

New



ALWAYS present DRAG RACING

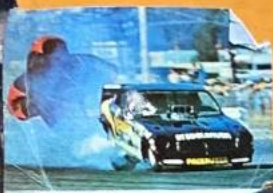
at **LEIGH MARSTON**
(5 miles south of Stratford-on-Avon on the A46)

SUNDAY, MARCH 16
Children under 12 admitted free Admission includes spectator enclosure

GATES OPEN 9 A.M. COME AND SEE SOME REAL POWER FOR A CHANGE!

Organised by the **NATIONAL DRAG RACING CLUB** - Phone Potters Bar 43116 for more details

The organisers reserve the right to cancel the whole or part of the meeting without notice



Geordie... 's... Royal Canadian...
at Frem...



Dennis... in his AA Fueller 'Mr. Revell'



RACE DATES 75

9th March Meet
10th 31st March
Springnationals Meet
20th April Meet

11th May Meet
25th 26th May Holiday
Weekend Big Go Meet
8th June Meet
5th 6th July European
Grand Prix Meet
27th July Drag Racing
News Meet

24th 25th Aug
Supernationals Meet
20th 21st Sept
International Meet
28th Sept. G. Max Meet
12th Oct. Meet
1st 2nd Nov Firework Meet
6th 7th Dec
Winternational Meet

Santa Pod Raceway

Europe where Drag Racing comes first
per person per day children under 12 free,
ing car park & V.A.T. Office 01 464 5445

WEEKEND MARCH
NATIONALS

PRICE MONEY PURSE AT OVER £8000

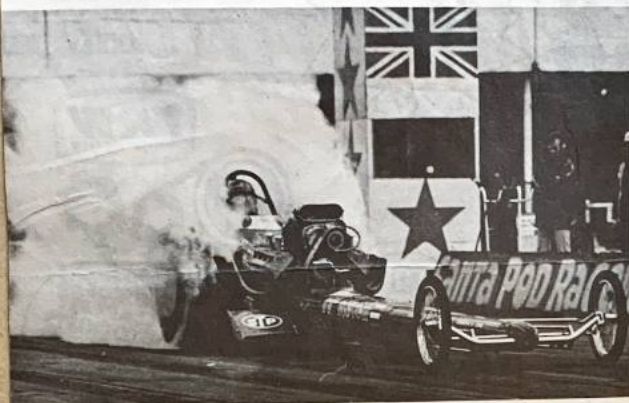
ORGANISED BY THE BDR & HRA



SANTA POD RACEWAY, PODINGTON, NR. WELLINGBOROUGH

THE PROMOTORS RESERVE THE RIGHT TO ALTER AND/OR AMEND OR CANCEL THE MEETING WITHOUT NOTICE OR REFUND

THE DAY MISTER SIX TOOK A SHOT AT THE FIVES



Eat yer hearts out, all you race fans who didn't make the trip to Santa Pod or the BDR & HRA one day meeting on April 20th. You missed some of the most spectacular racing ever seen in this country.

Dennis Priddle gave a taste of what was to come when he brought Mister Revell down the fire-up road for his qualifying run. Launching hard, the Donovan powered rail tripped the beams a mere 6.49 seconds later, recording a 217.39mph terminal — equaling his previous best time.

Three other fuelers were present besides Firefly, which was being tried out by Ron Picardo who very creditably managed to get into the eights before the end of the day. Ron was previously seen in the Wheelie Pick-up and this meeting has seen him go through his observed runs, so he should be out soon in full competition.

Owen Hayward has now taken over the driving chores of Hounddog 8 as well as the 'Funny Car', (Mike Hutcherson having retired through personal reasons); Owen qualified the rail at 7.76/165.84mph on his second pass, but at the expense of a broken motor. Liz Burns coughed another blower on The Lizard, leaving Pete Crane to qualify with a half pass 10.30 second run in the Stormbringer rail.

