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NERVE SHATTERIN'. THE WORLD'S FASTEST SPORT IS
DRAG RACING. ONCE SEEN -- NEVER FORGOTTEN.**



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STEWART AND GO
RACING AT SNETTERTON CIRCUIT, NORFOLK (A.11)
FRIDAY, SEPTEMBER 29th**

a.m. Racing until 6 p.m.



WHERE IT'S AT



PROVISIONAL 1975 DATES

MARCH	9 30/31	AUG.	24/25
APRIL	20	SPET.	14
MAY	11 25/26		28
JUNE	15	OCT.	12
JULY	6	NOV.	1/2

1974 DATES

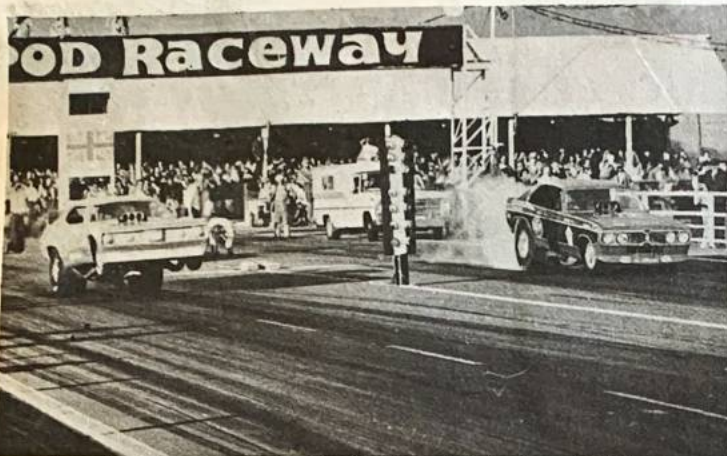
July	21st
August	25th/26th
Sept.	8th
Oct.	6th
Nov.	2nd/3rd

Santa Pod Raceway

SANTA POD '74

THE LARGEST DRAG RACING VENUE OUTSIDE OF AMERICA

★ HOME OF EUROPEAN DRAG RACING ★



Owen Haywood lifts the front wheels of his funny car alongside Dennis Priddle's Avenger. Haywood's wheels were to go up and up . . . and up in one of the most spectacular wheelies ever seen.

SANTA POD

Fantastic funny car duel

The weekend meeting at Santa Pod had just about everything that could happen at a drag meet, and apart from the damage sustained by all too many racers, all of it good.

Sunday's qualifying runs were held in rather dull weather, and the bad news started when Phil Elson found the engine from the crashed Hounddog rail that he was using had a cracked liner, while not long after, Freeman Rodgers had a rod break in the 427 Ford engine in his Top Comp car, reducing the field to Stone and Hall in the class. Hall had various problems with his car while the Stone team were concentrating on their Top Dragster in an attempt to win the £500 that Santa Pod had put up for the fastest fuel burner over six runs, so that Dave Stone was happy with a single 7.93 s to qualify. Andrews took the dragster to four low eights all over the 165 mph mark to put himself in a strong position for the money.

Clive Skilton arrived as well which was a welcome sight at Santa Pod, and although he ran a strong 6.75 s at 209 mph and backed it up with a strip record equalling 6.55 s at 216 mph, it was doubtful if he could make the other four runs to qualify. Dennis Priddle in the Revell car was late in arriving and had to run on a damp track, but still turned in a strong 6.8 s at a mere 154 mph as he shut down to play safe. Mike Hutcherson ran a 7.2 s in the new Hounddog rail, whilst Peter Crane in his new car showed that he will be a force to be reckoned with by turning in a 7.4 s on his second run despite dropping the 'chute very early.

Haywood and Herridge made a couple of runs each in the two American funny cars, with Haywood having troubles on both of them, losing a clutch against Herridge with a 7.8 s to 7.0 s to round out the big classes.

In Senior Comp Dick Sharpe led with a 10.87 s in the Dorset Horn Pontiac, with Dave Hayden-Smith going very well for an 11.2 s in his 302 Chev "B" replica. John Dickson had a steering failure in his Olds/Pop just before his run that put him out for the weekend, whilst Dave Page in the new Panic was slow at 12.5 s for the big Chev.

