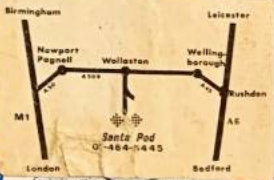


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With a searing blast of flame, Green Monster sets an unofficial British record at 300



The Firestone-developed aluminium 22 in wheel is fitted with 300 psi 7 in wide slicks



Business end of the Monster shows jet and after-burners, chutes and fluid suspension



Side-mounted cockpit could be of a jet fighter. "I look at all the dials on the startline"

ARFON'S MONSTER: 750 MPH JET-CAR!



● BREAKING the sound barrier—on four wheels! That's the aim of Art Arfon, the genial American whose jet-powered land speed record car Green Monster has already bettered 600 mph and will next year be trying for the 750 mph faster-than-sound world record. Art and Firestone brought the 17,500 bhp machine over to England last month for show—and staggered the motoring press, HOT CAR included, with a 300 mph in 6 secs run at Hurn Airport, Bourne-mouth. Built around an F104 Starfighter turbo-jet engine (complete with after-burners) in Art's Akron (Ohio) workshops, Green Monster cost some \$15,000, running on special wheels and tyres developed by Firestone at \$50,000! The jet gobbles fuel at the rate of 68 gallons a minute, is capable of pushing the car to 1000 mph (although the car could not take that at present) and has enough torque to lift the nearside of the car off the ground as it sits revving on the line! The Monster itself is 22 ft long, weighs 51 cwt, and has dual disc brakes on each wheel and three parachutes for slowing down. What does it feel like to travel at 600 mph? Art's answer is "the sensation of speed is tremendous. The land markers go by awfully fast. The pull on my body is terrific." And at 750 mph—who knows?

MARK COLE

YOU'VE NEVER SEEN a Fiat like this on the streets. All right, so it's got a Topolino body, but there's nothing else you can hang a Fiat tag on. A 454 cu. in. (7.5 litre) Chevy V8, ladder chassis, MH slicks and a single driver's seat right in the back of the car. That's some Topolino. That's the Hillbillies pride and joy. Mike Derry and Roland Pratt's BC/A class competition altered. one of 1971's most exciting dragsters.

It's an epitaph too—by the time you read this, the Fiat will have been broken up and gone several ways—sold to build other drag cars. And Mike and Roland will have all but completed their next Hillbillies special, a Hemi-powered funny car rumoured to have a new Vauxhall Victor bodyshell. We think that the Fiat is one of those cars that should not pass on without its life story told to all—so read on and learn.

RARE QUALITY

Mike and Roland are a couple of West Country enthusiasts who have that rare quality of engineering talent, and the more usual quality of not too much cash. Undeterred, Mike (who is an agricultural engineer from the little Wiltshire town of Malmesbury) and Roland (who works for the same town's Cadenham Service Station) got together and decided they were going to go drag racing. After all, RAF Hullavington, scene of NDRC meets, is only one mile away.

They knew what they wanted, and the first car to emerge after a lot of hard work and late night welding was an original Fiat, 263 Chevy-powered and all that, which went under the now-famous Hillbillies title. Hillbillies? "Ooh aar," said Mike, "bem people as always calling us Hillbillies, but we can't think as why." He was exaggerating, of course. Everyone knows that Wiltshiresmen speak the best English.

To get back to the drag racing—after an exploratory first season at Santa Pod and other venues, the two Hillbillies returned to Malmesbury with a lot more ideas, slide rules and so on, and set to work on a new improved Topolino. You see her here.

And a very successful car she turned



out to be. The BC/A (unblown) class record fell to her in 1971 at 9.41 secs, 148 mph, and she took the Mattel Trophy after winning the NDRC Comp/Altered Championship for '71. Running against cars such as Steve Croyer's Metronomed Bond Bug V8, Fred Whittle's C/A record-holding Shut-down (and they're both blown remember), the Hillbillies Fiat showed that a lot of talent is as good as a lot of cash anyway. Cash just makes it easier.

The Fiat is remarkably simple for such a sophisticated-looking car—the Derry/Pratt designed and built chassis is a tubular steel ladder type. Front suspension is a combination of E93A transverse spring and home-built

parts, while the rear has a complete Jaguar 3.8 axle set solid. Wheels are Cragar at the rear fitted with MH Racemaster slicks (the wrinkle-wall type—see the pic below) and 12 Spoke American Mag, at the front using motorcycle skinnies.

ENGINE

Engine is the 454 cu. in. unblown Chevrolet, using fuel injection with a Hillborn injector. Inside the VB is the usual competition treatment including Manley camshaft, lightening and balancing works, high compression (11.5 to 1), TRW pistons and other goodies. Power comes out at around 750 bhp and is then fed into a Donovan Can direct drive clutch through the Sheaffer flywheel. With the clutch depressed, there's no drive; release it and you've got transmission.

The Topolino body—made for Mike and Roland by Fibreglass Applications at Ditton Marsh, Bradford-on-Avon, Wiltshire—is a brilliantly designed piece of work, with a beautiful finish that puts a lot of non-working custom cars to shame. It's a flip-up body, hinging from the rear, and the nose neatly covers the cylindrical fuel tank above the front axle.

At the back end of the car, the chassis has been carried out to hinge the body, while a comprehensive roll cage and side protection cage protects the driver completely should anything disastrous happen on the strip. The chute (not shown in our colour pics, but visible in both pics on this page) attaches to the top of this cage and works by dashboard grabhandle. The dash itself is mounted on the forward roll cage, while forward of that is the

polished aluminium firewall that not only protects the driver from an engine fire or blow-up, but also gives the inside the professional finishing touch.

Yep, you guessed it. We raved over the Fiat! When we saw the Hillbillies in action at last summer's NDRC Blackbushe meet they made it obvious that the way you get results is by being professional. "We don't have a lot of cash, but we put everything we earn into the dragster," Mike told me. Neither is married, if that makes a difference...? "We had to start off with what we could afford, and then as we collected prize money, start money and more of our own money, we could go bigger and better." In fact the lads have bought the ex-Clive Skilton blown nitro-running Chrysler Hemi for the funny car. A bit more cash should come in from the side during 1972. Race Car Engineering will undertake drag and race chassis building for customers—that means the likes of you—operating from Cadenham Service Station. If you're in the market, Roland is at 066-62 2309.

Their new funny car—being built to see off Bob Phelps's Glo-Worm Capri—should be finished and running by Easter. We photographed the Topolino on Lord Suffolk's nearby country estate (yes, his Lordship is a keen supporter too, along with Brian Miles and John Philip who run Malmesbury Motors from the Service Station) the day before it left for the Stuttgart Holiday '72 Show. Ten days later, she was broken up and sold in separate parts. And so ended an important chapter in British drag racing. Goodbye Topolino.