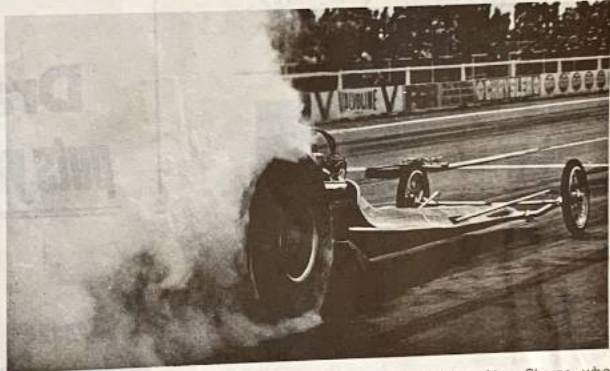
on the ground and so Dave Page matched his Senior class 'Panic' against the 'Sneaky T' of Phil Elson in a best of three. After a tremendous 9.40/138mph pass in the morning, Dave followed up by winning three straight — Phil Elson unluckily going out in the second race with a broken clutch, leaving Panic to run times of 9.50, 9.43 and 9.44 seconds for the win.

Middle Comp proved a popular win for the wheelie Strip-teaser machine, with Bob Messent dipping into the tens at

10.92/118mph against Kevin Harvey in the final.

Brian Mondey took Junior Comp, Uncle Scumble bowing out after a giant wheelie bent the front end of the Cliff Watts/John Annear machine in qualifying.

Moving on to the Street Division, Super Street was headed by Steve Osment-Petrie, driving the ex-Pete Crane 'Easy Ridin' Camaro. He won both races against the incredible Als Gasser. Al O'Connor red lit in the first round, and lost out 12.21/115 to 12.93/102 mph in the



Due to the two breakages, Priddle and Crane ran a match race for Pro Fuel, but to everyone's horror, the first round saw the Christmas tree fail as the two cars edged into stage. Both cars screamed down the track, but sadly there were no times recorded for the banzai charges (it turned out that the RAC Steward had accidentally pulled the plug out on the equipment). Later in the day the two cars came down for what was now the

second.

Dennis Wheatley emerged as winner from a five car Top Street field, beating an off form John Ledster in the final with a pass of 13.66/97mph in his big charger.

The Mini of Steve Johnson won the Senior Street class and Keith Potter, now running in the Modified class took the win in the Middle elimination bracket. In the Junior class, the final saw John Whiting out-drag Phil Herricks smaller engine BLMC machine, 17.03/77mph to 20.05/66mph. The handicapped Production class went to John Bailey. From 15 starters he carved his way through the field with a string of low eighteens, climaxing with a time of 18.01/71mph to beat Paul Rees.

Tony Weedon headed the two wheel action on Blue Rondo, his 500cc blown Triumph. Despite suffering gearbox problems, which caused him to lose top gear on almost every run, he managed to hang on for the win. His final round opposition was Keith Parnell, who looked good for the win after qualifying at 9.70/141mph on his seven fifty Triumph. But, despite two good wins, the semi final seeing him pull a giant wheelie wheelie against Mick Hand, Parnell lost traction in the final and Weedon took the win — 9.89/139 to 10.22/145mph.

final, and what a final, a showdown between the countries quickest cars, Stormbringer led out of the hole, but Priddle was in no mood to be beaten and he drove right round the rear engine machine in a tremendous charge down the quarter mile to take the win. Now for the times though — Pete Cranes losing time was 6.79 / 204.08 mph, whilst Dennis Priddle recorded the worlds quickest ET for a front engine car — 6.04 seconds at 218.34mph! He came, he saw, and by Christ didn't he do well, receiving a great reception on his return down the strip.

However, Top Fuel wasn't the only spectacular class — the Hounddog 7 and Stardust Funny Cars putting on a great show. The first race between them was the closest side by side run ever, with Allan Herridge just taking the win with a fractionally slower 7.08/190mph to Owens 7.07/198mph clocking.

The second race saw Hounddog late starting up and only having time for one burnout. On the run, Stardust come off the line sideways and Bootsie wisely shut off, but Owen nailed the throttle of his machine and thundered down the track. To the delight of Nobby Hills and crew, he powered into the sixes with a vengeance, with a time of 6.76 seconds 185.87 mph!

Anyone who thinks that the best action takes place only at two day meets should think again!

Top Dragster class saw the welcome return of John Siggery and Geronimo, although he didn't actually make the eliminations, where Malibu Express put in a run of 8.22 seconds/173.91mph which looked so easy for the DB Motors team.

Senior winner was Alan Sharpe who turned a best of 10.57/128mph in the V12 Jag engine Methsdrinker after Malcolm Olley broke a half shaft. Robin Acock beat George Davie in an all-Jaguar Middle Dragster final, with a winning time of 12.47/112 and in the Junior class it was Roy Bottoms who took the win in a best of three.