Pro Stock was again down to two cars, with Colin Mullen running a 9.8 s to Gary Goggin's 10.4 s to qualify the Dodge and Camaro, but with Mustapha Erol running a great 10.6 s in his Super Street Camaro, Gary and he decided to run together and this produced the best "race" of the day as "Mush" stunned everyone by leading Gary away. But the other Camaro was soon alongside and both cars dipped and rose together as the drivers

slammed into second. Snaking across the track they again changed in unison, and it was only as they got into top that Goggin started to edge ahead with a 10.3 s/131 mph to 10.6 s/129 mph, with both drivers coming back to the pits beaming at the closeness of the race.

On Sunday morning rain was falling heavily and indeed one or two entrants were seen to leave so bleak did the prospects look. But by mid-day it had stopped and it dried out by around two o'clock.

Pete Crane was out fairly soon with his car to run a strong 7.05 s at 180 mph, Crane wisely taking it easy at the top end for the time being by shutting down early as he gets used to the car, whilst Mike Hutcherson became the fourth driver into the sixes when he took the Hounddog rail to a 6.96 s at 194 mph. Clive was next out, and he left hard and strong only to drift to the centre towards the finish. At this point the centrifugal force on one of the front tyres apparently lifted the valve and the tyre deflated sending the car through the finish mirrors and on to the crash barrier on the pit side. Clive was a lot luckier than Harold Bull had been three weeks earlier, for although the front and rear wheels were ripped off one side, he was totally unhurt and the car is repairable—particularly as it had already been sold with one of the stroked 392 motors to Lawrence Burn.

Dennis Priddle's first appearance of the day in his rail was against Crane in his first competitive run. Dennis was taking no chances against the big 480 cubic inch Ed Pink motor that was barking and spitting behind Crane and he stormed off the line to a resounding 6.61 s at 196 mph to Crane's 7.23 s at a slowing 150 mph as the motor dropped a valve and blew a gasket—luckily with no serious damage. Hutcherson's 6.96 s had been his bye run, in fact, so he was through to the final against Priddle, who once again had a bigger motor to face and left at the first suggestion of a green light to a 6.60 s at 209 mph to 7.5 s/146 mph as Hutcherson slowed down early.

In the Funny Car ranks, Allan Herridge made a solo run at 7.09 s/199 mph in the Stardust car to challenge Priddle, who soon followed with a qualifying blast of 7.27 s at 196 mph to show that he was in there to win. The first run for him was against Haywood, who had one of the new Ed Pink motors in his funny and was really loaded for a 6 s run. With Priddle's tendency to lift the front wheels of the STP Avenger when

pushed, all eyes were on him as the green flicked on, and lift they did, but suddenly Haywood was pawing the air and he just went up and up with frightening speed until even the back wheels came off the ground as the car stood on its fibreglass bumper. How it stopped from turning right over will remain a mystery, for most people swore that the car was vertical at one point before it crashed to the ground. Priddle had wisely got out of the way by putting his foot hard down to a 8.2 s after having lifted initially, and the funny was only damaged in respect of a dented sump and bent front axle, but the person who tops that wheelie will end up on his head for sure!

For the final run, which took place after 8 o'clock, the light had faded so that the headers were spitting out yard-long flames each side in great balloons of fire, and the incredible ear-shattering noise of Priddle and Herridge was even worse than usual, and smoke from the tremendous burn-outs still drifted in front of them as they leapt and bucked into stage, the very ground shaking beneath them. Both made terrific starts, with Priddle perhaps a foot or two in front. But soon the giant "elephant" motor drew away and for once Priddle was powerless as Herridge streaked for the finish in a scant 6.81 s at 199 mph to an 8.0 s at 155 mph as he shut off to save the motor from a hopeless chase.

That in itself would have been enough, but elsewhere the racing was just as good. In Top Comp Dave Stone ran a 7.71 s to beat Mike Hall in the first of three runs, whilst on the second he got a bit crossed up in the burn-out and hit the "Tree". After some minutes this was repaired and the two cars, still very hot, were ready again, but without time for a burn-out to heat the tyres, Stone veered right at the start and spent some time fighting for control off the edge of the strip before he finally got going after Hall with a 9.3 s/187 mph to 9.9 s/139 mph as Hall again had trouble with his Chrysler altered.