MARK COLE



Demolishing the opposition in an ear-shattering bleach-out goes the Hillbillies Topolino, the MH Racemaster slicks laying down a regular smoke screen at RAF Hullavington. Best ever run by the Fiat was 9.41 secs, the unblown C/A record at 148 mph. Mike Derry and Roland Pratt swap drives throughout the season—sharing the racing costs too

MAY, 1972



That thar's a 454 cubic Chevy, what is, unblown but pretty mind-blowing to look at all the same. With this 7.5 litre mill slotted in the car, the Fiat really goes



Driver's view includes a tach and little else in the way of instruments. Firewall is polished alloy and everything is aimed towards safety—rollbars etc



Rear view of Hillbillies (less the parachute in this pic) is the one that BC/A class competitors have been getting during 1971. Slicks are MH Racemasters



Proud owner/builders/drivers and financiers Roland Pratt (left) and Mike Derry with their Mattel Trophy for the NDRC's 1971 C/A Championship. Note flip-up body

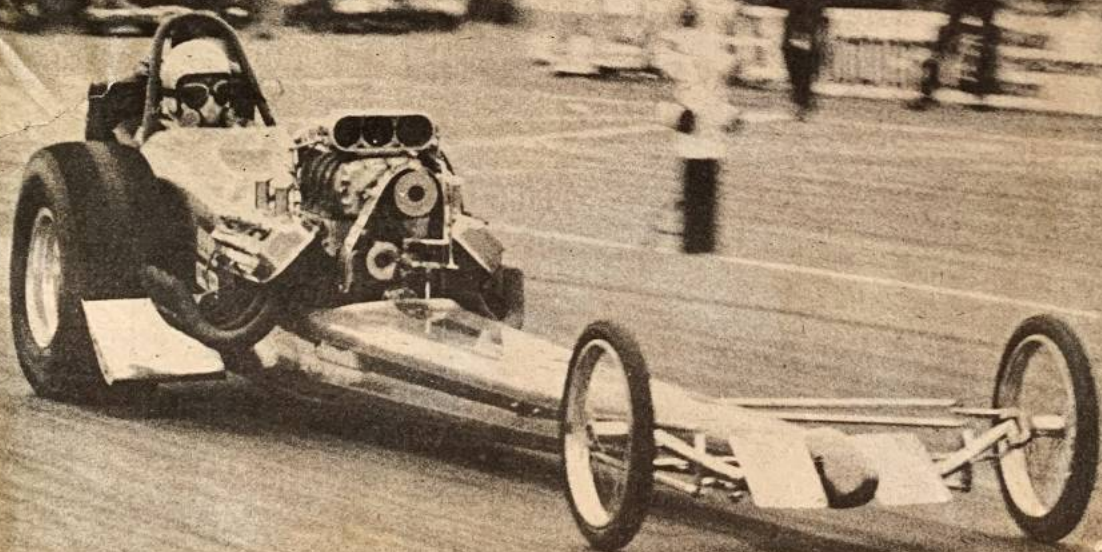


THE PURPLE PRIDE OF MIKE & ROLAND - A REAL

Wild Fiat!

ADIO LUXEMBOURG WITH HOT CAR MAGAZINE PRESENT —

THE BLACKBUSHE 72 GRAND NATIONAL DRAG RACE MEETING



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DRAG RACING

● Taking Asmodeus to a smoky last run below is **Wild Bill Welchett**, the US airman who has been a mainstay of the **National Drag Racing Club** but has had to return to the States at the end of his tour of duty. Bill has been one of the most popular and most consistently successful dragster pilots in Britain—what



Asmodeus lost with its 5.6 Chevy mill up against the big rails. Bill made up for in spectacle and showmanship. He'll be missed in Britain.

● Drag racing is still big news in the States and getting bigger all the time—at the recent **Summer-nationals** in New Jersey, there were 50,000 spectators and a prize purse of \$150,000. Top fueller award went to unknown **Annie Behling** in his rear-engined rail at 6.69 ET, 220 mph, beating superstars **Garlits**, **Prudhomme**, and others. It seems that despite our piece a couple of months back, that rear-engined rails are here to stay. The Summer-nationals were full of upsets—another not-so-famous runner **Leonard Hughes** took the funny car award with his **Baracuda** in 6.96 secs, 211 mph.

● Since we reported last month that **Gerry Glenn** had set a **new drag record** at 6.41 secs it has been equalled by no less than three more people—**Garlits** and **Prudhomme** in their rear-engined dragsters (both at 233 mph) and **Gene Adams** in his more conventional rail.

● **Betting** on drag racing is getting to be all the rage in the States now . . . there are 275 drag strips registered with the **National Hot Rod Association** or **American Hot Rod Association** . . . one man turning in consistent 6 second ETs in his A/A fueller is called **Harold Wilson**.



● **Smoking his John Woolfe Racing/Hot Wheels/Hot Car AMX, off the line at Blackbushe, is our man Ed Shaver—Ed is a USAF Sergeant on duty over here, and finds time to drag race at week-ends. The 6.4 litre AM engine is due for a pep-up soon—past performances have been suffering a bit. Comment from Ed on being beaten at Blackbushe: 'Gee, I was even beaten by all them little roundy-roundy racers today!' He's quite a character!**

● That pillar of drag racing in the States, **Big Daddy Don Garlits**, has done it again—bettered his own best. Tyre testing in his rear-engined rail with a new **Keith Black Chrysler Stroker**, **Garlits** laid down a 6.18 (247 mph) run on 85 per cent nitro. That's an unofficial world's best. The new Stroker mills are titled **Grenade motors** in the US—one run (producing up to 2000 bhp) is about its maximum life, then bang!

● Going a stage further than most rear-engined dragster builders, States-side racer **Ray Moats**, has slotted two 392 cu in Chryslers into his rear rail.

● Drag racing veteran **Dick Harrell** was killed last month after his Chevy-powered funny car blew a tyre at 200 mph and turned sharp right into the guard rail.

● **Pro-stocker** (that's tweaked-street cars) times are expected to get into the high 8 sec bracket in 1972. Already there is talk of brand-new Chevrolet goodies, such as twin-spark plug heads.

● Late news: **Hot Car** drag racer **Dennis Priddle** ran best-ever 7.13 s (203 mph) at Santa Pod on October 10, with his brand-new **Keith Black Chrysler Elephant** motor. **Dennis** used 90 per cent nitro in the **Hot Wheels/Radio Luxembourg 208/John Woolfe Racing** rail to take this time, the fastest quarter in the world outside the US of A. Whatta performance!



Jet set: **Arnold Sundqvist's crew** stage his jet (above) ready for a standing quarter time attempt.



SKILTON TAKES WORLD RECORD



● Meet the new drag racing world record holder—**Second Revolution**, taken by **Clive Skilton** to a two-way average of 7.605 secs for the standing quarter at RAF **Elvington** last month. Occasion was 'warm-up' event for this October's **ISO-Shandy Records Weekend**. But **Clive** jumped the gun in his 7-litre Chrysler-powered A/A fueller and snatched our man **Dennis Priddle's** record two months early! **Paul Gomme** engine men were on hand to help **Clive** to his record—first run saw a 7.49, then a few anxious moments as the chutes failed to open at the end. On the return run, **Clive** blew the engine but still slotted a 7.72. Aggregate time was 7.605, a lot better than **Priddle's** 1968 record of 8.29. It still fell short of the times **Clive** and **Dennis** have been putting up racing this season—**Clive** hoped to take the record early in the day



and then go for a mid-6 sec run in the afternoon. **Second Revolution** is sponsored by **Castrol**, and gets a lot of support from **Gud Filters** too.