Big Comp Altered were a bit thin
Cont on page 4

Senior Bike class provided some spectacular action and a return to form of

John Lloyd on his VW powered Locomotion. Pulling wheelies on every preceding round, he kept the bike on the ground in the final and turned his first nine on the bike with a hard charging 9.76/134mph flyer to Clive Liddiards losing 10.22/145mph effort.

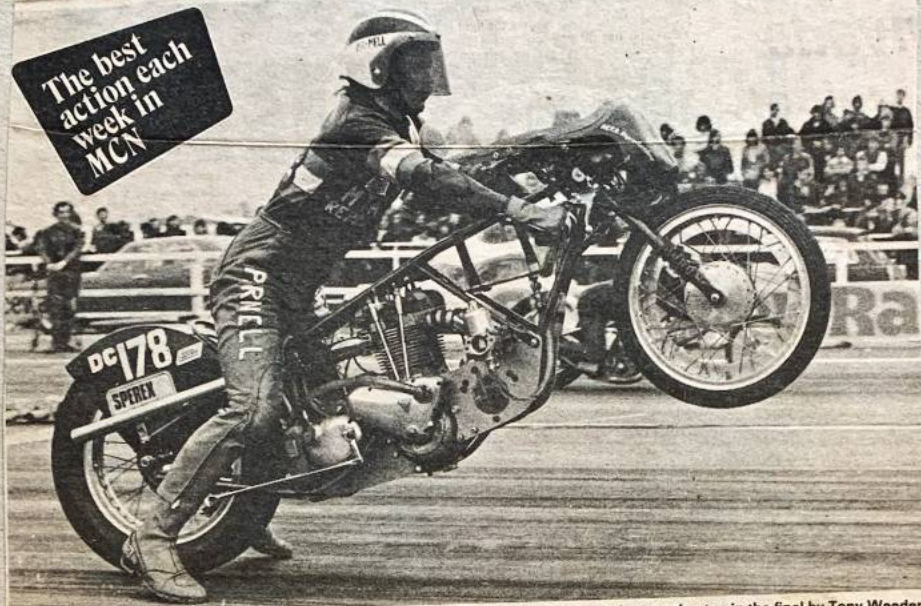
Phil Drake took a well deserved Middle Bike win on his Gitanes sponsored Triumph and Pat Agar won the Junior Comp Bike class riding a 250 Yamaha.

Street Bike class was very tight, with none running in the elevens. Terry Revill had worked the whole of the previous night with Dave Dixon, replacing the top half of his 812cc Honda motor, but couldn't get round Chris Russell in the final, losing out 12.14/106 to 12.38/112mph.

That wrapped up the days racing and a day that will be remembered for a long time to come, especially for that run by Dennis Priddle — 6.04 seconds!!! Wow!

WEEDEN 'LUCKS' INTO POD GLORY

The best action each week in MCN



Flying Keith Parnell wheelies to victory at Santa Pod against Mick Hand's Honda but was beaten in the final by Tony Weeden. **by JIM REYNOLDS.**

TONY WEEDEN'S 500cc American Triumph was really flying along the Santa Pod quarter mile at Sunday's drag races. His good luck was on form too.

Racing Mick Butler in the first round, Weeden had trouble as he missed gears. But Butler, in a clear lead, eased off and fouled the plugs of his 1,000cc double, spluttering along to a surprise defeat.

Tony then went on to beat Hadleigh Custom's Pete Smith in a very close semi-final.

Facing Weeden in the final was Keith Parnell who had plenty of

excitement in his semi-final race with Mick Hand's incredible 250 Honda.

Hand delayed getting to the line but Parnell was not flustered, with an enormous wheelie to get things under way he beat the little bike with a strong finish. He had waited, wheelied and won!

In the final, Weeden blasted to a 9.89 second win. With clutch slip, Parnell had to watch the little bike and its lucky rider take the honours.

The fastest winner was John Lloyd, who took the Senior Bike final with a stormy 9.76 seconds/135mph over Clive Liddiard's Vincent twin.

It was the first time Lloyd's Volkswagen engine "Locomotion" had dipped into the nine second bracket, but it won't be the last.

