

# DANNY THE YANK SAYS HE'LL BEAT THEM ALL IN EUROPE

STAR attraction at the two-day BDR & HRA International meeting at Santa Pod on July 5/6 will be the appearance of one of the quickest accelerating drag racers in the world.

American veteran rider Danny Johnson is scheduled to make a return visit to England with his double-engined 'Go-liath' Harley Davidson. Boasting a total capacity of 3,500 cc, the fearsome machine accelerates to near 180mph in only 8.3 seconds elapsed time for the standing start quarter mile.

Johnson's last visit here was in 1973 at the same Northamptonshire venue. Riding his old single-engined Harley, the quiet spoken American racer ran times of 9.2 seconds/165mph — the terminal speed mark having yet to be bettered by any British rider.

Now touring the States on a match race circuit with fellow professional riders Tom Christenson, Russ Collins and Marion Owens, Danny has said he will outrun the best time set by any European rider at the meeting. If the weather is kind he could be pushed to some really quick times, with riders like John Hobbs, Keith Parnell, Mick Butler and Derek Chinn going all out to make sure Johnson won't be alone in the eight second bracket.

The big Harley will not be eligible to run in open competition due to the ACU capacity limit of 2,000 cc, but it is hoped that there will be a group of four Dutch riders at the meeting. Racers from both countries look forward to racing each other whenever possible, and Phil Manzano is currently finalising plans.

Kawasaki importer Henk Vink is a likely runner on his



sort the bugs out of the new bike.

Anton de Vos may also be back on his unblown Kwacker, after delighting the crowd at Wroughton with his wheeler runs.

One bike which I personally hope makes the meeting is Rob Jansen's twin-engined Benelli, such a neat example of how the Dutch machines have progressed in a relatively short time.

## Club news

Competitors might like to note that the BDR & HRA now has a new secretary. She is Margaret Warne, wife of 'Mighty' Mick Warne, the riders representative on the club committee. Margaret has taken over from Sharon Watts who is emigrating to America with her husband.

The clubs new address is: 63 Trowley Rise, Abbots Langley, Herts. WD5 0LN Tel: Kings Langley 67970.

On the subject of addresses, Pat O'Dwyer, secretary of the National Sprint Association has just moved house, and his new address is: 59 Marlborough Road, Wood Green, London N22.

It has been quiet on the sprinting scene of late in the southern part of the country, but the NSA tell me that they are organising a sprint at Wroughton, near Swindon, on Saturday, July 26. Invited clubs are Vincent Owners club, BDR & HRA, Morgan Owners and Wessex Centre Members. Regulations are available from Mick Hand whose address is 72 Kingston Close, Northolt, Middx.

Mick Hand's recent hair-raising ride at Santa Pod cannot go without mention. On the same day that team mate Keith Parnell was busy making history with his eight second run, Mick nearly put himself into orbit!

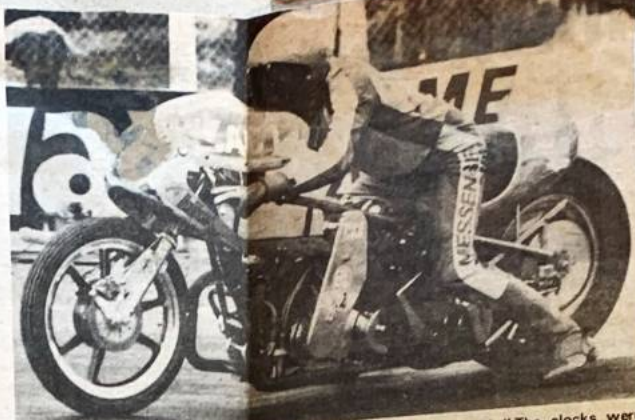
On reaching a speed of around 120mph aboard his 250 Honda the primary chain snapped, causing the engine to reach undreamed of rpm at which point the blower, conveniently positioned between Micks legs exploded.

The pressure blew him right off his seat. Luckily he kept hold of the handlebars and came to a rapid stop.

A quick search revealed that he was still in one piece, but I'll swear that his voice has gone up an octave or two!



The blow-up of the year . . . what happened when Kevin Lloyd's engine let go at nearly 100 mph.



Ian Messenger put the record straight about that reported 'eight'. "The clocks were tripped by a piece of paper" he reports.

## Breakages

As the nitro percentages continue to climb so does the engine mortality rate. One unfortunate victim was Peter Miller, who split the special engine casing of his home-built 900 BM motor just after making it into the nine with the machine.

For the rest of the year Miller and Ray Baskerville are to campaign the bike fitted with the two 650 Triumph motors out of Ray's old bike. They've discovered the power units can be fitted into the present frame without in-supermountable problems. Look for the bike to be back out on

the strips around the middle of August.