In Senior it was Dave Page who came through to win in the new 427 "T," beating Dick Sharpe with a 10.4 s to 10.8 s and then having a bye in the final when Dave Hayden-Smith, who had earlier run an 11.02 s, failed to appear.

Gerry Andrews went on to do his two more runs against Alan Blount to win not only Top Dragster but the £500 as well, with Malcolm Olley running consistent 10.5 s to win Senior with his carburetted Chevrolet rail.

In the Street classes, Gary Goggin got better every time against the Colin Mullen Dodge, losing the first run 10.5 s to 9.7 s and then winning the second to loud applause, 10.2 s to 10.5 s as Mullen bogged on the line after a poor start. For the final run, Gary was again away first, but could not stop the other car from edging ahead and holding a lead at 9.6 s to 10.19 s, the best time yet for Goggin's car with the current truck-block motor in it. As the run against Erol had shown on Sunday, even going slower, the power-shifted Camaro looked and sounded more spectacular than the scientific precision of the Lenco equipped Dodge—a point that was not lost on the crowd or the racers.

Erol, meanwhile, was cleaning up in Super Street with his new-found potential. He started by downing Al O'Connor's Chev Pop with a 10.7 s to 11.5 s. Dave Rose was out in his 'Cuda with the monstrous 426 Hemi fitted and sounding fabulous, but after getting left at the line by Dennis Stone in the Precision Tapes Escort, he burnt out a band on his auto box and slowed amidst a cloud of smoke to a 12.5 s to 11.27 s for Stone. Stone had a slight edge on Erol in the final but soon the bigger Camaro was past on the way to another 10.6 s run to an 11.22 s for Stone—his best yet.

In all, particularly after the dismal start to the day it was the best meeting yet at Santa Pod this year, and although the entry of 215 made a long wait for runs for most people, it was pretty well run in general and with the appearance of Skilton, may even herald an improvement on the political front at long last.



Allan Herdige in Blakely set a new funny car low of 6.81 seconds at 199 mph in becoming
 Great Britain's first funny car champion. Here he is seen celebrating the victory over with
 smoke during one of his fantastic runs.



Ran up in the funny car was Dennis Pihlbe. He ran 7.27 at 196 mph earlier in qualifying
 here and coming up for this run. He was second very strong but slowed to an 8 in the final against Herdige.



T-1000 proved less strong for the operation
 beating Shultman yet again here with a
 7.71 to a mid 9.

Multiple 2nd run very well in Santa Pod and here
 the best then O'Connor despite his late start with a
 slowness 10.7 to 11.5



Chris Shilton broke the strip record but here this run ended in disaster. Result 6.72. The car is damaged but repairable and now belongs to Lawrence Burn.



Hawkeye 3 met Mike Muckerman surprised by a new El Pink Lewis here on a 6.09 but could not match Dennis Pribble in the final.



Owen Hayward managed the wheels to end all sedan against Pribble in the beautiful Hawkeye Jimmy.



Muscle Car ran very strongly in Long Ridge managing a stormy 10.6 in the final to win despite a hole shot by Dennis Stone.



The Dave Brothers had finally fitted the 6.6 Lewis to their wonderfully prepared Barranca but ran into transmission troubles.



Muckerman was as unscathed as ever but could not match T. Rot. Dredgy T is seen in the background.

Santa Pod Drag Races. Report: Jim Reynolds Pictures: Keith Simmons

Determination gets Byne tops

Grit and determination brought success to Jeff Byne at Santa Pod on Monday. After his rear wheel collapsed in the first round, Jeff fitted a replacement and went on to beat John Hobbs in the semi-final and topped the day by beating Mick Butler in the final.

Hobbs had dominated qualifying on Sunday with a time of 9.26s at 158.2 mph, but hero of the day was Tony Weedon whose 500 American Triumph clocked an incredible 9.35s — 148.9 mph —

a new British 500cc record. Byne was third fastest with a personal best of 9.38s — 145 mph.

The start on Monday was delayed by rain but the damp strip had no effect on the razor keen racing.

