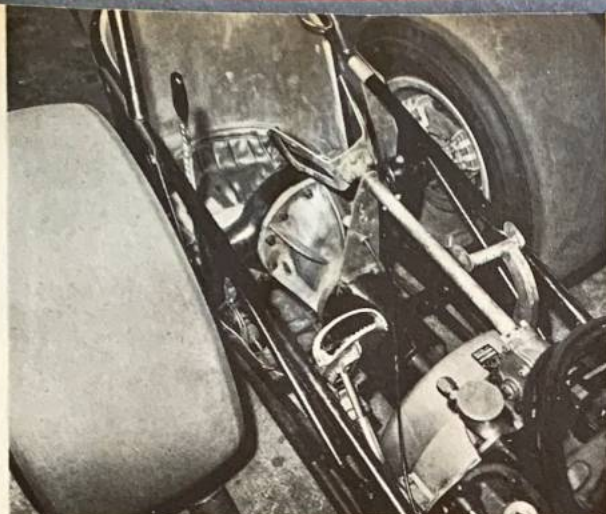
Skilton's car uses M and H tyres of 13.00—16 size with the special tubeless liners within mounted on Halibrand 12-in. rims. The outer "slicks" have little depth holes to show how much life they have left; you can use a pair in two meetings if the opposition is hot.

Way down at the far end of the 200-in. wheelbase, you find the minute little front pram-wheels on a light beam axle. This is located by a pair of upper and lower leading arms with a colossal amount of castor action built in, and sprung on ex-VW leading arm torsion bars. The X-front tiller passes through an adjustable worm and roller steering box to a double-jointed drag link, the last part of the link being equal in length to the radius arms to prevent any bump steering. The previous front axle came from one of the Allard dragsters and carried 90lb. of lead ballast to keep the front wheels down at the start, but after several seasons it was found to be bent. Although the front wheels don't appear to do much work, there is in fact a lot of instant weight transfer when the 'chute is popped; this had bent the old axle.

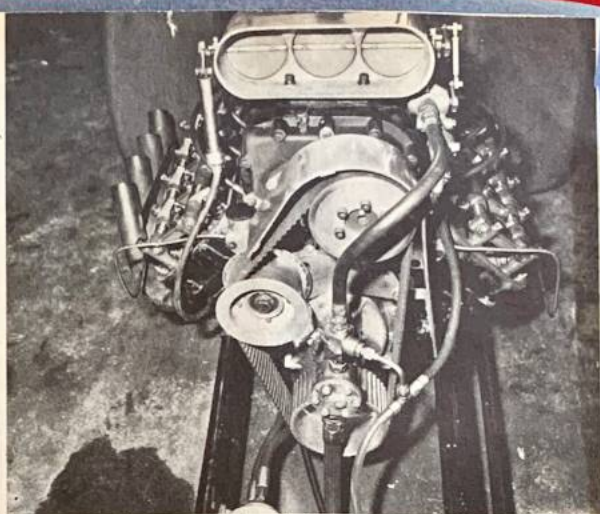
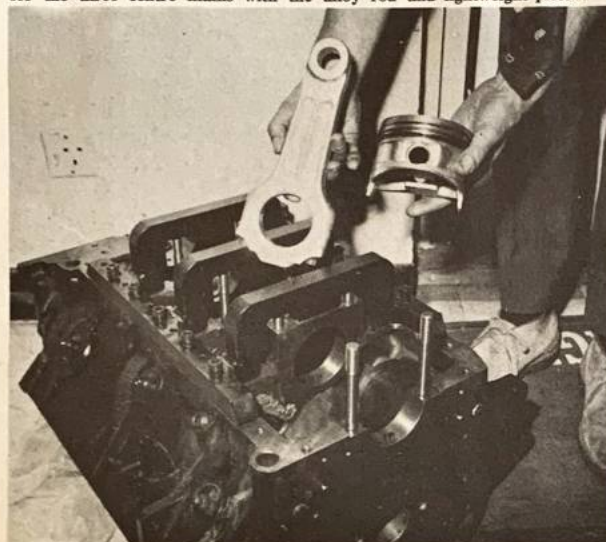
Which brings us to the brakes; the parachute does most of the work but the rear wheels have twin circuit disc brakes with twin calipers operated by a long handbrake, more to hold the dragster on the line against the centrifugal clutch drag than to stop it. And that's your dragster; the driver slots in his little bucket seat sitting on top of the axle astride the bell-housing; he has an oil pressure gauge, an ignition switch and a parachute pull. Let's go through a run.

Driver dons fire-proof suit and pure air filter mask, gets in, straps up. The tender car then pushes the dragster up to about

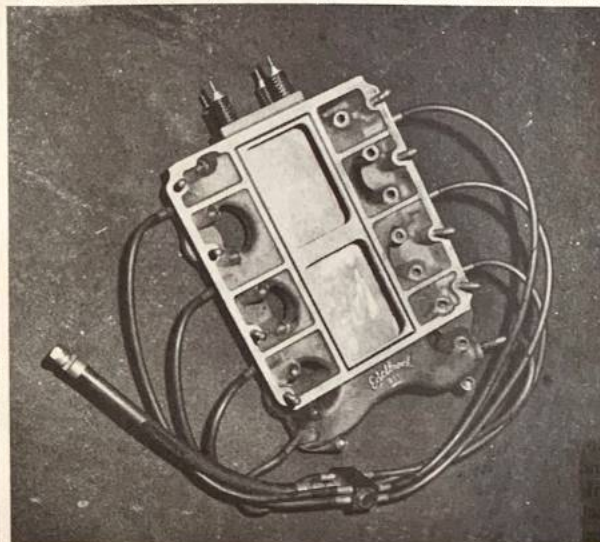




Cramped quarters, above, with handbrake operating the twin circuit disc brakes, a big clutch pedal and a foot shaped accelerator; clutch reinforcement and drive shaft protection also visible. Below is the brace for the three centre mains with the alloy rod and lightweight piston.



Business end, above, with the 3-inch belt driving the blower; fuel pump is on the front of the camshaft. Pipes from the heads to the exhaust can also be seen. Butterflies are hydraulically operated. Below is the manifold with injectors sticking into the ports, and blow-off valve.