DRAG RACING

● Winners of the six **Hot Car** Trophies going at the National Drag Racing Club's Blackbushe '71 meeting got their pots (and copies of the latest issue!) from Radio Luxembourg star DJ **Paul Burnett**. Paul thought the racing was great and wanted to know why it wasn't being televised—and that's a radio man speaking! It's a good point—drag racing would make tremendous viewing properly edited, and certainly more interesting than a million hours of athletics, tennis or gee-gee racing. Oh yes—Paul's a **Hot Car** reader too—but I don't buy it—I read a friend's!

Best ET of meet: Dennis Priddle (6.4 Chrysler V8 rail—7.35 sec).

Mid-Dragester: John Whitmore (1.3 BMC supercharged 'Drag-n-Fly' rail).

Mid Comp Altered: Mike Wells (3.8 Jaguar 'Stagecoach').

Top Street: Jim Tiller (6.3 Cadillac Allard J2).

Best British-engined Dragster: Tony Anderson (3.0 Ford V6 'Trouble' rail).

Best roadster: Barry Treacy's Ford Popular E93, 'Mister T'.



It's a fix! **Hot Car** racer Dennis Priddle gets the **Hot Car** pot from Radio Luxembourg's Paul Burnett

● Surprise winner of the United States **Drag Nationals** during Labour Day celebrations was **Steve Carboni** in his Elephant Chrysler-powered rail. Held at Indianapolis, the two-day event was considerably upset by rain (despite the famed pop song it rains very hard in Indianapolis in the summertime!) and finals were postponed for a day. **Big Daddy Don Garlits** went round trying to out-psych the opposition during practice, even to the extent of running the fastest-ever quarter at 6.21s (235 mph) after consistent 6.27s, 6.24s. Come the finals, Big Daddy was still playing around with Carboni's nerves when they reached the staging area—and what happens? Steve turned the tables, out-psyching Garlits and Carboni cooked the clutch on his rear-engined rail. He still put in a 6.637 but it wasn't good enough for Carboni's front-engined 6.39 and the Championship.

● Drag racing can be dangerous—and **Alan Wigmore**, the National Drag Racing Club Chairman, found this out the hard way at the Pod. At the end of



a run in his Chevy-Viva Itza-Viva a rear mag wheel broke up and Alan flipped. Pic shows his exit from the strip upside-down. Body was written off but mechanics were okay.

DENNIS BLOWS AT 7.2

DRAG RACING

● **Hot Car** drag racer **Dennis Priddle** becomes National Champion after his August Bank Holiday win at Santa Pod, taking his 6.4 Chrysler rail to a record-breaking 7.22s win (220 mph) over Tony Densham's Firefly. Later during a 6-sec attempt with 80 per cent nitro, the engine blew in a big way, putting two rods through the block. But Dennis had already taken the 1971 title, made the **fastest run** yet in Europe and got to within one second of the Stateside record.

Dennis took the title after a really successful season in the John Woolfe Racing/Hot Wheels/Hot Car rail. The BDR & HFA Santa Pod meet where he saw everyone off was the best British drag event yet—12,000 people were at the two-day affair. Another of the John Woolfe/Hot Wheels team, **Ed Shaver**, at last beat the 13-sec bogey in his immaculate AMX—with the 6.5 litre AM mill rebuilt. Ed lowered his time to 12.9 despite red-lighting at the Pod. With chassis and suspension mods he hopes to drop it even further soon.

Other bright spots of the weekend's racing included a fabulous run by the Phelps funny car Capri Gloworm, which

turned in a 9.2s (153 mph) during a demo run; Dennis Stone taking Opus One to a 9.8 (142 mph) win over Fred Whittle's Shutdown; and a superb Gary Goggin/Jack Pearce matchrace in which American Gary took his Stingray to a 12.01 win over Jack's GT40 after both had red-lit in the finals. It looks like Jack will be after the Stingray for the rest of the season, itching for a win!



Above: Swede Arnold Sundqvist's Silver Streak which is powered by a Westinghouse J46 jet engine, late of a Lockheed Starfighter aircraft

Oh, goody. A custom car show. What do you mean THE "Custom Car" show? Oh, THAT lot! Well, why not pop along and have a look. After all, we may find Hardcastle in a Metallflake waistcoat, Anderson with a skinhead hair-do, or even Mr Editor Hill in a pinstripe suit. You never know, they'll have to try something to keep in the Sunday papers now that little business about the bird in the Nazi outfit's died the death.

So we went. Well, if someone bothers to hire London's Crystal Palace exhibition hall for two days in early January to show off way out cars and bikes they must be pretty serious about it. In fact over 10,000 people went to see the first custom show organised by *Custom Car* magazine—and the colour pix opposite by David Kenard show just how good it was.

Unless you have your ear pretty close to the ground you'd never know there were so many really customised cars in this country. Or that a number of Sweden's leading customisers consider it worthwhile to bring some of their own vehicles over here. From buggies to all-out seven second rails, they were all there.

It's difficult to pick out a 'star of the show' but really the vote must go—as it did from the public who attended—to the new 'Firefly' dragster owned by Santa Pod Raceway. 'Firefly' has been built by Fibre Glass Repairs of Bromley and with fuel injected and blown 8 litre Chevrolet V8 is expected to give around 1400 brake horse. This should

Another funny car on show was the 6.4 litre American Motors AMX of Edwin Shaver. With short body—the AMX was a two seat chopped-down version of the AM Javelin—suspension 'Adios my Friend' looked really wild. And this car, we are told, is driven to meetings! More vortical than wide, or long, was the five litre Chevy powered E83A Anglia 'Wild Thing' in dark red Metallflake complete with forward hinging glass fibre front section.

Familiar shapes, but with decidedly non-stock power, also at Crystal Palace included Tony Weston's 4.7 Chevy motored 'Itzaviva' (HA, of course), Chris Ison's Jaguar/Austin V8 version of the old Thames delivery van.

Smallest rail on show, and another winner of one of the awards given to exhibitors, was Harold Bull's one litre 'Strippduster'.

No custom show could be complete without a few Buggies, but don't switch off if you're the type who's developed an aversion to this particular breed over the past few months—there's actually something new. Not just a Bug, and not only a dragster, was 'Mr Beaujangle' constructed by Nik Sandeman-Allen. 'Mr Beaujangle' is a sand rail for dragging along the golden shores up by Nik's native Lancashire.

Another newcomer to the Bug ranks got its preview at the Custom Car show. Bugle now have a full length four seater version of their Buggy. It looked better than most long wheel base efforts and sells at £180 for the usual basic kit. Bugle

PAUL DAVIES MEETS FIREMAN FARNHAM'S FLATHEAD FORD AND MANY MORE AT THE

be sufficient to power driver Tony Densham through the standing quarter mile in low seven second times. Alongside 'Firefly' at Crystal Palace was the opposition—Clive Skilton's 'Second Revolution' which has already turned in 7.56 secs for the quarter.