Street class provided excellent racing, as usual. In a hard fought final, Chris Russell's 1,000cc Hadleigh Honda left Terry Revill behind as the green light flicked on, and stayed ahead to the finish.

PROVISIONAL RESULTS

Top bikes: A Weeden (500 American Triumph "Blue Rondo") 9.89 seconds/139.7mph beat K Parnell (750 Triumph "Rouge et Noir") 10.22/144.8mph.
Senior bikes: J Lloyd (1970 VW "Locomotion") 9.76/134.9mph beat C Liddiard (1,000cc Vincent "The Flying Baron") 10.25/134.2mph.

Middle bikes: P Drake (750 Citane-Triumph "The Phantom") 10.94/125.3mph beat B Elson (750 Triumph "Black Mamba") 16.95/64.4mph (red light).

Junior bikes: P Ager (250 Yamaha "Out-cast") 16.49/78.1mph beat R Cheeseman (250 Montesa) 16.78/62.2mph.

Street bikes: C Russell (1,000 Hadleigh Honda) 12.14/106.5mph beat T Revill (812 Dixon Racing Honda) 12.38/112.1mph.

Picture: KEITH SIMMONS

Crane thanks Avon

As can be judged by this weekend's meeting, Pete Crane did not break his wrist during his fantastic spin recently. Pete is specially indebted to Alan Blake of Avon Tyres who sorted out his tyres before the run (2.25 x 17in Speedmaster Moped tyres), which stood up to the incredible forces exerted, having attained 200 mph just before the gyration. If the tyres had let go, the damage to car and driver might well have been a lot worse. . . .

AUTOSPORT, APRIL 24, 1975

All V12 systems go

Further improving to win Senior Dragster at Santa Pod on Sunday was the G. H. Nolan V12 Jag, driven as usual by Alan Sharpe to a new best of 10.57s. The motor sounded sweeter than ever before and the car was lifting the wheels at the start, a sure sign that horsepower, transmission and traction are all starting to work together, and Alan was again talking of a nine within another couple of meetings.

Rival in the "Fastest Jaguar" stakes, Bob Messent in the Strip-teaser altered, further improved to a 10.92s to win Middle Competition from Kevin Harvey's smart small-block powered Vauxhall altered, and although it seems unlikely that the altered will now be able to bridge the gap to the bigger and lighter car, consistent tens from a six cylinder Jag are a remarkable achievement.

● In Senior Comp at Santa Pod, the only entry was Dave Page in the 427 "Panic" T, while in Top Phil Elson was all alone, but not running as well. So the two ran together, with Page's carbureted car stealing the first round with a 9.56s to a 10.48s. Elson broke in the second, leaving Page (who had qualified with a best ever 9.40s) with a 9.43s and 9.45s to win this and the third run.



Dennis Priddle made world history at Santa Pod on Sunday with the fastest-ever front-engined e.t.

Priddle's world record

Responding to the challenge laid down by Pete Crane at Easter, Dennis Priddle arrived at Santa Pod with the rail instead of the new funny, which he was to have debuted. His first qualifying run was a stunning 6.49s, equally his own best time. Pete Crane was content with one half pass to test a new parachute release after his earlier dramas, while taking over the wheel of the Houndog 8 dragster Owen Hayward netted a 7.7s on his first run — but unfortunately smoked a piston in the process. Liz Burn lost a blower in her Donovan powered car, while yet another new driver was to be found in Firefly in the shape of Ron Ricardo, who nonetheless ran an 8.8s on the third run in the difficult car.

So it boiled down, as all knew it would, to Crane and Priddle, and the atmosphere was electric as the two thundering cars pulled into stage. But for some reason the stage lights didn't come on, so with engines getting hotter and hotter, both decided to leave anyway, with no times recorded.

Some time later, the stage was again set, with Priddle determined to get back his title, his tank topped up with close on 90%. Crane's motor allegedly was running somewhat less but it sounded loaded for business, and again the stands were crammed with people craning their necks for the best view. At the green, it looked as if it was to be Crane as he picked up a car's length on the red Revell car, but suddenly Priddle's car seemed to wind itself up and take off, and within a hundred yards he was past, and as Dennis said later, he

knew he was on the way to a best ever — but even he did not expect to see a 6.04s on the ticket — the quickest e.t. ever by a front engine car — America included. Speed was 218 mph, with Crane not doing as well as hoped at 6.79s/204 mph. An absolutely stunning performance, nearly half a second better than his previous best, and whereas before the run you might have wondered if we would see a five in this country in the next two years, it now seems almost certain that it will happen this year — and it will be an "obsolete" car that does it.