35 or 40 mph; clutch in and wait for the oil pressure to come up. Three seconds like this with the throttle closed, then three with it wide open, then flip the ignition. Once it fires, you have to keep it running at a steady happy speed, around 1000rpm—the rods aren't designed to absorb torque reversals so blipping is bad for them. A helper signals when the heads have reached the right temperature (hot but not burning to touch); the driver then stages his own car on the clutch and brake up to the line. He knows when to stop as the "Christmas tree's" yellow light comes on when he breaks the setting light beam; when both yellows are on the other car is also staged. There is then a two second pause and the Christmas tree count-down begins. In America there is a lot of gamesmanship in keeping the other chap waiting. As the lights flicker downwards to the green, the driver builds up the revs gradually keeping the clutch down but holding back the centrifugal creep on the handbrake. There's no rev counter; it's all done by feel. When the green goes you're off; the front wheels lift, you feather off the throttle a shade, and then it's really flat down, hoping that the rear wheels will have

caught up the engine by the end of the quarter, with the added bonus that gearing increases as the tyres centrifuge. At 100 yards before the end you reach for the chute release, ready to pull it early if the car gets drastically out of shape; pull the knob just before the final timing lights, knowing that it won't be working for another 50ft. or so. Declutch on the line and turn the fuel off, as you don't want to stop with a manifold full of nitro; when the engine begins to speed up as the mixture gets lean, off with the ignition and you can still take a plug-cut. Then and only then is it peaceful again as you whoosh gently to a halt and wait for the tender car to come and push you back.

Why does anyone do it? Why endure what to me would be eight seconds of sheer adrenalin-charged hell? Clive Skilton does it because he likes to control the biggest and best that the available finances allow; and drag racing does seem to be a little cheaper than the same power thrills on a circuit. Clive is a VW dealer in Enfield, but does all the dragster work after hours with the loyal help of pitcrew Kevin Clarke and Don Beadle. This is his third season of power drag-racing, the previous two having been

with the ex-Sidney Allard Revolution updated a little. Alan Allard is a co-partner in the project. Before that he did a season in fast street cars like an E-type and Chevrolet Sting Ray. His first ambition was to be the first British dragster to achieve a time in the sevens; next weekend he hopes to get the first 200 mph and then at the world-record weekend at Elvington on October 3/4, just to go as fast as possible with the full 85 per cent nitro brew. And the future? Well it would be nice to go over to the States and do a 'Clark at Indianapolis' and beat the Americans at their own game, preferably with a British engine. Rolls-Royce?

As far as current support is concerned some of it comes via Alan Allard from Adlard Motors—the firm of the late Sidney Allard who really set the UK dragster ball rolling. The rest comes from Castro Champion and GUD.

NEXT WEEK

Read how Second Revolution performs in our report on the drag championships at Santa Pod Beds., on August 30/31. Practice 10 am, racing 2 pm both days. Entry 10s per person.

COME DRAG RACING

AUGUST BANK HOLIDAY

AUGUST 30th and 31st

1970 BRITISH CHAMPIONSHIPS

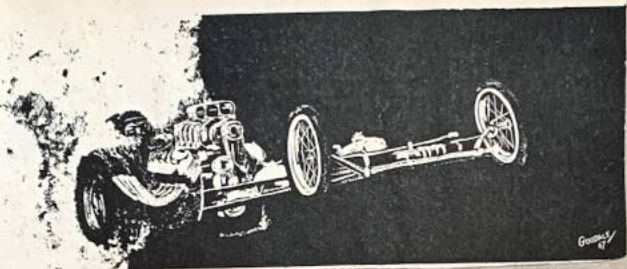
Turn off A509 Newport Pagnell-Wellingborough Road, at Woolston, Northants.

SANTA POD RACEWAY

10/- per person

PRACTICE 10 a.m. RACING 2 p.m.

Organised by The British Drag Racing and Hot Rod Association.



Towards 200

Michael Lintern reports the weekend's drag meeting at Santa Pod; photographs by Paul Skilleter

A short while ago Clive Skilton became the first Englishman to cover a standing $\frac{1}{4}$ mile in less than 8 secs. Last weekend at Santa Pod he out-smoked all the opposition in the 5th BDR HRA Annual Championship (held over the August Bank Holiday) to take the Top Dragster Elimination title for the second year running. He grabbed the big award after two days of nitro-charged competition that culminated in a final run-off with "Wild" Bill Weichelt, whose Chevrolet-powered Asmodeus rail—filled with a petrol methanol nitro cocktail—went up on its rear wheels on the start line to let Clive's blown Chrysler clock an "easy" 7.83 sec. at 136 mph.

Misfortune struck Denis Priddle's new Quartermaster Chrysler rail on Sunday, when in an attempt to get the car down from the low 8 sec. to the 7 sec. bracket ended with a badly cracked block and a rather expensive repair. The Quartermaster crew were out to capture Skilton's low elapsed-time record, but merely pushed Clive into besting his last performance. The shattering 7.841 run is now forgotten, for in qualifying for the Championship eliminations the rail dipped to 7.56 and 179.5 mph—fastest ever in Europe.

Top Competition Altered eliminations

were dominated by David Stone's newly acquired Opus One Chevy-powered device which in the final, saw off Phil Elfon and his Sneaky Ford V8 Rochdale. To reach the top David had to shut down a Jaguar-powered Mini (a super lightweight Buick propelled tyre-smoker), and face the prospect of meeting up with a Swedish Topolino stuffed with no less than 454 cubic inches of fuel-injected Chevrolet. As it happened the Swede Pemme Widholm was unable to fire up his car in time for an eliminating run; in achieving a mid-10 sec. time at over 130 mph he was the fastest in the Competition Altered.

Winner in the Top Street was regular competitor Gary Goggin (Chevrolet Stingray), who after a mock start line fight with Tony Dickson (Pontiac GTO) took the cup with 13.32 sec. and 110.38 mph, against a losing 15.22 sec. run. Middle Street, for medium capacity street cars, went to Ken Obee (Lotus Seven) who recorded a close 15.13 and 87.64 mph win over David Stone (Lotus

Cortina) with 15.94 and 85.18 mph.

A record August crowd of around 7000 lined the strip's banking waiting for one of the big rails to break the 200 mph barrier and carry off £200 offered by Santa Pod Raceway and Wynn's friction proofing for the first "2 ton" clocking. 200 mph never came, but the British drag followers were well contented with tyre-punishing runs made by 66 cars and 50 motorcycles. The days of disappointment are over.

British Drag Racing Championship Santa Pod Raceway, weather fine.