Still with Britain's only drag strip (and FGR who also built the cars) were the fabulous Capri and Stingray funny cars. Now some years old—remember our cover in 1969?—but still immaculate the Stingray is Chevy powered and the newer Capri returns 10 second quarters by courtesy of a 7 litre Ford engine.

The Capri body is a glass fibre replica of the normal production car, but with an extra length added into the bonnet line. Chassis is tubular space frame with the power unit mounted amidships and the driver (pilot?) sitting right over the rear axle.

also had on display their customised Beetle resplendent in black and gold with Porsche power.

Amongst the Swedish contingent—who drove their exhibits to the show—the Ford 1932 Five Window Coupe of Benjamin Wahlstrom took the award for Best Visitor. Five Window Coupes must be popular in Sweden as Picko Troberg showed another—a '28 Ford with '49 flathead Ford motor.

A little more modern, but also very much in everyday use, was the 105E Anglia given the complete paint treatment by Mechspray of Rochester. Very nice, too.

And that brings us to Fireman Farnham—just in case you thought I'd never mention it. His is the pristine V8 Pilot shown opposite in gleaming red (wonder where he gets the paint from?) which is all original even down to 3.6 litre flat-head V8.



Walt Itzell's "Sea Cab" street rod was built at Blackpool specially for Show



Swedish visitor—'49 Ford 5 window Coupe with 1949 flathead V8 power unit



Four SU's?—Chris Ison's Jaguar 3.4 litre powered Austin Ruby "Wild Honey"



The original—"Opus One" owned by Dennis Stone. Now runs 5 litre Chevy



First ever sand dragster in Britain is claimed for VW milled "Mr Beaujangle"



Low seven-second Quarters are hoped for Tony Densham's new rail "Firefly"

CUSTOM SHOW



Benjamin Wahlstrom is another Swede (you guessed?) and owns '32 Ford Coupe



See yourself in the paint job—Mechspray of Rochester did this Anglebox proud



Fireman Farnham's Flathead Ford (sorry Hill, your title) is original '49 Pilot



Believe it or not—you're looking at the Enderle Bug Catcher dual injection system mounted on a roots type GMC blower. Belt drive from the crank is by Cragar



Heads are fully modified with Mickey Thompson rocker covers. Exhaust pipes, Zoomie Headers, and pipe into No 3 is for excess coolant blown off from block



Marcell magneto ignition critical for full power. Calibrations at base are timing degrees for 'dialling in' the motor—essential when upping the nitro content



Valves are big — so big. This is fully shaped inlet (mark on paper are in inches) made in the US by Donovan Valves. Head porting is fully gas flowed

HOW TO GET 1600

Yep folks, There's power in them thar mills. You think you're doing well if you get a motor with one hundred brake horse, but give a thought for the drag racing Priddles, Skiltons and Denshams of this world. They've got anything from 1,400 to 1,600 BHP under their hairy right feet!

That's the power you need when you're launching a sort of four wheel guided missile down a quarter mile stretch of track to come out the other end at around 200 MPH with a time in the seven second bracket.

Think further. That in the United States they've got it down to the mid sixes for ET's (Elapsed Time to the uninitiated) and the motor's are so highly tweaked and on the limit they call them 'Grenades'—you just don't know when they're going to blow up.

Grenades we don't have over here —yet. You've got to reckon you may break two or three engines of this type a meeting, and there's just not that sort of money in British drag racing. But we do have some pretty quick mills—like the Chrysler V8 Dennis Priddle uses.

Drag racers don't give away the really important things—like exactly what fuel mix they're using—but the way things look the 'Hot Wheels' sponsored Priddle - Riswick-Gane-Stanford rail is nowhere near its limit. If you like, the John Woolfe Racing team who run the car are working up to things slowly. When they get going it could well be the most powerful engine in Europe.

OK, so most of us don't have V8's to tune anyway. But, just how is it done? The Priddle engine is pretty typical of high power drag racing engines on both sides of the Atlantic.

Chrysler's come in two sizes—the 392 cubic inch (6.6 litre) first made in 1958 or the later model 426 cu. in. (7 litre) which superseded it. In either case they're Elephant motors, so called because of their size and strength. The Priddle

engine is the earlier 392 cu. in. but it gives little away to its larger brother.

Ford and Chevrolet also make big V8's, of course, but the Chrysler is used by most of the top men. It's reliable—as long as all the right things get done—and in the ultimate gives more power. There's talk of Elephant motors being bench run at near 1,800 BHP in California.

Best way to describe how to run through the Priddle engine step by step. Only the basic block, crankshaft and cylinder heads remain of the original Chrysler. And these get the full treatment.

BLACK MAGIC

The engine is in fact a Keith Black motor. Black is THE man for Chryslers in the USA and his motors are currently mopping up the opposition on the strips. The Black prepared 'short motor' (block, crank, heads) was sent over from the States and then fitted out according to the US based tuner by Dennis and the rest of the JW team.

The basic block is machined on all faces, line bored for crank and cam, bores honed, oil galleries enlarged and the whole assembly crack tested. The crank itself (stock Chrysler) is nitrided, cross drilled, shot peened, radiussed and the journals chrome plated. Main bearings—which are Mirco Babbit made by Clevite, grooved 360 degrees and, in the case of the big ends, dowelled to prevent movement on the con rods—have steel caps and also a 'girdle' which is a cage like structure stiffening the whole of the bottom of the block and mounted between the block and the sump pan.

Down in the sump (which holds 10 US quarts) is a swivel oil pick up. This is designed to swing as the dragster accelerates, so always picking up oil even if it surges back. In fact the pan is baffled as well. Needless to say the oil pump is uprated.

Connecting rods are special alloy and manufactured by the legendary

Mickey Thompson who was one of the founders of the American drag racing scene. These are extremely strong while being very light. The pistons are also forged alloy, made by Forged True and with 3 rings. These run at a clearance of around 0.015 in. in the bores and have Teflon buttons in the skirts to cut down friction losses.

Finally in the block, the camshaft is from another famous US name—Engle. It's developed specially for drag racing and provides a steady increase in power right up the rev range—as high as you want to go. The cam followers run on rollers (see pic) and operate the valves through adjustable pushrods.

The normal Chrysler chain cam drive is replaced by a three-gear system.

The cylinder heads, highly modified, are joined to the block by stainless steel 'O' rings and gaskets. The heads are one of the reasons why the Chrysler gives more power than its rivals. Even in standard hemispherical and have quite big valves. Modified inlet valves go up to 2½ in. dia, and the exhausts only slightly smaller. Because of the supercharging used compression ratio is reduced from the stock 10 to 1 to around 7.5 on the Priddle engine.