As if that wasn't enough, a new funny car mark was set by Owen Hayward, the first time that both class marks have fallen on the same day — although technically they are not official records until backed up.

The first round of the usual Herridge-Hayward battle was a textbook example of funny car action. Both made perfect side-by-side burn outs, staged with the usual bucking and vibrating as the big motors spot and boomed at each other. Only the clocks could split the result as Herridge just made it with a 7.08s/194mph to 7.07s/190mph, the result having been decided by a split second on the startline. The second round went to Hayward as Herridge got crossed up and shut down at the start, but the Houndog car kept on charging to a 6.76s at 185mph for a new low time.

For a small "club" event it was quite a day, the like of which will probably not be seen again for some time.



Page 1 Dennis Priddle lights up his slicks before that 6.04 pass. Bottom, Ron Ricardo puts in a burnout in Firefly. This page, Keith Parnell pulls a giant wheelie whilst Strip-teaser pulls a smaller one. Right, Mick Butler leaves the line on his double Norton machine. All taken by Roger Gorrings.



Dennis Priddle breaks front-engined dragster record— on Castrol, of course.

The place: Santa Pod. On the start line, Dennis Priddle, driving "Mr. Revell", with its phenomenal 472 cu. in. "Donovan" engine. Just 440 yards and 6.04 seconds later—a new record for the standing quarter mile. Terminal speed: an incredible 218.34 m.p.h. Another world-beating achieve-

ment by a brilliant British driver on the outstanding British lubricant, Castrol. Congratulations Dennis... and every success on your great road ahead. He's driving again—along with other top drag racing stars—at Snetterton on 3rd/4th May. Come and see the action!

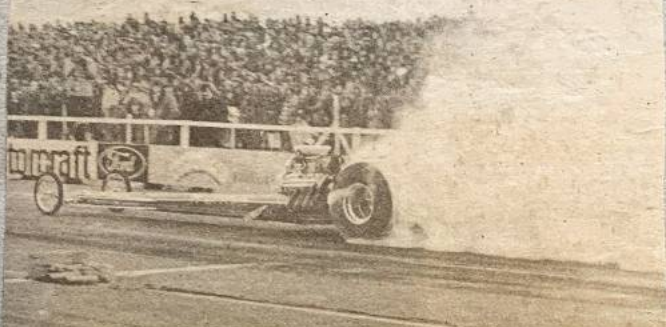
**With Castrol GTX at heart,
there's a great road ahead.**

*Subject to official confirmation.



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AUTOSPORT, APRIL 24, 1975



Priddle & Hayward take records

FOR the third meeting in a row, new records were set at Santa Pod this Sunday, with not only a staggering new time in Top Fuel, but also a new mark in Funny Car, by long time bridesmaid Owen Hayward, who has been knocking on the door of a six-second run for nearly a year. The first race of the two big funny cars was a classic, with Herridge taking it by the very narrowest of margins at 7.08s to 7.07s, having left a chair earlier, but the second time, Hayward was really determined, and exploded off the line to a 6.76s at 185 mph as Herridge had a rare moment just off the line and coasted through behind the flying Hounddog car.

Hayward was also driving the Hounddog dragster, regular driver Mike Hutcherson having left the team, and he came straight out with a 7.2s, never having sat in a fueller before, let alone driven one! Smoke from the motor looked ominous, though, as the car cleared the traps, and it indeed was bad news, for not only had one piston gone, but a bearing failure cracked the block as well, so the car was out for the day. So too was Liz Burn's ex-Skilton car after she lost a blower in qualifying. With Allan Herridge apparently slated to drive one of Santa Pod's new fuelers, Ron Picardo was having his first try in "Firefly", running an 8.6s on his third attempt, a good start to what will probably be a permanent drive.