Top Dragster: Clive Skilton (Second Revolution, Chrysler) 7.83s. 136 mph.

Middle Dragster: Reg Summers (MAB Ford) 11.48s. 119.62 mph.

Junior Dragster: M. Locker (Middi Witch, Volvo) 15.98s. 62.15 mph.

Top Competition Altered: David Stone (Opus One Chevrolet) 11.19s. 119.90 mph.

Middle Competition Altered: Richard Fielding (Imagination III, Ford) 13.03s. 98.72 mph.

Top Street: Gary Goggin (Chevrolet Stingray) 13.32s. 110.38 mph.

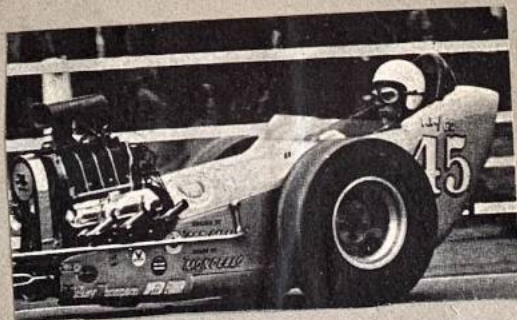
Middle Street: Ken Obee (Lotus Seven) 15.13s. 87.64 mph.

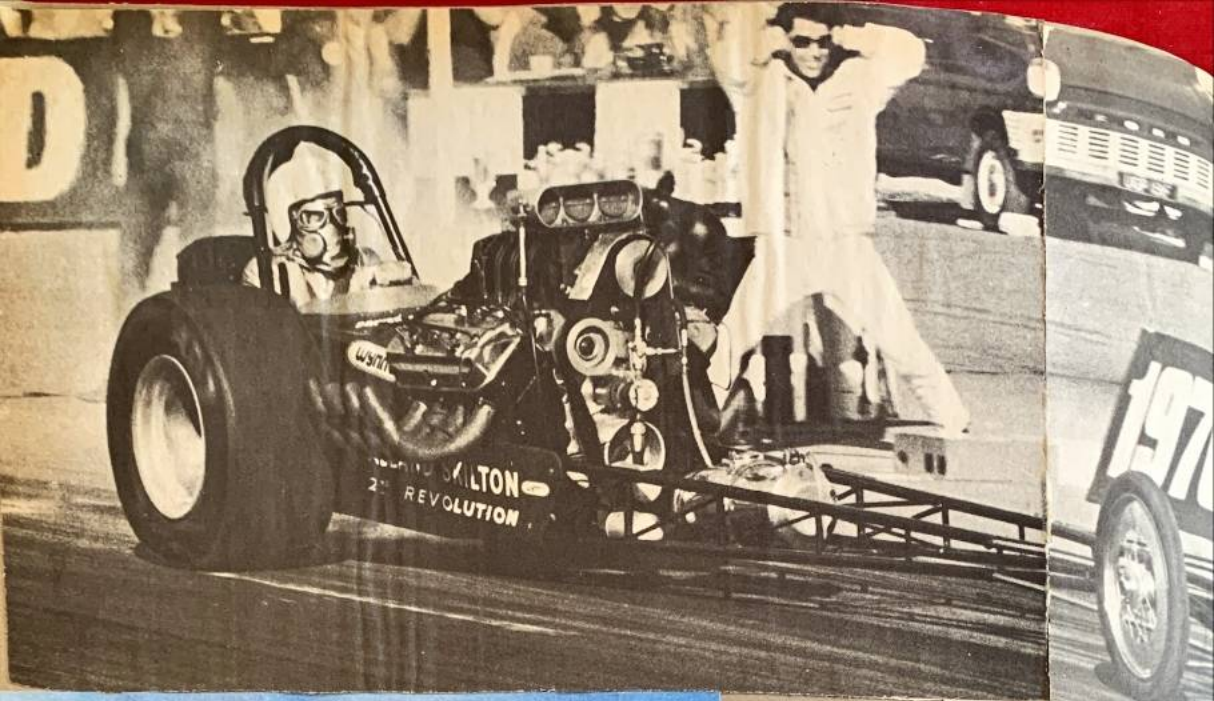
Junior Street: David Rogers (Super Stop Mini) 19.44s. 65.45 mph.

Clive Skilton aboard 2nd Revolution managed a 7.83 sec. run at 136 mph to win the Top Dragster Elimination title for the second year running, above. Tony Bartram's Hillman Imp-engined bike was 2nd in class with a 10.67 sec. run at 129.93 mph



● Clive Skilton has for the second year running taken the BDR&HRA's Drag Racing Championship title at Santa Pod with his 392 Chrysler Hemi-engined fueller Second Revolution. In doing so he became the first Briton, and the first outside the USA, to achieve a sub-8 secs quarter-mile; six runs were made in the 7 secs bracket, the fastest being 7.56 secs, 185 mph. The dragster is not yet fully sorted, and it is possible that it could turn out ETs in the 6 secs bracket if run on maximum nitro. Skilton will be trying to better his performance at ISO's Records Weekend at Elvington on October 3/4, when another leading contender, Dennis Priddle, who has clocked 193.52 mph with an ET of 8.23 secs, will also be present provided that he can replace a cracked cylinder head which went at the Bank Holiday championship meeting.





Drag racing

*the show business
go business*

It was in 1963 that Allan Herridge climbed from beneath a pile of American hot rod magazines and built himself Britain's first dragster—a rickety-looking device sporting a 64-litre Buick straight-eight engine. During the same year, the late Sydney Allard constructed a hemi-Chrysler V8 machine and invited Dean Moon and Mickey Thompson over from the States for an international match-race at the Brighton Speed Trials. Drag racing, already 15 years established in America, had arrived in Britain.

In 1970 the sport has gone other places too—Holland is the newest recipient of the bug. Spurred by other countries' achievements, British quarter-milers have made big advances during the season. What happened in the years between, including financial and political upsets within the national organising clubs, is no longer important. The future is beginning to look rosy.

Like most sports, drag racing needs commercial interest for development and growth. But it's the chicken-and-the-egg story: racers need large sums of money to build spectacular cars and sponsors won't cough up until the crowds are drawn. By 'tipping the can' (loading the engine with nitro) drivers can turn their cars into super-fast crowd pleasers and bring quarter-mile elapsed times down to somewhere near American clockings. But who's going to pay for a new engine when £1,000-worth of imported parts crack under the strain?