John Hobbs put down Bob Webster in the first round, then Byne ended a winning ride against Brian Smith by slewing across the line with the rear wheel mangled.

Tony Weedon showed his rear tyre all the way to John Clift, who was beset with handling problems. Then Mick Butler made a superb start to leave Keith Farnell in his dust. Butler clocking his best yet in 9.41s — 149.7 mph.

In the first semi-final

John Hobbs deposited a chain on the tarmac and had to watch Jeff Byne take an easy win to reward him for his frantic pit work. In the second semi Tony Weedon stalled on the line and watched dejectedly as Butler went even faster, clocking 9.24s — 151.3 mph — for a place in the final.

The final was a drag racing classic. Byne gated so fast that Butler had no chance of catching him despite a quicker time of 9.47s to Byne's 9.50s.

Pete Smith took senior bike in 10.4s on the Hadleigh Custom Triumph as Mick Warne's Accles and Pollock Triumph smoked ominously and slowed to 14.19s.

Terry Revill's 812 Dresda Honda got below 12 seconds for the first time, clocking 11.95s to beat Dave Rawlings on the factory Norton.

But Rawlings was happy — he gained enough points to win the Castrol drag bike championship and take home the £200 first prize.

PROVISIONAL RESULTS

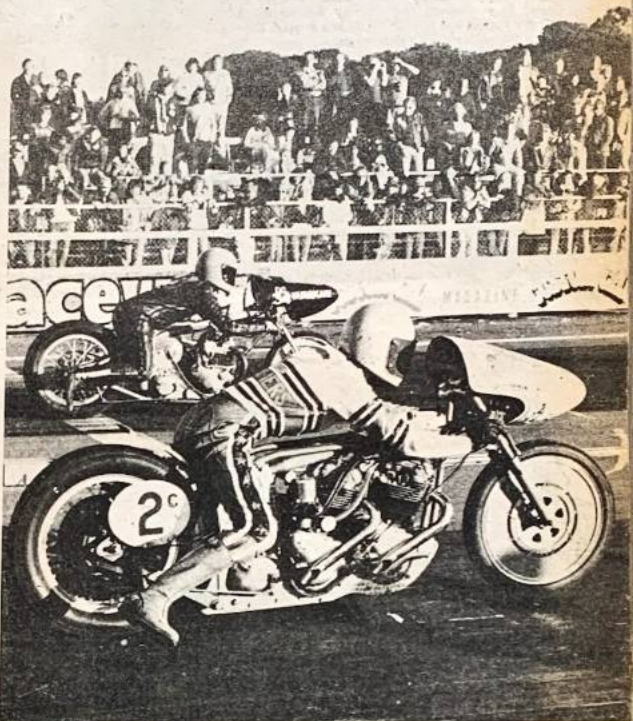
Top bike: J Byne (750 Mergo Triumph) 9.50 S — 136.2 mph beat M Butler (1000 Norton "Super Cyclone") 9.47 S — 146.4 mph.

Middle bike: E Law (1000 Triumph) 10.65 S — 123.4 mph beat R Beckwith (650 Triumph "Trophy") 11.27 S — 116.1 mph.

Junior bike: F Malloy (500 Triumph "Amber Gambler") 11.92 S — 112.1 mph beat J Wylentia (250 BSA "Polaris") 12.80 S — 97.4 mph.

Street bike: T Revill (812 Dresda Honda) 11.95 S — 112.1 mph beat D Rawlings (650 Norton) 12.34 S — 107.4 mph. Gonzo's knock out: E Lloyd (1970 VW "Locomotion") 12.11 S — 107.6 mph beat A Parkinson (1000 BMC) did not start.

Castrol drag bike championship: J D Rawlings (850 Norton) 28 points (£200), J Clift (650 Triumph "The Co-respondent") 25 points (£110), S B Chapman (500 Vincent "Mighty Mouse") 20 (£75), J J Byne (750 Mergo Triumph "Hurricane") 19 (£55), S M Butler (1000 Norton "Super Cyclone") 18 (£25), equal 6 T Weedon (500 American Triumph) and M Warne (650 Accles and Pollock Triumph) and N Hyde (875 Triumph "Road Runner 3") 16 (£25).