The big interest centred round Crane and Priddle, though, with Crane taking it easy in qualifying, running a half pass to check his parachute. Priddle was out for revenge, though, and was off the trailer with a superstrong 6.49s,

equalling his own best, and perilously close to Crane's 6.37s Easter mark. So when the stage lights failed to come on after several unbearable minutes working up to the race, and both drivers decided they couldn't wait any longer with their engines boiling up, it was something of a let-down. Crane went first, with Priddle a moment later, and although everyone knew that this was not the actual race, they all wanted to see who got there first. It was Crane, though Priddle had closed the gap slightly. With no times announced, we all had to wait until they were out again, by which time the tension in the air was incredible as first the rear-engined then the front-engined car came down the fire-up road to do their burn-outs. For a moment it looked as if a burn-down was developing as neither driver moved, then both edged forward into stage, carefully watching the lights to stop at the first sign of the fully staged amber.

Then pandemonium as Crane was out first but as the big Donovan in Priddle's old-fashioned car turned on and catapulted him up the strip, he shot past Crane at an embarrassingly rapid speed in the mid-range. Crane's losing time was announced first — 6.79s at 204 mph; Priddle's speed was next — 218 mph. Everyone hung on the next figures — 6.04s, the quickest time ever set by any front-engined dragster anywhere in the world, and surely an indication that not only will we see a five this year, but probably not from one of the new breed of rear-engined cars! With the American record at 5.78s, this is the closest that we have come in England to matching their times, and any five is still a noteworthy event in the States even now!

Entries in other classes were a bit lean again, but good times came from Dave Page, who ran very consistently to qualify and take Senior Comp, with his 427I against Phil Elson's blown Chrysler, although he broke in the second round with his Top Comp car. Bob Messent ran another 10.9s in the Jaguar Stripteaser to take Middle Comp, whilst Alan Sharpe's V12 Jaguar rail took Senior Dragster, with a best-ever 10.57s. Quite a landmark in British drag racing for a small 'clubbie'. I.T.D.

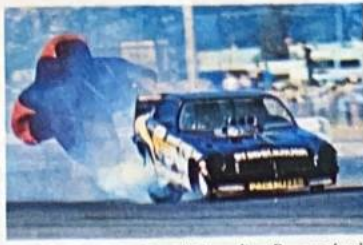
GET INTO DRAG



PHOTOGRAPHY: LAWRIE GATEHOUSE



Denis Priddle in his AA Fueler 'Mr. Revell'.



Geordie Bonin in 'Royal Canadian Pacemaker' at Fremont, California.



Roland Pratt in the 'Revell Hillbillies' Scimitar bodied funny car.

Drag racing. Possibly the most dramatic and exciting of all motorsports and yet, the most misunderstood.

Simply put, a drag race is a race between two cars or motorcycles over one quarter of a mile, from a standing start.

AA's, Funny Cars, Fuel Altered and Pro Stocks

Like all motor sports, drag racing is divided into several classes. The ultimate drag racing cars are the AA fuel dragsters. AA is simply the name of the class and signifies that the cars run on nitro-methanol, a highly volatile liquid producing significantly greater energy than petrol. The engines used are predominantly supercharged Chrysler V8's, completely unsilenced, and frequently produce in excess of 1700 bhp. That's a little more than three times as powerful as a Formula One engine. A good AA fueler will cover a quarter mile in six seconds from a stand still, at a speed approaching 250 mph as it crosses the line.



Liam Churchill in 'The Sting' - a Capri bodied funny car.

Slightly slower than the dragsters, although considered even more spectacular by some enthusiasts, are the funny cars, so named because the inclusion of an extra foot or so in their glassfibre replica shells makes them look just a little strange.

Then there are the Fuel Altered. Looking like nothing so much as model T Fords fitted with huge supercharged engines.

The next class is Pro-Stock. These cars use what are basically current production bodysells, completely stripped of all trim and interior furnishings and have vastly more powerful engines than standard.



Dave Stone in 'Tee Rat' - a Chevrolet powered Competition Altered.

Who first got into drag?

The first drag race was seen in England in 1963, when a team of American stars was brought over from the States to introduce the sport. A staggered British motor racing fraternity couldn't quite believe its eyes as the likes of Mickey Thompson and Dante Duce reeled off successive eight and nine second passes down the strip.

Between 1966 and 1969 British interest in drag racing developed and the first events took place at Santa Pod (still Britain's only permanent drag strip) in Northamptonshire in 1966. During the seventies, drag racing has, at last, emerged as a truly spectacular motor sport in its own right.