With one or two exceptions—such as the British distributors of Wynn's products and Kelly-Springfield tyres—the motor trade has shunned dragging with the result that racers and fans (a closely-knit fraternity) have had to dip into their own pockets and bang their own drum when it comes to improving and promoting the sport. The highly-successful '70 season, which included 'on tour' events in Yorkshire, Suffolk, Hampshire and Wiltshire, in addition to regular meets at the purpose-built Santa Pod Raceway in Bedfordshire, came about only after a lot of work by the relatively small band of hard-core enthusiasts.

Biggest happenings of the season were the smashing of the 7 second barrier by Clive Skilton with his Allard/Skilton Second Revolution Chrysler 'rail' (the Allard family's connection with the first British dragster to set below 8 sec. is very fitting); and the holding of the first international drags in Britain since the American-dominated DragFests of 1964 and '65. Members of the Swedish Hot Rod

Association raced their cars at Santa Pod in July, when the British Drag Racing and Hot Rod Association staged the first Internationals. But for mechanical failures and a last-minute breakdown in communications there would have been entries from Germany and Holland as well.

One of the Swedish cars was a 7-litre Chevrolet-powered Capri 'funny' car which, running on straight methanol, recorded the fastest-ever time by a full-bodied machine outside the United States when it clocked a 9.8 sec. quarter mile at 143 mph. Running against Santa Pod Raceway's own supercharged 427 cu. in. wedge (7-litre Ford V8) Capri funny, it provided British fans with their first taste of American-style, funny car racing. The British Capri—basically an elongated glass-fibre body mounted on a dragster frame—is being developed to run in the 9 secs. bracket and is the first of a number

of similar British machines to appear. Backing up a sophisticated specification that takes in Hilborn fuel (nitro-methane) injection, Mickey Thompson forged rods and pistons, and frightfully expensive M&H slick smoker tyres, the car's paint finish firmly identifies it as one of the show-and-go brigade. Somewhere in the region of 35 coats of lacquer, 'gold' metal dust and blue and white metalflake adorned with carefully-located advertising matter, perhaps explains why drag fanatics consider most other forms of motor sport as "grubby".

It also explains what happens to some of the beautifully turned-out cars in the winter—car shows in various parts of Europe can be quite lucrative.

While on the subject of funny cars, it's interesting to compare current European performances with the sort of times now being turned by the Americans. The Official National Hot Rod Association (the USA's largest sanctioning body) funny car record for both ET (elapsed time) and terminal speed stands at 7.19 sec. (211.76mph)—set up in May by Ed McCulloch with a replica Plymouth Duster. If you think about it, that's pretty quick for a saloon car even if the body is plastic and the supercharged engine race prepared.

Mickey Thompson's Ford Maverick funny car driver Arnie Behling improved on the time unofficially by stopping the clocks at a shattering 6.99 and Stateside competition is getting so tough it may take runs of under 7 sec. to qualify for a place

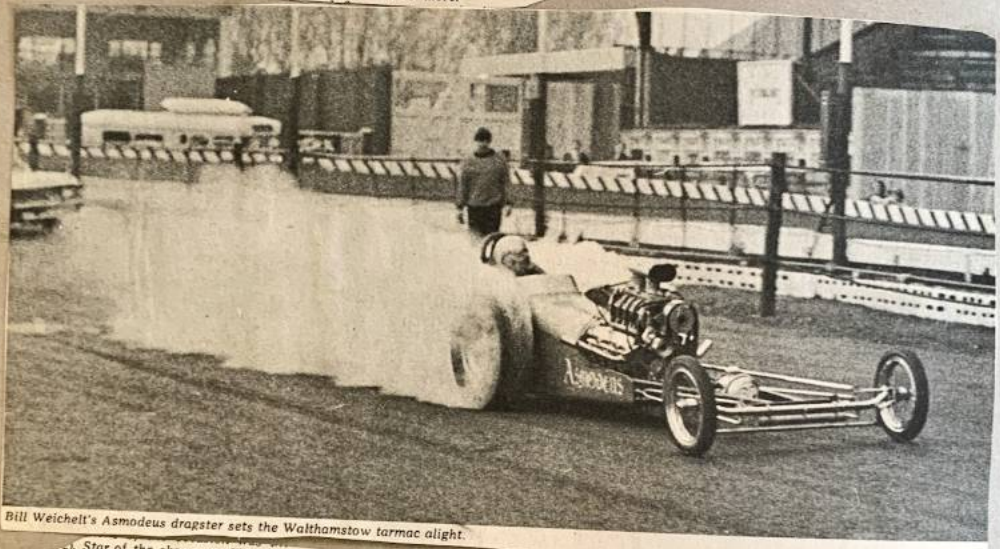
the proceedings started punctually at 12.15 pm with Graham Hill enlivening the stadium with some brisk laps in the Formula 1 STP-March 701, which was the feature of STP's stand along with their old Studebaker, a long-distance sports-racer built in the 1920s for South American events. Graham then went on an official tour of the stands which were laid out around the perimeter of the stadium's oval. The British Drag Racing and Hot Rod Association/National Drag Racing Association's display attracted a lot of attention with their collection of "rails" and funny cars, which included big V8-engined Ford Popular and Vauxhall Viva. Natalie Goodwin's Goodwin Racing Services stand was another high-

spot of attention with Cyd Williams' F3 Brabham, a display of Paul McLaren drawings and continuous racing films. Guy Edwards' Autoradio stand had his Astra along with balloons galore, while Alan Rollinson's stand was graced with the IRC F2 Brabham BT30 and a working application of his contactless ignition system.

Next out were the dragsters, which were to be the stars of the day's many attractions. British champion Clive Skilton's 950 bhp nitro-methane-fuelled Second Revolution was wheeled out and warmed up. Clive then did a shattering demonstration, releasing for an instant SR's immense power in a cloud of enveloping slick smoke and then switching off and hoping that he could stop in time. It was a precarious business and a slightly shaken Skilton emerged from the wobbly monster, although he was game for another go later on.

Throughout the afternoon, a great display was made by the assembled machinery. Among the interesting faces seen were Mike Walker in the McLaren-Toyota sports-car, Ganley in the McLaren M18 and Herbie, the late Jochen Rindt's mechanic partnering Bev Bond in the Gold Leaf F3 demonstration. Guy Edwards had a terrific go at the outright lap record with the Astra, while Ganley's face once again appeared, this time in the FI STP-March. The Aston Martin OC's three varying DB4GTs were entertaining, as were the three Healey 3000s and hosts more.