Blowing alters calculable ratios so drag racers don't talk in such figures. They, instead, refer to the amount of clearance between piston top and block face as the variation in this determines the ultimate compression. Dennis runs at present with a 0.100 clearance which means his CR is fairly low. The Paul Gomme prepared engine in arch rival Clive Skilton's 'Second Revolution' is known to have 0.250 in. piston-block clearance. Which is one reason why the John Woolfe men know they've got development left in their engine!

By now you'll probably have realised the Americans have a name for everything. Which is why the eight stubby exhaust pipes (2½ in. diameter) are not exhaust pipes.

No—they're Zoomie Headers and are lined up with the rear tyres (sorry, Slicks) not, as some people think, to warm them up and make the rubber sticky but simply to blow tyre smoke away and prevent it getting in the driver's vision.

And so, with a brief mention that the only water coolant in the engine is that contained in the waterways, that's the engine. So far it's good for around 600 BHP on conventional carburation. Now the fun starts.

PUTTING HEAT IN

Two things make the real power in a dragster engine—the supercharger and the fuel.

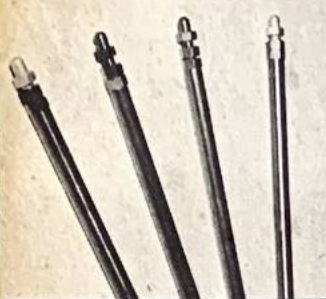
Blower for the Priddle rail is a modified commercial GMC 'roots' type supercharger highly modded with such niceties as triple pinned rotors, steel gears and a heavy duty end case. It's driven from the crank by a three inch wide Cragar toothed belt and is geared to drive at 16 per cent over engine speed. This can be altered depending upon power output needed. When the engine's running at full power the supercharger absorbs an estimated 150 brake horse!

The manifold below the supercharger is fitted with two pop-off safety valves to prevent over-pressurisation.

Fuel injection is used with the GMC blower. This is of a type called the Enderle Bug Catcher (yes, really) probably because of the top massive air intake which sits on top of the unit. The injection is in two parts: eight nozzles feed into the top of the blower and a further eight direct into the inlet ports just before the valves.

How the injection system runs depends on the fuel mix—which I'll explain later. With only 60 per cent nitro just the top eight injectors are used; if the crew 'tip the can' and up used, the nitro percentage then the bottom injectors are used as well. This gives the nitro percentage then also aids a lot more power and also aids the cooling as the methanol part of the fuel mix is a cooling agent and injected close to the valves keeps

HOT CAR



Here's how adjustable pushrods adjust. These operate valves through rockers mounted on two forged steel shafts for each head. At bottom end the pushrods . . .

. . . sit in roller lifters on the wide lobe Engle camshaft. The lifters are paired and made from magnesium with steel rollers. With this set up friction is cut

Forged aluminium connecting rods by Mickey Thompson—light and beefy. Note the pin for locating the bearing and the zig-zag join of the big end halves

Chrysler camshaft drive (chain) is thrown away and replaced by a precision gear set that ensures spot on cam timing and eliminates chance of chain stretch

BRAKE!

DRAGSTER POWER —HOW IT'S DONE

temperatures down. For an out and out dragster petrol isn't used—unless it's a 'Gasser' and running in that particular class. On straight petrol the most the 392 cu. in. Chrysler could give would be about 1200 BHP. The rest comes by mixing fuels.

Nitro and Methanol make up the mix. Around the 60 per cent nitro mark is a power producing but safe figure. If you want more power the figure goes up and the engine is 'dialled-in' to suit. Upping the power also has a name—'putting some heat in'.

Three things determine the power output—nitro percentage, ignition setting and the size of the main jet in the fuel injection barrel valve.

Ignition is by a Marelli magneto and this is mounted on a carefully graduated base to allow minute alterations in setting. The Priddle engine is timed at 28 deg. Static advance when running 60 per cent but for every few per cent more from the can the advance increases—and so does that main jet.

With a 60 per cent mix, 28 deg. mag setting and 0.070 in. jet power comes out at around 1300 BHP at 9,000 RPM on the Priddle engine. A further increase of about 5 per cent nitro and a larger jet means an extra 100 brake. Currently Dennis is running about 65 per cent with a power output estimated at near 1,400 BHP.

Over this sort of figure things get dangerous and it's essential to be able to know just how much heat you're putting in to the engine. Plug checks show this—over two threads of heat mean the limit's getting near, the engine is running too rich or the timing is wrong. If anything happens—it's the pistons that go first.

Absolute maximum for the Chrysler means a nitro mix of about 90 per cent, 32 deg. ignition and a 0.150 in. jet. With new pistons and 20 per cent blower drive power is around 1,600 BHP at rev near 11,000. That's when the 6.5 seconds Quarters come in.

PAUL DAVIES

AUGUST, 1971



HOT CAR GOES DRAG!

SUNDAY, AUGUST 20 is the day—Blackbushe in Surrey is the place. This is the big one—the Hot Car Grand-national Blackbushe '72, the National Drag Racing Club's premier event of the 1972 season. It's a day on which records could fall, match-race history could be made, and British drag racing be seen at its best.

Blackbushe has become a dragging institution—it's the sport's British birthplace, and the NDRC made a real go of last year's meet there. This year, with support from ourselves, Radio Luxembourg 208 and many companies, it should be even better. The entries are coming in fast—Priddie, Skilton, the Hillbillies and funnies included.

Racing kicks off at 10 am and goes through until 6 pm—during that time, there should also be shows, demonstrations and exhibitions. There's a small fortune to be won by racers—NDRC double points and a prize purse of up to £1000 for the day are going plus great trophies from Hot Car, 208, NDRC, Skilton Motor Group, Automotive Products, Accles and Pollock, John Woolfe Racing, Dicks Place, and National Drag Racer to date. Trade support includes contingency awards, trophies and cash and product gifts. Hot Car is giving pots for Low ET of Meet, Top Dragster, Middle Dragster, Top Comp, Middle Comp and Best Street Rod.

Our team will be racing there in force—the Hot Car-supported John Woolfe racing crew in the shape



Dennis Priddie v. Clive Skilton

● All eyes at Blackbushe '72 will be on Dennis Priddie and Clive Skilton, the two fastest men in Britain with their 6.3 litre AA fueliers. Dennis, the West Countryman running his Chrysler-powered Mister Six under the John Woolfe/208/Hot Car banner, already has the moral advantage of the fastest-ever European quarter—6.93 sec, terminal speed 208 mph at Whit Santa Pod. Clive's Castrol-sponsored Revolution 3, running a similar Chrysler, isn't far behind—the Londoner has already seen 7.2 with the rear-engined car unsorted.

On August 20, Dennis may go for a 6.6—

of Dennis Priddie (6.3 Mister Six), Thom Marshall (5.6 Barracuda) and Pete Stanford (7.0 Camaro), all under the eagle eye of team manager Dave Riswick. Look for our stickers.

Although main attraction should be the Priddie/Skilton bout, there'll also be Dragster, Comp Altered (funnies included), Street and Bike Divisions racing. Among the new funnies look for the Hillbillies new Vauxhall 7.0 Chevy funny, which could be in the low 7s by August. Altogether, the NDRC are toting for 150 entries to give a top-line programme. One of these cars will also be giving one of you spectators a trip trip—a lucky programme contest has a ride in a top racer as first prize!