Jeff Byne and Mick Butler (nearest camera) get set for the final run off



Terry Revill and the top street bike Dresda Honda.

A change of Santa Pod politics? Clive Skilton returns to the Pod and blasts off the line in customary fashion.



SANTA POD

Skilton hits the barrier

Drag Racing at Santa Pod was fast and furious, with a barrage of 6 sec runs from the Top Fuel Funny Cars.

Leading qualifying on Sunday was Clive Skilton in a Castrol dragster with a record—equalling 6.55 sec, 216 mph run, while Denis Priddle put in a late 6.84 sec in the Revell car. Mike Hutcherson in the new Hound Dog dragster ran a 7.28 sec while on his first outing Peter Crane hit a 7.4 in his new car.

On Monday morning rain looked as if it had settled for the day but racing finally got under way at midday. Skilton came out again for a 6.7 sec run that ended violently when a front tyre deflated and sent the car into the crash barrier. Clive was unhurt and the car is repairable.

Mike Hutcherson had a by run for his first six at 6.9 sec with Peter Crane also improving to a 7.05. In the racing his 7.23 sec was beaten by Priddle's 6.71 with Priddle going on to win with a 6.60, 209 mph, over Hutcherson's slowing 7.5.

But Priddle was not so lucky in the Funny Car Final. Having

beaten Owen Haywood with an 8.2 sec run after Haywood had stood his Hound Dog Funny Car on its rear bumper in the biggest wheel-stand ever seen, he was out-horsepowered in the final by Alan Herring in the Star Dust Funny which did 6.8 sec compared with Priddle's 8.0 sec in a fantastic dusk race lit by the header flames of the two cars.

John Dickson.



Dennis Paddock starting before his 7-27 run.



Dennis Paddock, Judy and Jimmy both ran well and the team looked very professional in their STP. Also with a few American low cost.



Pete Leone in Standings filled with 484
 El Paso items and 2 speed items looking
 very well prepared.



Pete Leone dragging prior to his best run of 7.06
 at 180 mph. It must run a 6 very soon.



Gary Groggin's Club Club



The London theory of Colin Mullen proved to
 strong again for Gary Groggin. Groggin did
 manage a win in their best of 3 running
 10-19 but Mullen ran a race of 9.6 and
 only a huge hole shot will give Groggin the
 win.

Priddle best at Santa Pod

were to come from the three funny cars. Priddle did not run on Sunday, but Haywood and

After the near disaster with the weather at Blackbushe it looked as if the same fate would befall the Santa Pod Bank Holiday drag race meeting, for rain settled in late on Sunday and was still falling on Bank Holiday Monday. But from somewhere a crowd arrived to see a very good pound's worth of all-out action that lived up to the promise of the qualifying day before.

Top Fuel had four first class entries, with Clive Skilton a welcome addition to the usual line-up at the Pod, Dennis Priddle, Mike Hutcherson and Pete Crane, both in nearly new and new rear-engined Ed Pink powered cars. Crane's had only arrived a few days prior to the event and he soon showed its potential by running a 7.4s despite stopping early as he settled in to the car. Hutcherson improved to a 7.2s on Sunday, with Priddle making a late dash of 6.8s on a damp track after arriving late.

Clive Skilton had earlier equalled the track record held by Norm Wilcox in Priddle's car with a 6.55s run and was all set for a 6.4s attempt prior to the elimination when a front tyre deflated and he crashed into the barrier, luckily without too much damage to the car, none to himself. Crane improved to a 7.05s with Hutcherson also dipping down to a 6.96s to become number four into the magic range in this country.

Priddle made no mistakes against Crane whose car swallowed a valve on the way to a losing 7.23s as the Revell car clocked a 6.61s. Hutcherson was similarly overcome by the on-form Priddle, who dipped even lower to a 6.60s at 209 mph to win and take the big SEMA trophy normally awarded at the Internationals, but held over for lack of entries this year.

Despite their 200 mph plus runs, none of these cars got a look in at the special ES00 award for the fastest average of six runs. Most only made four runs so that Gerry Andrews in the Stone's Top Dragster with six 165 mph plus runs took not only the class win but the money as well.