Then came some "demonstrations," firstly of rallycross cars and then of proper oval midget-racers. These were much more like slaughtering his opposition to take a clear win in an Emery Imp. Another circuit racer to excel in this novel type of racing was Terry Croker who won another demonstration with a supercharged Allard Escort TC. The midget racers looked much more at home than anything else that had been seen on the track and were very entertaining; these little front-engined single-seaters, the majority of them Dasties built by Geoff Rumble, feature very secure roll-cages and nerf-bars and use 1600 Ford crossflow engines. However, and use all these thrills, the thunder was completely stolen by the "rail" dragsters: Skilton's Second Revolution and Bill Weichelt's Asmodeus which came out again for more astonishing blasts down the few yards of straight road.



Bill Weichelt's Asmodeus dragster sets the Walthamstow tarmac alight.

Star of the show was Clive Skilton's amazing Second Revolution (below).





HOT WHEELS DRAGSTERS

WHIZ-CAR TOY FIRM JOINS JOHN WOOLFE RACING—& THE TEAM PREPARES A RAIL AND TWO SALOON CARS FOR ITS 1971 ASSAULT ON BRITAIN'S DRAG-STRIPS!



The Hot Wheels crew—the six people pose with the Priddle Rail and Fill jet



The rail with its 6.3-litre Chevy, quickest dragster in Britain this year



Fastest funny car is the John Woolfe Racing Reliant GTE—it has 7 litre Ford



The AMX in action in the wet—but with 550 BHP it's really quite a battle!



Genial Ed Shever will drive both his leopard-interior AMX and the Sizzler



The AMX power-pack—6 litres of AM engine with a host of US drag goodies

ALSO FROM ENGLAND COMES WORD THAT MATTEL is supporting British quarter-miling with a three-car Hot Wheels Drag Team and a sizable cash purse to help subsidize a national points series covering events organized by both the BDR&HRA



and the NDRAC all over the country, with finals scheduled at Santa Pod Raceway — just five miles from Mattel's factory at Wellingborough. The three-car Hot Wheels Drag Team will wear the blue and yellow colors of John Wolfe Racing.

MAN-ON-THE-COVER DENNIS PRIDDLE STANDS TO BE FASTEST MAN IN EUROPE

HOT on the wheels of last month's announcement that **Mattel Hot Wheels** are to sponsor a British drag racing Championship comes the news that the American toy company are also to sponsor a drag team—the **Hot Wheels Drag Team**. Hot Wheels are backing the three John Woolfe racing cars to the tune of four figures in an all-out assault on the British drag scene. And **HOT CAR** will also be backing the team, which will be running under our banner.

The cars are the Dennis Priddle GTE funny car, and Ed Shaver's AMX Comp Altered. It's a pretty formidable line-up, and Mattel have chosen wisely.

Dennis Priddle, already World Record holder over the Standing $\frac{1}{8}$ Mile, stands to be fastest man in Europe this year with the new 7.0 litre rail. He has yet to give the new car a name; it's the fourth rail he's built, following in the footsteps of Tudor Roses 1 and 2 and 1970's Quartermaster, which was wiped out on a markerboard at Santa Pod at the end of the season. The car's crew are Tony Gane and Pete Stanford—all three are from Yeovil. Dave Riswick of John Woolfe Racing will manage the whole team, and the Reliant is in fact JWR's own car.

Driving this—it's to be renamed Sizzler in Hot Wheels' honour!—and his own AMX is USAF Sergeant Ed Shaver. Ed is based at USAF Upper Heyford, Oxfordshire, and is getting the unofficial backing of his unit—the 77th Tactical Fighter Squadron, which operates the fabulous F111 swing-wing fighter/bombers on NATO duties from Heyford. Squadron Commander Lt-Col McNamara is himself showing an interest (he's the man in the flying suit opposite) and the team hope to get him into one of the closed cars at a meeting this season.

John Woolfe Racing are supporting the team with sponsorship-in-kind, operating from their Midlands base. At present they are at Eaton Socon, Hunts, but hope to be moving soon to Ampthill in Bedfordshire. Dave Riswick is himself an American, and has first-hand knowledge of what's needed to run a drag team. The team will be doing all the major National Drag Racing Club events, including the Hot Wheels Championship, and first scheduled appearance was the Easter meet at Halfpenny Green.

More on the cars—take the rail first. It's been built by Quartermaster Engineering (that's Priddle-Riswick-Gane-Stanford) of Yeovil, will feature a blown Keith Black 430 cu in. Chevrolet V8 mill. To the uninitiated that's a little over 7 litres, and when run on 80 per cent nitromethane there's 1300 BHP going! Dennis will probably use 50 per cent nitro most of the time, as reliability is worsened

the higher percentage used. As a comparison, the fully-blown engine would produce only 800 BHP on pure methanol, so there's a 30 per cent power gain with nitro. As is the usual rail setup, there's no gearbox—just direct drive through a clutch. The dragster should be holing in low 7 secs this season, with a terminal speed of 190 mph on 50 per cent nitro, 220 mph on 80 per cent. By the time it reaches the end of the quarter, that mill is revving at 10,000—some going for a V8. An interesting side thought here is that if the car is revving at 10,000 rpm, the engine will only turn over 1,250 times on the run!

Sizzler, most of you **HOT CAR** readers will already have met as Whistler—the 7-litre engined Reliant GTE-bodied funny car running in the B/Competition Altered class. The car features a 427 cu in. (7-litre) aluminium powerpack, pushing out between 600 and 650 bhp on fuel. Transmission features a Hurst Turbo-Clutch 3-speed gearbox, and its hoped that times will be in the high 9 secs bracket over the quarter this year.

The AMX is Ed Shaver's own pet—he's had it since 1968 and back home in the States did a few hill-climbs and then a couple of seasons of West Coast dragging at such strips as Orange County Raceway with the AMX and in AA fuellers. He was posted to Britain last year, ran the car briefly at Santa Pod in November, and now has it all ready to get down to high 11 secs runs. It has an American Motors 390 cu in. V8 (again, 6½ litres) pushing out 550 bhp on petrol. It's an unusual engine to work on, but Ed wanted to stay in stock classes, and the car has to have the original mill. He's running in the B/Modified Production category. Transmission has a Hurst Competition Plus 4-speed box. Ed's crewman is 77th colleague Sgt Rick "Crazy" Krejci.