Racing at Blackbushe will be along the latest

engine builder Keith Black says the car can do it running on 90 per cent nitro. Until now Dennis has used 84. Clive's engine man Paul Gommil credits his rail with the same ultimate performance. But until strips get a better surface, and more money is available to British racers, the latest Stateside 6.11 quarter (Clayton Harris in his 426 cu. in. New Dimension) is a long way off.

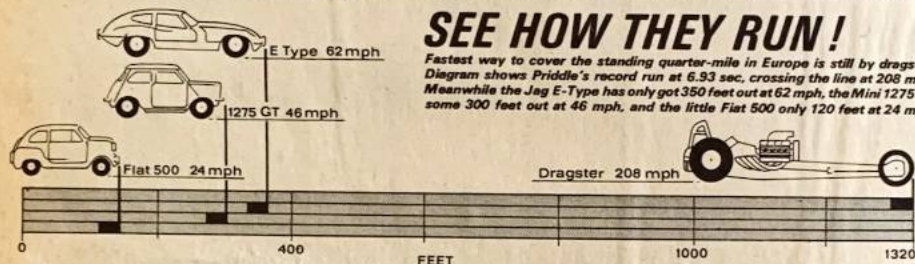
The Priddie/Skilton match races have been going on for many seasons—but this could be the really big one at the Hot Car/208 Blackbushe '72 meet.

pattern. Before the big ones run, watch them in the bleach box, running short burn-outs to warm up tyres for traction. The cars then stage in pairs, and wait for the lights. Yellow, yellow and then green for go, and with a shattering noise both cars bite into the quarter-mile tarmac strip, hurtling down towards the far end. Watch for the 'chutes breaking at the far end to help brakes slow the rails from over 150 mph. Even the slower machines make it look good—and don't miss the bikes with their incredible smoky runs. When Dennis and Clive—and the faster cars—are running, don't blink or you'll miss it all. That seven seconds is over pretty quick!

Admission to Blackbushe '72 is 70p, inclusive of parking and souvenir programme. See you there!

SEE HOW THEY RUN!

Fastest way to cover the standing quarter-mile in Europe is still by dragster. Diagram shows Priddie's record run at 6.93 sec, crossing the line at 208 mph. Meanwhile the Jag E-Type has only got 350 feet out at 62 mph, the Mini 1275 GT some 300 feet out at 46 mph, and the little Fiat 500 only 120 feet at 24 mph.



SPORT SCENE TEAM TALK

DENNIS RUNS 6.9!

HOT CAR drag racer **Dennis Priddle** has again broken his own record—this time taking the John Woolfe/Radio Luxembourg/Hot Car, etc. 6.3 litre Chrysler rail to a staggering fastest-in-Europe 6.93 sec. quarter-mile time. It happened at Santa Pod over Whitsun—Dennis's terminal speed was 208 mph, which delighted the Luxembourg 208 people! The car is now named—see page 29 for the big build-up to the Priddle/Skilton match race coming off at the Hot Car Grandnational, Blackbushe 72, in August.

Our other racers, **Thom Marshall**, in the John Woolfe pro-stocker (modified prod. to us English) Barracuda ran an incredible 11.9 secs in the small-mill 340-cu.-in. car. He was delighted. **Pete Stanford** is out again this year, now with a pro-stocker John Woolfe Chevy Camaro, sporting a 7-litre mill which revs to 8000 rpm, and uses a manual 'Rockcrusher' M22 four-speed gear system. Dennis sorted the car out for Pete at Whitsun—it ran in the low 12s, good for first outing. Pete was delighted, too!

● **Bill Cox** was at Silverstone's Martini Trophy meeting, where over-eager scrutineers attempted to fail most of the special saloons for bonnet bulges and bodywork mods. Bill's V8 Capri-Chrysler was among them, and it took a petition to allow everyone entered to race, otherwise the AMOC might have had a protest strike on the starting grid. All was in vain—engine troubles put Bill out after one lap.

● Midget racing is still trying to recover after the first appearances of **Eric Fretton**, the flying policeman in the **Hot Car** Falcon racer. Eric finished in both his first outings well up the field, boding well for the season, seeing as he was using an untried car and admits to needing more experience yet. The car has a Sauer-built Piper 1350 Ford and is sponsored

by Parsons, the Rallyflek paint people. When our man Bostock is fully fit he'll be sharing the car with team-mate Fretton. So Midget Auto Racing Club, move over—the Falcon's a coming!

● Meanwhile, up in Lincs, our man in Formula Ford **Roger Craven** of Royale fame, has been added to the **Hot Car** team list of wins. He is now holding fourth place in the Tate Northern FF Championship, helped by a win at Rufforth and good placings at Croft and Thruxton. A Holbay engine has been added to the stable, to give Roger a choice between this and the Lestar.

● Things are looking up in **sports car racing**—at the last three races I've managed a third and two class wins, which has put myself and the **Hot Car**-entered Sturtevant SL3 (see page 52 for colour) in strong contention for the *Motoring News*/Castrol Sports GT Championship. At Mallory just before the Whit weekend, I gained my third in class with a fifth overall. The 1300 class was strongly contested, Les Aylott (Ardul) and John Calvert (Royale) taking first two places with their twin-cam 1300s, leaving my Piper-engined car first pushrod home.

At Thruxton on Whit Sunday, Les and John both blew up in practice, leaving John Tait (Royale) and myself as the quickest of about 14 other 1300s on the grid. I got a demon start, pulled up to fourth place overall at the end of the first lap (in a field of 26 starters) and then the gearlever broke! John Tait got by, I stuck the car in third and did the whole race in that gear, passing John on the last lap and holding him off by inches to win the class!

At Silverstone the following day, everything went well and I won the class by 7 secs, dicing with the 1600 class leader Richard Simms for several laps until his Chevron-FVA frightened me into a quick spin!

HOT CAR AND 208 LUXEMBOURG

GRANDNATIONAL Blackbushe 72

The National Drag Racing Clubs Annual Premier

SUN
20th
AUG

DRAG RACE

See the stars: Skilton Priddle Stones Hillbillies Goggin Bull and more race their Rails Funnies Altered Stingsrays Camaros and Mustangs for the Grand £1000 possible awards!