Race Day

A first-time spectator might well be a little confused on the occasion of his introduction to drag racing. So many strange and loud things seem to happen at different times and in different places. If fuel dragsters are racing, the first thing you'll hear is the staccato crackle and mighty bellow of two engines starting up as the competing cars are either started by a remote device or by being pushed down the fire-up road down

to the start area. Once they reach the start, their crew members will swill bleach down onto the tarmac and direct the driver forward so that his rear wheels are resting in it. Bleach softens the tyres and thus improves adhesion. The driver will then put his foot to the floor and spin the rear wheels in the bleach, causing great white plumes of smoke to billow up into the sky. When both cars do this together and arrive simultaneously at the start line proper amidst huge clouds of white smoke with flames bursting from their exhausts, it's one of the most impressive sights in motor sport. Both cars are 'staged' between two narrow timing

light beams, and the count-down begins. Taking up the tremendous power, the huge wrinklewail tyres spin just a little, and in around six seconds, the cars are reaching the other end of the strip, where they jerk to a halt aided by a parachute.

All the drag racing stars in England can be seen racing around the country this summer. Clive Skilton, Dennis Priddle, Alan Herridge, Dave Stone and racing disc jockey, Dave Lee Travis, will all be making appearances, plus Roz Prior, first lady in Europe to drive a AA fuel dragster.

Quite simply, drag racing has to be seen to be believed.

Where the action is.

May

- 2 Boxing: The Amateur Boxing Association Finals, Wembley.
- 3 Football: F.A. Cup Final, Wembley.
- 3 Rugby: Middlesex 7-a-side Finals, Twickenham.
- 3 & 4 National Drag Race Meeting, Snetterton.
- 5-10 Motor Cycle Trial: Scottish six day Trial.
- 10 Rugby League: Cup Final, Wembley.
- 12-18 Tennis: British Hard Court Championship, Bournemouth.
- 17 Football: Wales v Scotland, Ninian Park.
- N. Ireland v England. To be decided.
- 21 Football: England v Wales, Wembley.
- Scotland v N. Ireland, Hampden Park.
- 24 Football: England v Scotland, Wembley.
- N. Ireland v Wales. To be decided.
- 26 Motor Racing: ShellSPORT 5000 European Championship, Thruxton.
- 31-6 June Motor Cycling: Isle of Man TT, Isle of Man.

June

- 7 Cricket: World Cup: Australia v Pakistan, Headingley; England v India, Lords; New Zealand v East Africa, Edgbaston; West Indies v Ceylon, Old Trafford.
- 7-8 Powerboats: International Meeting, Bristol Docks.
- 8 Motor Cycle Racing: Post T.T. International, Mallory Park.
- 11 Cricket: World Cup: Australia v Ceylon, Oval; England v New Zealand, Trent Bridge; India v East Africa, Headingley; Pakistan v West Indies, Edgbaston.
- 14 Cricket: World Cup: Australia v West Indies, Oval; England v East Africa, Edgbaston; India v New Zealand, Old Trafford; Pakistan v Ceylon, Trent Bridge.
- 14-15 Drag Racing: International Meeting, Silverstone.
- 15 Motor Racing: ShellSPORT 5000 European Championship, Jyllandsringen (DK).
- 18 Cricket: World Cup semi-final round, Headingley and Oval.
- 21 Cricket: World Cup Final, Lords.
- 22 Motor Racing: Sports 2000 International Races, Brands Hatch.
- 22 Motor Racing: ShellSPORT 5000 European Championship, Casale, Italy.

Shell
SPORT where the action is.



'Hogslayer' on the streets

"I'VE gotta get me down to the drug store for some cigarettes before they close and the Chevy just won't make it on time . . ." Tom Christenson and his eight-

second Norton 'Hogslayer' outside NVT's American headquarters on Los Angeles Boulevard. The ultimate street machine?

Murray makes his two stroke debut

BORIS MURRAY should be making his two stroke debut soon, riding the Denco Performance triple Kawasaki-3. That should really make some noise.

Kawasaki two strokes. Their "Pro-Cobra" three-cylinder tyre-fryer is a street legal machine, with full lighting equipment and lots of horse power — they claim 133 bhp. Best time to date is 10.04 with a terminal speed of 140.4 mph, so Boris the Bold could be on a winner when the new creation is sorted out.

ANGUS IS OUT IN THE COLD

THE DRAG racing season has started, yet there seems to be a lack of information on one particular aspect of this year's events.