Few blowups can compare with that of Kevin Lloyd though. The photograph on this page shows the devastation caused when the engine let go at near 100 mph. But with the current ruling that engines must no longer be a stressed member of the frame there is little likelihood of such an explosion unseating the rider.

## Quick times?

I must admit I read with slight amusement the paragraph about the possible eight-second run by Pegasus a couple of weeks ago. Ian Messenger admitted to me that it was not an 'eight' — the clocks having been tripped by a piece of paper.

Ian probably remembers the time a few years back with the old Pegasus Vincent which clocked a very suspect 164 mph speed, a figure which is unlikely ever to be beaten in the 1000 cc class!

At the same time though, Derek Chinn's pair of 9.30 second runs at Santa Pod were June 8 aboard Pegasus were certainly no flukes. If the pair can keep the AMC in one piece I have no doubts they will soon join the exclusive eight second ranks on the superbly prepared 1660 cc in-twin-engined Norton.

At the London aluminium engine, the car was expected to lead qualifying but in fact made only a half pass at 7.4s to acclimatise the driver to the track. The British entry was not idle though, for Owen Haywood blasted the track with a 6.87s run at 213 mph, the fastest terminal speed yet in the UK. Not long after, Allan Herridge replied with a 6.77s run at 201 mph, the Stardust car carrying the front wheel for a hundred yards as it streaked up the track. Dennis Priddle had to be content with a 7.8s while the clutch pack in his two speed burnt out while Roland Pratt had a clutch problem of his own in the Hill billies car, shutting down a mid-distance rather than fry the unit hopelessly. Phil Elson, with his new funny car bodied altered, got into trouble while reversing the car back into stage when a wheel flipped over on the extreme caster and bent the track rod.

The Pro-Comp entry produced the closest field yet in qualifying, with Mike Hall fitting a new set of M&Hs to lead the way with an 8.7s at 177 mph with his 392 altered, a time that was only bettered in the closing minutes by Gerry Andrews driving the Stones' dragster, now fitted with the ex-Harvey American built blown Chevy engine-running straight methanol to record an 8.00s. Geoff Morff from the 'Malibu Express' (formerly D.B. Motor) near-engined Chevy was next with an 8.2s, while Pat Cuss took his 354 Hemi to an 8.7s at 177 mph just ahead of Martin Rowat's formidable 350 Chev rail at 8.9s. The breakage at Wroughton incidentally, was a half shaft and not his own two speed as reported.

Peter Crane made a couple of passes with his Fuel Dragster, netting a best of 6.4s, but Owen Haywood managed to hit a bump in the Hounddog rail hard enough to buckle the chassis, which was repaired late on Saturday in the workshops. Ron Picardo made the field up to three cars that would definitely take a back seat to the funny car action yet again.

Sunday mornings saw the qualifying runs from Phil Elson, who turned a nice, if unspectacular 8.9s 160mph with his new Capri funny, and Dave Stone also got into the field with the new 'Tea-Rat' altered after spending all morning on the clutch settings.

Emery made another practice run at 7.2s in the Vega — a run that only reinforced the reputation that American drivers have of being slightly mad as the car used every inch of the track in an alarming series of power slides!

First into the race were Owen Haywood and Peter Barnett, the latter outclassed 354 Fowled rear-engined Vauxhall. Predictably enough Hayward leapt to an immediate lead and shut down early to conserve his expensive engine!

## and the Pod

This weekend the BDR&HRA hold their big international drag race at Santa Pod, with their own big entry of Funny Cars. Star entry will be Dale Emery in LeRoy Chadderton's Vega, one of the leading American drivers in the class and former American in a National Record Holder, though in a different car. The car is a Butera built one with a '75 Vega body, and has been used by Ed Pink as a test bed for engine development since debuting at last year's Ontario Super Nationals.

This will obviously provide a stiff challenge to the British entrants, who will include Allan Herridge and Owen Haywood in the two Pod American cars and of course Denis Priddle, who can be expected to respond to this challenge with some startling times, and could well pull off the win of his life. Up to eight cars are expected to compete for the £2,800 prize fund, with Dave Stone possibly joining in with the new 'Tea-Rat' blown altered.

Other entries will of course include Pete Crane still looking for his five-second run, Owen Haywood in the Hounddog rail and Ron Picardo in 'Firefly', with fully subscribed classes elsewhere.

Danny Johnson, who was such a success in 1973 when he came over from the States will be back with his fearsome double-engined Harley Davidson bike that is the scourge of the Fuel Bikes in America with 8.2s/180 mph times, and it is hoped that there will also be some Dutch and Swedish entries as well. Practice takes place on Saturday, with racing on Sunday as usual.