How do these engines put out this tremendous power compared with racers? It's got to be remembered that they are built for high-speed bursts and not continued running, so reliability is less of a worry. Neither the rail nor Sizzler have cooling systems, as the engines just don't run long enough to need them, and that helps power output. With the rail, we've already shown that nitro is good for another 500 BHP at the higher percentages, although the blower takes some 130 BHP of the power with or without nitro. In the AMX's case, it isn't an out-and-out dragging engine—it has a cooling system, and indeed Ed has driven the car to meets and shows on the road. But there are special crank, Vanolia pistons, Crower cams and camkit, Doug's Headers for manifolds, Grant Flame-thrower ignition, and Holley four-barrel carb. And that's costly in itself!

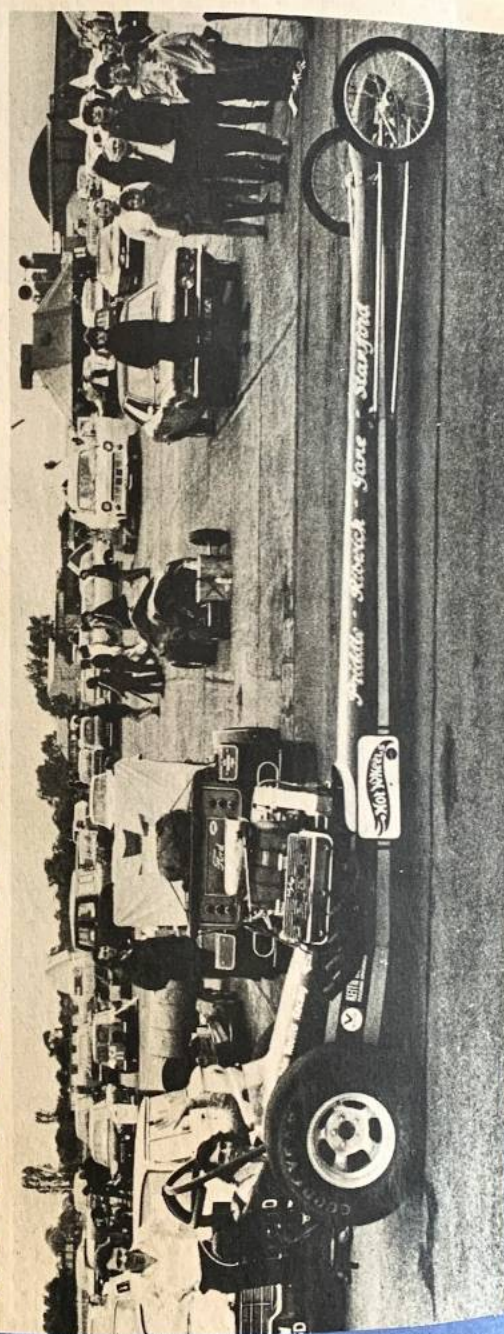
Mark Cole

This buggy doesn't 'Drag' its chassis!

IT'S THE FASTEST IN EUROPE—AND MARK WESLEY'S AT THE WHEEL



Mark Wesley is pictured here in the 208 dragster Priddle, which recently established a new European 1/4 mile record by covering the distance in 7.13 seconds



Sport Scene —



HOT WHEELS GO DRAGGING

● **DIFFERENCES** in the drag racing world seem at last to have been settled, and the **National Drag Racing Club** have announced that they won't be holding any of their 1971 meets at Santa Pod Raceway. And even bigger news is that Mattel Hot Wheels, the American model car people, are to sponsor an eight-meeting national drag championship. The NDRC will run all eight rounds. Mattel, who make the scale Hot Wheels cars for running on plastic tracks, are anxious to extend their British reputation, and choosing the fast-growing NDRC would appear to be a good move. Already the club has over 500 members, and will be running ten or more meetings during the season. The first major date is at Easter, when their two-day (April 11/12) meet takes place at Halfpenny Green, just south of Wolverhampton on A4176. It will be the first round of the Mattel Hot Wheels Championship, and a good spectator attendance is hoped for.

Other venues to be used this year include Long Marston (Warwick), RAF North Weald (Essex), Dunkerswell (Somerset), Blackbushe (Surrey), and RAF Elvington (Yorks). This way, the NDRC will be able to

show dragsters in action all around the country; Mattel will be putting on promotions in local towns at the time of each meeting.

The NDRC say that all drag racers are eligible for the Championship, whether members or not. And if you're interested in joining up, then write to membership secretary D. S. Hunt—he'll be able to fill you in with all the details you need.

Meanwhile, the **British Drag Racing and Hot Rod Association** will continue to run their meets at Santa Pod—and their first big one is at the Pod over Easter weekend.



Hot Wheels' sponsor Tom McEwan's Plymouth funny car in Stateside drag racing

DRAG RACING

● It's apologies time—to the great number of **HOT CAR** readers going to RAF Luffenham on May 9 for a meeting which was cancelled by the **National Drag Racing Club**. The NDRC has scheduled this as one of their Hot Wheels Championship rounds—but with the Championship's collapse it was not run. Thanks to the RAF personnel at Luffenham for their tolerance in having to explain the position! The NDRC are having a lot of trouble with dates and venues, etc, and we strongly advise readers to check meetings in future.

● The **BDR & HRA's** big meet at Lee-on-Solent went off very well on April 25—15,000 paying spectators were at the Naval base nr Southampton for some exciting racing. Tony Densham's new Phelps-built Firefly appeared, but didn't run until after the official meeting due to various problems. When it went, everyone was very impressed by the Chrysler-powered rail's potential. Top dog was Clive Skilton in his Revolution, beating our man Dennis Priddle's Hot Wheels rail with an 8.6 and 8.4 best-of-three.

● **Ed Donovan**, of the Stateside drag engineering concern of same name, is reported to be building a motor purely for drag racing—the first time it's been done. Working from a solid alloy block, he's machining it out along 392 cu in. Chrysler Elephant motor lines. It'll be slotted into a Donovan AA fueller and driver is to be Steve Carboni—it should be ready by August say our spies.

● Making all the **funny car** running in the States this year is Tom McEwan with his Hot Wheels-sponsored Mongoose. The Plymouth



funny has been reworked using titanium suspension and chassis parts and Tom is now proving quicker than team-mate Prudhomme's Snake funny—no mean feat after Snake's 1970 record. Tom has been running 6.6 ETs.