Angus McPhail owns the fastest accelerating three-wheeler in Europe, but doesn't know if he can race it or not. Angus is more than welcome in sprint events, but has trouble

getting entries at drag race meetings.

At Santa Pod, three-wheelers are not allowed in competition, so he knows where he stands. But at a general riders' meeting last year, it was agreed to ban two-wheel drive three-wheelers from all drag races.

But nobody will tell Angus officially whether or not he can race!

Big bike newcomer

NEWCOMER to the double-engined bike brigade is Ian Neary, of Ashton-under-Lyme, who will be hanging onto a bike powered by a pair of 830 Norton Commando units when he gets into action.

Mounted in the ex-Ray Fellitt double frame, the engines will be in bog-standard form at first, burning petrol and using the standard carburetors. Linked by Renold chain, the motor will drive the rear M&H slick via the Commando clutch and gearbox.

Ian is a research technician with Hawker Siddeley, which should make him well qualified to build fast ones.



Straight up WITH JIM REYNOLDS

Cheadle stays in tune

AMONGST all the news of double-engined monsters at present being made ready for battle, it's good to be able to tell of progress with one of the smaller-engined runners.

John Cheadle, recently featured in our "Tip for the Top" series, has tested the 1975 version of his 350 Yamaha and is pleased with the development work, despite doing a nasty to the plot during the Santa Pod practice day.

Using a 20% nitro-methane

blend in the fuel, John was really getting some power out of the engine when the ignition timing slipped and things went awry, breaking up pistons and rings and damaging the cylinder head.

The squish band in the head is being re-machined by Fabron Engineering, who are very much involved in this attempt to get the Japanese stroker engine into the forefront on the quarter mile, and John has en-

Wizzard leaves

NORTHERN riders in sprints and drag races will know the name Peter Gill, the quiet spoken bearded wizard of the watches in that neck of the sprinting woods.

Sadly, I have to report that Peter is moving shortly to take up an appointment in Holland. He'll be missed on the English sprint scene, and it was a fitting gesture that the National Sprint Association should present Peter with an engraved silver tray and award him life membership of the Association.

sored that the timing will not slip again by doing a nifty touch of welding to tack the centre sleeve of the ignition set-up onto the mainshaft.

John is pulling a much higher gear on the Yamaha than he did when using plain old petroleum as the source of power. "It's easier to ride, with power all the way. But you have to watch the revs — they go straight up and off the clock if I'm not careful," he told me recently.

Street fighter

THE STREET bike class in drag racing is about to be set alight!

Currently one of the hottest contested categories, the class is ruled by jumbo sized Honda-4s, but a two stroke contender for top honours is about to get them really worried.

Alan Baker, boss of Motad International, importers of the super strong Denzelube chain, has bought a Denco Kawasaki 750cc three cylinder two stroke fitted with an expansion chamber exhaust from Denco Performance of Fremont, California.

Motad have not yet taken up an offer of the sole European distributorship for Denco Performance products, but if results on British drag strips equal those in America, Mr. Baker could soon be swamped with orders. Using a Denco 750.3 Stateside rider Tony Nicosia has clocked 9.9 seconds at 138 mph while his time has recently been beaten by official Denco rider Mike Blake who clocked 9.87 with 140 mph.

The Kawasaki will make its racing debut at this weekend's Snetterton drag races with Motor Cycle Mechanics' assistant editor Mike Cazalet at the helm. At all Santa Pod events, drag ace Mick Butler will be the pilot.

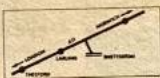
Stone's mill

Dave Stone will be reverting to his 440 wedge engine for this weekend's drag meeting, having again broken a couple of valves at Blackbushe in his big 426 Hemi — for reasons that are still a mystery. But the big 'Cuda should still be a top contender in Super Street.

Friend Dennis Wheatley also runs a 440 in his Top Street Charger, and after winning at Santa Pod with a best yet of 13.4s with the big car, still equipped with street gears, will be looking for substantial improvement when he switches to something more suitable.

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Saturday practice: 12-4 pm, entrance £1.95. Sunday racing: 1-4 pm, entrance £1.50. Overnight camping facilities.

Organised by the NATIONAL DRAG RACING CLUB Call Potters Bar 43116 for further information.

The promoters and organisers reserve the right to alter or cancel the whole or part of the meeting without notice. —PP 61067