The Stone team's other fuel burner, their Top Comp car handled by Dave Stone, qualified

with a 7.9s on Sunday for the big Chev, with only Mike Hall around to contend with on Monday. Phil Elson's ex-Hounddog had a cracked bore and Freeman Rodgers broke a rod in the 427 Ford car after a 9.3s run. Stone's first run was another 7.7s to beat Hall, whilst on the second outing, he hit the starting lights on the burn-out so that both cars had to shut off and await repairs. When it was time to run again neither could manage burn-outs on their hot engines so Stone went sharply to the right on the green and went halfway up the strip almost touching the barrier before getting some grip and reeling in Hall with a 187 mph run in a mere 9.3s to 9.9s.

In Senior Comp Dave Page took the new "Panic" 427 T to a win after having dipped down to a 10.4s on the semi-final run against Dick Sharpe's Pontiac Austin. Sharpe having been fastest qualifier with a 10.8s.

In Super Street Dave Rose at last had his big 426 Hemi fitted into his Barracuda and it certainly didn't leave much room for anything else in what had previously been a vast engine bay. He took it easy with a 12.2s/118 mph to qualify the car on the brand new engine with Mustapha Erol leading the class with a good 10.6s from his Camaro.

He fell to Erol in the first round despite a good hole-shot 10.7s to 11.5s, whilst Stone left Rose sleeping as he ran an 11.27s. Unfortunately Rose had a band let go in his automatic gearbox and slowed to a 12.7s but the car was pulling well and looking set for an easy 11s. Stone again left before Erol but could not hold off the bigger car's top end of 129 mph in 10.6s to 11.22s at 118 mph.

But the most exciting runs of all

Herridge did, first with solos that netted a 7.92s for Herridge and no time for Haywood when he had problems and then a side by side run.

This time both cars left hard with Herridge drifting very, very close to the centre but keeping on it all the way to a 7.06s as Haywood's clutch expired to a 7.87s.

The next day Herridge was out again for a warm-up that ended in another 7.09s run at 199 mph. Priddle was soon out in the STP Avenger to a stunning 7.27s at 196 mph with over 100 cu. in. less displacement.

Haywood's first run of the day on a new clutch was against Priddle in the first round and the tension was fantastic as the two cars went through the ritual of burn-outs and staging. On the green Priddle was moving first, wheels just off the ground as he fought to gain ground on the more powerful car before it was too late. But Haywood was in trouble with a bit too much clutch and power as the front wheels shot off the ground to end up in the biggest wheelstand of all time as the car literally stood on its tail with all four wheels off the ground! Priddle had already decided that he couldn't match the power and was easing off when he saw the car start to go up so he got back on it to get out of the way and went on through to an 8.2s at 171 mph as the other car flopped to the ground, sump bent and axle broken but otherwise remarkably intact.

For the final run it was nearly dark. Almost immediately the Herridge car was ahead, his header flames going almost straight up. Priddle's out to the sides as he thundered after him in a vain chase. 6.81s later it was all over for without a sizeable hole-shot the smaller 302 just hasn't the power to cope with the "elephant" motors of the American cars so Priddle eased off to an 8.02s at 155 mph. There could hardly have been a better finale to an epic meeting.

J.D

EUROPE'S No1 FUNNY CAR DRIVER ALAN HERRIDGE SAYS

THANKS TO:

ED PINK RACING ENG.
G-MAX (specialised fuels/oils)
AUTOLIGHT PLUGS
M & H RACING TYRES
LENCO TRANSMISSIONS
SUTTON REBORE SERVICE
MECHANICS

Ron Picardo, David Mortimer, Mike Emf

**For winning the BDR & HRA Supernationals
at Santa Pod Raceway on the 25/26 Aug.
with a winning time of 6.8sec. and a best
speed of 210 mph.**





The Monkeys I crew member to 406 @ Pink Miami.



Alan Black's new single engine dragster would no match for Jerry Andrews.



Big John Selchen new looking Mustang fell in the semi final to Dean Taylor who went on to win Top Street.



The Vlada red up hatch finally worked.



Shady T, now fitted with the potent ex-Monkey 302 hemi, had problems and did not run on Monday.



T. Post dominated Top Lane for Don Stone on wheel. The Supercharged 437 they mounted very strong indeed. Miami State in the background also won its lane very easily.