● The Don Garlits rear-engined dragster we mentioned a while ago has run into handling problems, we hear. And not only his—there are two or three of these non-conventional rails around, all finding things a bit unstable. Don 'The Snake' Prudhomme is building one too. Rear-engined cars were tried in the late fifties and early sixties, but didn't catch on for precisely this problem.

● Latest members (honorary) of the National Drag Racing Club are Prudhomme and McEwan. Now Big Daddy Don Garlits wants to know why he hasn't been asked to join!

DRAG RACING

● Our drag racing team—the John Woolfe / Hot Wheels combine—haven't been up to much this past month, **Dennis Priddle** making the only outing in the rail. At Lee-on-Solent he match-raced against Clive Skilton's Revolution 2, Clive winning two out of the three holes to take the title. Dennis complained that the track was awfully rough, and he had to lift off more than once to avoid getting out of shape. Best time that day was only 8.4—shared by Dennis and Clive. Genial **Ed Shaver** spent the month working over the AMX and Sizzler preparing them for the all-important Luffenham and Whitsun outings.

DRAG RACING

● Dragging news: the **National Drag Racing Club** formed themselves into a limited liability company at a recent general meeting. At the same time, it was announced that a guaranteed £800-per-meeting prize purse will be going at all NDRC meetings this year, with £1,600 going at two-day events. This is in addition to the 50p-per-point which Mattel are offering in their Hot Wheels Championship throughout the year—the winner of this can amass £102 over the eight eligible meetings, plus the smart Hot Wheels trophy.

● On the British Drag Racing and Hot Rod Association side, their April 25 event at HMS Beadulus, Lee-on-Solent, is to be a charity affair. **Drag Racing '71** hope to raise £12,000 for the local Cancer Fund at the meeting, and a top dragster line-up is promised. The venue is off the A3 Portsmouth road and well-signposted, we're told.

● Staggering Stateside news is that at the **Funny Car Championships** at Orange County Raceway last month Don 'The Snake' Prudhomme got his Hot Wheels Barracuda down to 6.6 secs ET, with a 220 mph plus speed. This was almost on par with Tony Nancy's 'Digger' A/A fueller dragster which clocked 6.5 secs at the same meet. The funnies are catching up! The Barracuda—like the Nancy rail—uses a Keith Black Chrysler Hemi 'Elephant' V8, the 426 cu. in. mill running on supercharged 89 per cent nitro with two-speed gearbox. These Black engines cost \$5,850 apiece in the States and often last only one meeting.

● At the US Winternationals, **Don Garlits** took his all-new rear-engined dragster through the traps at 6.4 secs, 230 mph terminal speed to astound the whole dragging world and take the Championship.

BRITAIN'S FIRST SEVEN-SECOND, 200-MPH trip through the quarter-mile was recorded at Santa Pod Raceway by Clive Skilton in the Castrol-sponsored 2nd Revolution fuel dragster.



Running 70% nitro in his Keith Black-built hemi, Clive brought the Easter Meet crowd of 15,000 to its feet with a clocking of 203.26 mph in 7.36 seconds. It was the first 200-plus run at the strip, and Clive went on to win the two-day meet.

THIS SEASON is certainly proving to be British drag racing's biggest and best ever. And the season-opener—the traditional BDR & HRA Easter Santa Pod meet—was no exception. A 15,000 strong crowd saw a record entry of 120 machines battling for top honours during the two-day event.

Most noticeable thing was the factually high standard of preparation and turnout since last year—

cars like Alleycat, Metronome, Good Vibrations and Age Machine, all pictured here, reflect the current healthy state of the sport in Britain. Although we haven't caught up with the Stateside times and speeds yet, its only going to be a matter of time—with ETs already in the 7s from Priddle and Skilton in their all-out 7-litre rails, it could be by the end of this year that British drag racers are holing in the 6s.

And with ideas such as the unbelievable Metronome—the V8-engined Bond Bug—and the John Woolfe-Sizzler Reliant funny car, there's no shortage of talent. There's still room for more people, more machines, and there's plenty of racing planned this year. If you want to know more, contact BDR & HRA Secretary Mrs Erica Bartlett, at 55 West End Court, West End Lane, Stoke Poges, Bucks. There's a whole scene going!



One of the nicest-lookers around is Steve Gillian's Alleycat Thames van with 3.8 Jag engine, here on demonstration run



Most Mini—believe it or not is Defek Chester's Poacher. Like it's rear-wheel-drive—and like there's a 3.8 Jag mill



Drugging in the best tradition—Bruce Brown's immaculate '5 Chevy-powered Age Machine zaps off down the quarter-mile



Colourful and deadly—that's John Williamson's Poison Ivy putting 3800 cc of Jaguar onto the road. Body is ex-Falcon



John Dickson boots Good Vibrations off the line—there's an Oldsmobile 6.3 shoehorned into this fantastic-looking Anglia



Dave Page's Panic is the ex-Stratton Hustler BSA pick-up—with a 5.3 Chevrolet slotted in, even BSA wouldn't know it



Steve Cryer stages his fabulous Metronome—a Bond Bug even with a 6300 cc Chrysler strapped on, then supercharged some



Ed Shaver in the HOT CAR! Hot Wheels AMX gets starter's orders—the American's 6.5 Mod Prod runs with John Woolfe Racing



Fat Fiat—the card up Dave Render's sleeve is a Fordie twin-cam in the back of his 500! They let him run in Mod Sports



Wild and wooly—that's Ed Gurney's rechristened Hushabloo Comp Altered. Power in this quick one comes from a 6.6 Buick



Pretty and pink—that's Beverly Speed's Sport Prod Midget leaving the start. She's got a modded 1275 mill in the car



Gary Goggins blasts his 'Vette Stingray off the line in a haze of smoke—these stock machines can be very spectacular

DRAG RACING

● **Stateside news:** Don Prudhomme, Hot Wheels sponsored funny car ace, totally destroyed his Snake at Kent, Washington, last month in an all-time biggy. With 1900 bhp and two-speed transmission, something broke at the start of the run and the car performed a wheelstand right down the strip, the engine burst just before the finish, the car crossed the line 75 feet in the air, and then completely disintegrated when it came back to earth. Don made a 6.9 ET and beat his match on the run, but was it worth the \$15,000 loss? Don described the ride as 'fantastic, baby!'