Gates open 10 a.m. ● Win a ride in a drag car ● Speed shop and sport displays ● Hot Rod Show ● Refreshments ● 208 ● Children under 12 free

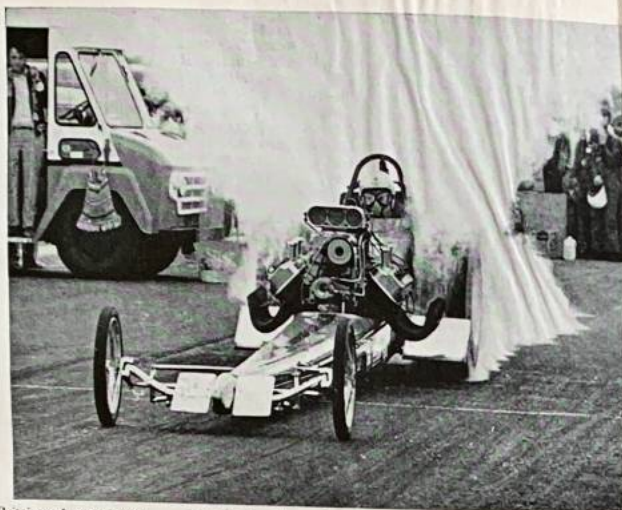
only
70p



Souvenir Programme and Parking Free! * * *

Drag Racing —The State of the Art

What is happening on the 1/4 mile in California and Britain.



FASTEST IN BRITAIN.—Denis Priddle does a "bleach out" before a run at Santa Pod. This helps make the tyres more tacky—see story.

DRAG RACING never hits the headlines in Britain and even the big meetings are lucky if they get as much as a mention in the weekly sporting periodicals but, nevertheless, interest is growing all the time particularly now that Dennis Priddle and Clive Skilton are, at last starting to approach the roaring quarter-mile times being recorded on the drag strips up and down the USA. One problem is that in America the evolution continues, particularly now that the rear-engined designs are sorted out. Soon the magic 5-sec. barrier will be broken and a couple of months ago the Pay 'n' Pak top fuel dragster driven by Jerry Ruth scorched down the drag strip at Indianapolis to record a quickest ever E.T. (elapsed time) of 6.06 sec. It is just a figure certainly, but count six slowly and then imagine a 1,500-h.p. projectile spitting flames and accelerating from rest to over 200 m.p.h. in that space of time. It is awe inspiring!

As was mentioned briefly in last month's issue I was fortunate enough to be in California at the time of a big meeting at Irwindale Raceway, just one of many strips dotted around California, which is the home of drag racing although it is a very popular spectator sport up and down America. Rumour would have it that drag racing all started with the moonshiners hotting up their vehicles in the prohibition days to make sure they weren't apprehended by the police. It makes a good story anyway!

The sport has come a long way since then and it was the present state of the art that we wanted to investigate at Irwindale, on the occasion of their 7th Annual Grand Prix. The main programme featured 32 Top Fuelers and when they had been reduced to 16, then to eight, then to four, then to two, the winner of the final run-off would pick up \$2,000 plus contingency money although the big prize is often higher. There was also a Funny Car invitation with eight of the best competitors in the country.

A quick wander into the paddock soon served to prove that the drag racing set is a very esoteric sport. They have a language of their own and one listens in to the conversations only half understanding. Almost to a man (and a woman) they are dressed in jeans and the most bizarre and colourful tee shirts one could ever see. There are multi-coloured montages denoting the great successes of their teams, other shirts list endless suppliers and proclaim allegiance to Hank the Crank, Hooker Headers and Kool-Fuel Racing Products. One catches snatches of conversation "The Ace has switched from Keith Black to Ed Pink" and one wants to be let into the club. But it is a different club from Grand Prix racing although, in many ways, the mystique and creed is just the same.

However, my impression was that the machinery comes first and those brave men who sit and exercise the ultimate perfection in clutch and throttle synchronisation, and then have their eyes pushed back into

their heads with acceleration in the order of 3g, take a backseat role. Each machine has a name, often after either the car owners or constructors, or both, and it is that name that the commentator shouts as the cars line up. "We have Stammerjohn & Shoemaker and Cyr & Schofield staged" or "that was Beck, McLean, Lawrence with the bleach-out". In the paddock the mechanics are busy round their machine, checking the clutches with dial gauges, mixing that explosive mixture of 80% nitro-methane and making sure everything is ready for "the pass".

What does the spectator in the Grandstand see for his 5 dollars? The best seats are obviously adjacent to the start on the pits side. At Irwindale the paddock is at the far end of the strip and the two competitors, if they are top fuel dragsters, are pushed down the pits road adjacent to the strip by a support truck just crawling with mechanics and helpers. During this process the driver will drop the clutch and bump-start the machine. With a bit of luck eight red flames will leap from the exhaust stubs and, as he blips the throttle, the hue will change dramatically as they flicker and flash particularly at night when much of drag racing is held. The noise is a deep burble which comes from somewhere down in the bowels of the Supercharged Chrysler Hemi 7-litre engine, which is in universal use although slight variations in size are tried. The beautiful smell of nitro wafts across to the spectator and the eyes water.

If it is one of the new rear engine rails then the driver sits impassively ahead of the engine wearing a standard Grand Prix driver's full face helmet. If the dragster belongs to the older front engine school he will be perched behind all that smoking hot machinery, hardly able to see ahead of him because of the supercharger, and the flames of the exhaust. He will be wearing an open face mask with goggles and breathing equipment and looking for all the world like something out of a science fiction film. But in either case the long chassis will bend in the middle, gently springing up and down as the car, with its minimal turning circle, is manoeuvred into position.

Then comes part of the new technique of drag racing. Any readers who remember the American team when they came to Britain in 1965 may recall that part of the art was to use the spinning of the tyres as a second clutch. But now the cars rely on gluing the tyres to the track and, if too much power is applied and the wheels start to smoke and spin, then all is lost. Half the fun of drag racing these days is the procedure leading up to run and is all aimed at achieving this maximum grip. This preliminary is called the bleach burnout. The car will be lined up some way behind the starting line and a pool of household bleach (or specially developed traction compound) poured in front of each rear wheel and the car then rolled onto it. The driver then makes an car shattering start, the bleach reacts chemically with the hot rubber produced by spinning the wheels, this makes a sticky surface to the tyres and naturally great weals of rubber are left

down the track, and plumes of smoke billow out behind. Anyone walking across the start line with rubber soled shoes would find themselves riveted to the spot.

After a couple of seconds the driver shuts off and his helpers rush to push the car back to its starting position and accurately line it up with the starting beam. The amazing traction that can be obtained with the bleach out technique means that low axle ratios can be used to provide greater torque at the wheels but this also produces high revs at the finish line. This problem is somewhat alleviated by the tyre construction. Low pressures and flexible side walls combine to produce a huge footprint at low speeds but, as the speed builds up, centrifugal force tends to deform the tyre to such an extent that the rolling radius is increased by 3-4 inches and thus gives the car, in effect, an overdrive.

Now the two machines are ready for the vital runs, the drivers blipping their throttles to make sure the 1,500 b.h.p. is ready to answer to the call. The cars are lined up in front of the timing gear and then the Christmas Tree starting lights flash through their sequence and onto green. With a shattering roar that sends everyone clamping their hands over their ears the two dragsters disappear down the strip. About 50% of the time both dragsters actually make it to the end of the run and "pop" their parachutes. However, they are temperamental beasts and often the runs are abortive for a number of reasons. The start may have been jumped or the driver may have made a mess of it, giving it either not enough or too much power. Sometimes the strip deteriorates during a meeting, particularly after an engine has blown up and dumped its oil, and this can make everything difficult for the driver. But often as not the fault is with the machinery for the engines regularly fail, sometimes just burning a piston, other times exploding into pieces. The clutches give up, as do other parts of the transmission. At Irwindale one dragster was half way down the strip when there was a great shower of sparks and a carburettor wheel like a red hot object flew into the air. The commentator, who had no doubt seen it all before, coolly announced "We have a clutch in the left hand lane!"