# HOBBS GETS IN THE EIGHTS

JOHN HOBBS finally got it all together and became the fastest European bike drag racer with an 8.86-second run at Santa Pod on Sunday.

But Hobbs was only one of three riders who turned 'eights' in two days of incredible racing.

Fastest time of the weekend went to American Danny Johnson who shot his 3,500 cc Harley-Davidson 'Goliath' to a stupendous 8.46s — fastest ever seen in the country. But both Hobbs and Johnson were beaten into the lights on the first day by Keith Parnell whose 750 Triumph ran 8.94s.

First-day qualifying for a two-day event always provides tremendous excitement right up to the very last run, and that was certainly the case at this meeting. By the time the smoke cleared at 9 pm no less than 13 bikes had qualified in the nines, with Sid Austin sneaking into the top eight with the last run of the day on his 750 cc Triumph.

Parnell repeated his eight second run of last month to head the list of qualifiers, while the other sensation of the day was John Hobbs who, although suffering a loose rear motor spline, gunned the Hobbit down the quarter-mile to record the fastest speed by a European rider — 162.60 mph with a time of 9.22s.

## SANTA POD DRAG RACES

by KEITH LEE

Also running well were Derek Chinn at 9.33 (153 mph) on Pegasus, and John Clift with his best ever time of 9.37s (141 mph). Pete Smith and Cliff Liddiard also recorded personal best times of 9.39s and 9.46s respectively.

With so many good performances it was hard to choose the best of the day, but Ted Dunmow's 9.69s on an unsupercharged 750 cc Triumph must rank very high.

Brian Chapman made three attempts to make top bike, but a best of 9.77s wasn't quite good enough. However, John Hobbs was offered the chance to match race Johnson's big Harley, and that put Chapman into the top eight.

Mick Warne tried desperately to make the top class, and although he didn't do it, he had the satisfaction of running in the nines for the first time with his 1,500 Triumph, at 9.96s, although he later blew the rear motor.

Derek Penfold also hit single figures for the first time at 9.93s on his 750 cc Triumph, causing father Ken to try a cartwheel in the starting area.

In the street class, Terry Redill was out for the first time on his Yoshimura Kawasaki, and returned to the 11s at long last, recording 11.71s on his third qualifying run to head the field.

The meeting was only marred by John Lloyd badly gashing his left foot after clipping the timing mirrors when his Vol-

kswagen bike got too close to the centre line at the finish.

Four Dutch riders arrived on Sunday morning, and all qualified for the middle bike elimination, with Rob Janssen running exremely well on his unblown 1,300 cc twin-engined Benelli, taking the win with a best-ever 10.16s (130 mph) charge in the final.

Round one of top bike saw Keith Parnell lead off with a win over Clive Liddiard a 10.01s (125 mph), but the Hagon forks had so much play in them that he was forced to shut off in the semi-final, going out to John Clift's 9.89s (153 mph) run.

Derek Chinn came close to an eight with 9.16s (152 mph) on Pegasus, but there was drama when the rear brake caliper broke away, chopping off the tyre valve — Derek bringing the bike to a halt with the gearbox scraping the tarmac.

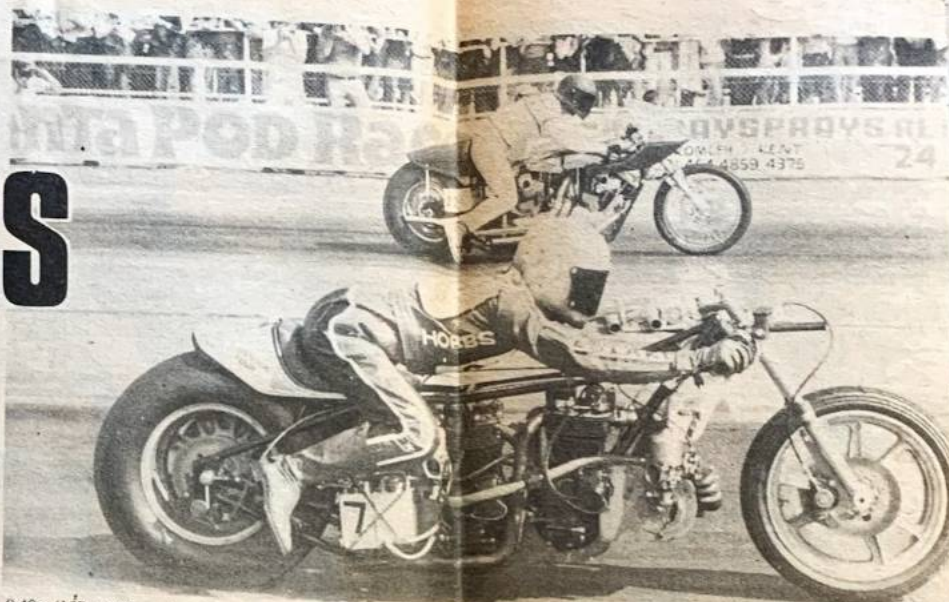
This reinstated Pete Smith, who went out to Brian Chapman in the first round. The roles were reversed in the semi-finals though, with Smith taking the win — 9.56s to 9.75s.