● Currently said to be the most lethal dragster going is Buddy Cortini's twin-engined A/A fueller. Two Chrysler Elephant mills end-to-end (the first time its been done with a nitro burning set-up) produce just over 3,000 bhp. At Oklahoma the rail did a 6.9 run—not bad for one of its first outings. It's described as absolutely lethal with its power set up. Readers who saw the US Drag Festivals over here a few years back at Blackbushe and Santa Pod may remember Buddy staged an A/A fueller with the team.

● We hear that one of the V8 Alfa Romeo Formula One engines has gone to the States for drag racing use. Nothing surprises in the USA nowadays, and sophistication seems to be the keynote—monocoque (really!) dragsters and even suspension.

● Stateside racer Jerry Ruth earned himself a dragging niche when he competed at Seattle in June—his A/A fueller took him to top fueller title at the Spokane meeting, and then he won the top funny car award. Ruth is sponsored by the American Pay-N-Pack concern.

● Meanwhile, back at home: the NDRC's North Luffenham meet on May 22/23 proved to be extremely wet, but 6,000 people still turned up. The RAF people were apparently delighted, what with raising money for their swimming pool, and another meeting is on the cards for September sponsored by the RAF / Hot Wheels / Coca Cola / Shell and anyone else who cares to join in. Rumour has it that Dennis Priddle will match the rail against a Harrier Jump jet!

● Castrol-sponsored (and do we hear he's carrying Custom Mumble stickers now?) Clive Skilton appeared at the Whit Santa Pod with all the latest running gear—like Super Slipper progressive clutch for improved traction and sticky slicks for even improver traction. The slicks are a matter for speculation—no names on the walls, so they could be Goodyear, Firestone or even B&H Trick Slicks.

DRAG RACING

● It's been a busy month for the HOT CAR / Hot Wheels / John Woolfe Racing drag team. First off, Dennis Priddle took the A/A fueller (which still hasn't got a name) to the Concours Show at Woburn Abbey, and walked off with not only best dragster but also best car of the show, both trophies by courtesy of Custom Car...

Then at the Pod on July 10/11 Dennis won on day 1, but was beaten on the Sunday by Clive Skilton's Revolution 2 as he got out of shape on the final match. Both ran consistent 7.3 ETs. Ed Shaver in the HOT CAR/John Woolfe AMX won mid-street on Saturday, but was pipped by a visiting Swedish Corvette (with an 11 ET) on Sunday

DRAG RACING

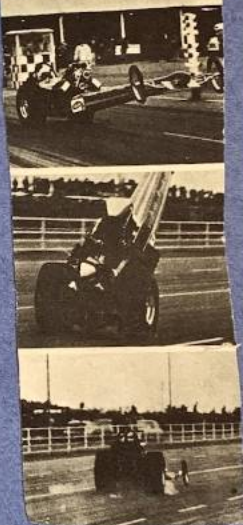
● Where does it all go...? Dave Riswick of John Woolfe Racing has worked out the fuel bill for Dennis Priddle's HOT CAR-supported 392 cc Chrysler rail—it's £300 so far this season! Using 65-70 per cent mixed Nitro Methanol, the A/A fueller burns up around 1 gallon a run. And that gallon works out at £5.

● The best ET yet recorded in drag racing history went to Gerry Glenn at Lions Dragstrip, Long Beach in July when his A/A fueller ran a 6.41 s. Terminal speed was 228 mph. Gerry, who is sponsored by Atlas Tool Company, also runs a funny car and his Hollywood movie producer brother has a share in both.

● The BDRHRA July 11 meet at Santa Pod at least proved that British rails are now second only to Stateside cars. Challenges from Sweden and South Africa were put down by Dennis Priddle's rail and Clive Skilton's Second Revolution. Come the final runs, Dennis was favourite after seeing Clive off all weekend—but Revolution had luck on its side and took the top slot when Priddle lost a little shape.

DRAG RACING

● Now that Dennis Priddle has won the British Championship in his 5.3 litre Chrysler rail, we can show the pictures that no one dared to print! Back at Santa Pod during a summer meeting the Hot Car dragster pulled a huge 75-yard wheelie, landing heavily and bending the front axle. A quick straightening-out job followed on the back of the trailer!



PRIDDLE RUNS 7.3!



DRAG RACING

● A staggering 7.3 secs—and a terminal speed of 210 mph! That's the staggering performance put up by Dennis Priddle in the HOT CAR-supported, HOT WHEELS-sponsored John Woolfe Racing-entered 6.6 Chrysler rail at RAF Elvington on June 13. It was the fastest British dragster ET yet made, and Dennis achieved it tipping 70 per cent nitro with the Keith Black Elephant motor. Match-mate Clive Skilton couldn't better 7.36 in his Second Revolution.

Elvington and good weather gave Dennis the chance he'd been waiting for—to really put the rail through its paces. At Santa Pod over Whitsun rain had spoilt things. Dennis doing a 7.7 and being beaten by Clive's 7.6, and prior to that the NDRC Luffenham meet had been a complete washout for the A/A fuellers.

Meanwhile the other HOT CAR/Hot Wheels/JWR team members have been enjoying some success—Ed Shaver won the Top Street award at the Whitsun Pod in the AMX, and Pete Stanford in the latest addition to the line-up—a 4.7 mod-mill TVR Tuscan—was only just beaten in the same class. Sizzler, the Chevy-powered Reliant GTE, broke its Hurst turbo-shifter gearbox yet again, so it's back to the drawing board with the funny car.

Things are really hotting up in the big class, so watch this space. Dennis is fitting a new diff at present (changing from 3.6 to 3.9) and this Donovan goodie should knock around 0.5 sec off the ETs.

Bruce Eggleton of Uxbridge earned himself an unusual cup for this wild 'T'. It had a Ford V4 engine and (as if you could miss it) some way-out flame painting - put that extinguisher down!



'Lopus' stands for a cross between an Opus and a Lotus Twin-cam mill, in case you hadn't worked it out (Top). How would you like to drive this trike (below) for regular transport - Terry Howell does. This VW powered machine has already covered some 8000 miles



This was my choice for Best Pinacolophy but other judges had different ideas. Mech-Spray wielded the paint gun and that really cool effect dribbled on to a very smart and tasteful Vee-Dub



'Granny's Pride' has been around for some time now but it still pulls the prizes - like Best Custom for instance. It started life as a Morris 8 Tourer - then Harry Sunderland got at it