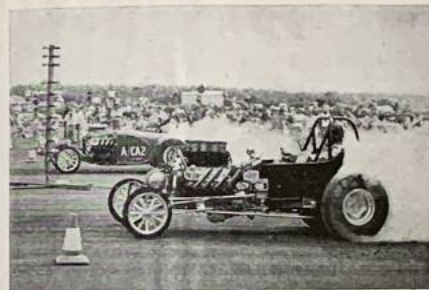
The Top Fuel dragsters and the Funny Cars tie for the affection of the crowd. The Funny Cars are slightly slower but more spectacular, if that is possible. Basically they are top fuel dragsters in most respects but the chassis are shorter and covered by thin glass-fibre replica bodies of American saloons. This gives plenty of space for the most fantastic paint jobs imaginable, in fact the decorating of these cars in California is a cottage industry all on its own. When the Funny Cars do their burn-outs the smoke collects in the body and then billows out behind. The amazing thing is that the Funny Cars are less than half a second slower than the Top Fuelers.

The rest of the programme at a big meeting can be made up with various other categories like Pro Stock, which caters for highly tuned saloons, which have to retain the original steel body shell but little else, the humorous competition altercos which tend to have started life as Model T Fords, and then there are countless categories for much more standard equipment, which take part in the Bracket Racing whereby they estimate the time they will take for the quarter-mile and then have to equal it. I personally found all the Bracket Racing rather boring and couldn't wait for the next round of the Top Fuel and Funny Cars. The trouble is that once the cars have made their pass, they need to cool down and receive a good deal of attention before they can run again.

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TOM McEWEN'S Funny Car is readied for a run at Irwindale. Note glass-fibre body hinged forward.



A PAIR of Competition Altercos—a favourite category at Santa Pod.

is very much safer for the driver and vision is much better. The revolution is not yet complete and at Irwindale there were some very competitive front engine cars, and one made it through until the last four. But it was noticeable that there were several brand new rear engine rails and the front engine devices are obviously on their way out. The next move will surely be towards totally enclosed and aerodynamic dragsters and at Irwindale there was a very impressive device in which the driver was actually in an enclosed cockpit.

As was mentioned earlier, the American dragsters are approaching the 5-sec. barrier. There is Ruit's recent 6.06 sec. run while, on the West Coast, a young 19-year-old newcomer by the name of Randy Allison has been down to 6.13 sec. and has been doing a great deal of the winning lately. At the Irwindale meeting, however, he ran into trouble and on the day another youngster from Honolulu by the name of Phil Soares won the Top Fuel category after the opposition blew up half-way down the strip in the final run-off. Earlier on in the eliminators Soares had made a pass at 6.21 sec., crossing the finishing line at around 230 m.p.h. One has just got to be impressed by that. But the highlight of the evening was the very last run, the Funny Car final. There was Ed "The Ace" McCulloch in his Revolution Kits sponsored car and Tom "The Mongoose" McEwen who is sponsored by the rival Hot Wheels firm. When the green light came on the pair went down the strip side by side all the way to the end of the quarter mile and the naked eye just couldn't detect who had won. But the electric eye gave the verdict to "the Ace" with a 6.69 sec. and a terminal velocity of 210.76 m.p.h. It was one of the most exciting things I have ever witnessed in motor sport.

The British Scene

In comparison, of course, the British drag racing scene is very small indeed but is growing all the time and recent advertising on Radio Luxembourg has boosted attendances at the only permanent drag strip which is at Podington in Northants. In the best American tradition this strip is actually called Santa Pod. There are a couple of meetings each year on other temporary strips like Blackbushe aerodrome. There are only four or five Top Fuel dragsters operating in Britain at the moment and the fastest two are undoubtedly Dennis Priddle, who has a front engine rail sponsored by John Woolfe Racing, and Clive Skilton who has the Team Cadac backed rear-engined device. The competition between this pair has had much to do with the rising speeds which are now almost comparable with America. Priddle is now down to 6.6 sec. while Skilton's best is 6.8 sec. to date and he is still sorting out the car. Meanwhile Alan Herridge, with his rail called Firefly, is starting to give the pair something to think about having recently fitted a new engine. Others are on the way and next season could see as many as eight Top Fuelers. The only Funny Car in Britain unfortunately had a huge accident on its debut run and was badly damaged but it is being repaired. Obviously in Britain there is a problem with parts, particularly for the Chrysler Hemi engines, but there are plenty of other dragsters with engines ranging from Mini Cooper to Jaguar and some put up very respectable times indeed.

For information on British meetings why not contact the National Drag Racing Club at 239 Windsor Road, Hillingdon, Middlesex, or the British Drag Racing & Hot Rod Association at 55 West End Court, West End Lane, Stoke Poges, Bucks., who organise the Santa Pod meetings. The last meeting of the year took place about three weeks ago but next season should be bigger and better. It might not be quite like California but it is certainly going in the right direction.—A.R.M.



Above: Rick Fielding lifts the front of his Lotus Imagination. Left: Hot Car racer Alan Hurridge burns the bleach with Firefly

Hot Car's Vicki Evans hands American airman Earl Plenert the goodies he won in the Hot Car programme draw at the meeting



HOT CAR BIG GO!

RAIN STOPPED PLAY! AFTER ALMOST THREE DAYS

of glorious drag racing at Santa Pod Raceway, the great gardener in the sky turned the sprinklers on just minutes before the finals at the Hot Car Big Go. It failed to spoil the fun, though—over 15,000 spectators made the Bedfordshire drag strip for the three-day Whitsun Hot Car meet. Major attraction proved to be the big fuel dragsters—no less than seven of them (the biggest gathering ever in Europe) raced: Priddle, Skilton, Hurridge, Pratt, Gene, Hitcherson and Siggery. And the funnyes, como altereds, pro-stocks and comp bikes really pleased the crowds too. Where else but in drag racing could you find names like Chicken Coupe, Houndog, Sneaky, Panic, Drag-n-Fly, Pub Crawler, Hit-n-Run, 2-Ton-Carmen, Strip-teaser, Earsplitenloudenboomer, Clunk-Click, Cinder-Hella, Little Red Riding Rod and Mis-Sprint? Two things really stood out about the meeting—one was the incredibly high standard of turnout and paint on virtually every racer there. The other was the sight and ear-shattering sound of double-A after double-A getting out on the start and blasting up the strip without any break. With the finals rained off, winners weren't decided until the June 17 G-Max meeting—*cont on page 97.*

PICTURES BY MICHAEL KEY

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Chicken Coupe is Michael Trautlen's 5-litre Fiat-bodied rally



Kevin Burrows stages his fabulous Oblivion 5-litre funny