In the final, it looked to be Clift all the way, but a burnt exhaust valve robbed him of top end power, Smith coming through to win the title in 9.54s (146 mph) to Clift's quicker but losing 9.43s (141 mph).

Top bike is always exciting, but Sunday's main attraction was the match between Johnson and Hobbs. Round one saw John Hobbs burn out against the barrier, only to pick up chunks of the Santa Pod tarmac with the huge rear slick, scattering onlookers.

On the line, both riders anticipated the lights well — Johnson storming ahead to record 8.65s (166 mph), with John trailing at 11s (157 mph).

Round two was the exciting one. Hobbs bap ahead on the Hobbit, the Weslake motors pulling hard. Johnson powered after Hobbs, the big Harley only just pulling ahead of him at the top end to take the win in



Getting right down to it John Hobbs is poised to become the fastest European bike drag racer. Danny Johnson is in the background.



Hobbs gets the 8-in rear slick smoking on "The Hobbit".

**BARROW TRIAL**  
Carmel, Cumbria — Sunday  
Best Performance: N Birkett (325 Suzuki), 8 marks lost Best up to 14: A Dixon (125 Montesa), 126. Best 14-16: A Neill (250 Bultaco), 56. First-class Awards: M. Myers (250 Yamaha), 30; M. Wren (325 Bultaco) and T. W. Addison (250 Montesa), 39; M. McKay (250 Ossa), 44; D. Williams (325 Bultaco), 48. Second-class Awards: T. Calvert, 51; J. Myers, 52; I. Abbott, 54; W. Harrison, 62; R. Kane, 65.

**ILKESTON TRIAL**  
Two Dales, Matlock, Derbyshire — Sunday  
Best Performance: C. Milner (325 Bultaco), 17 marks lost. Best Novice: C. Pickering (250 Bultaco), 99. First-class Awards: P. Ledgerwood (250 Bultaco), 19; D. Thorpe (325 Bultaco), 23; E. Breffitt (250 Ossa), 24; W. Wood (250 Ossa), 25; R. Moor (250 Tagg Ossa), 30; B. Melville (250 Tagg Ossa), 31. Second-class Awards: M. Leddy, 37; D. Hoake, 38; H. Kondo, 42; D. Smith, 46; J. Orme, 48; A. Rushton, 50.

**FROME TRIAL**  
Somerset Sunday  
Class A Awards: Best Performance: T. Ring (250 Montesa), 4 marks lost. Runner-up: P. Anker (250 Ossa), 6; J. C. Warren (250 Bultaco) and G. Hacker (250 Ossa), 10; S. Wiggins (325 Bultaco), 11; G. B. Painter (250 Montesa), 16. Class B: M. Lampert (250 Ossa), 28. Class C Awards: A. Clark (250 Ossa), 16; R. Williams (250 Bultaco), 18; R. Davies (250 Bultaco), 20; K. Ring (250 Bultaco), M. Hann (250 Ossa) and P. Feltham (250 Bultaco), 30. Schoolboys: L. Tracey (250 Bultaco), 20; J. Tick (250 Ossa), 36.



Two 650 cc Benelli twins are shoehorned into Rob Janssen's drag bike.



# COMMENT

IT'S heartwarming to see your faith in a project vindicated — and John Hobbs's performance at Santa Pod at the weekend, breaking the eights on the Weslake-engined, "Motor Cycle"-sponsored "Hobbit", with 8.86 sec, was good news indeed.

It would be a mistake to think that John has had an easy time of it. For weeks and weeks before his first run, he was up until the early hours putting the thing together. After hours of thought, certain things didn't work out in practice, and he had to go back to square one on numerous occasions. When I saw him the day before "The Hobbit's" first run, he looked exhausted.

It's difficult to imagine the thousands of calculations he has had to work out; the countless measurements; the many drawings; and finally, the mental and physical effort required to build the double-engined bike with his own hands.

The dedication of the drag strip boys has always amazed me. And now, after being in on "The Hobbit" project all along, the hours of quiet dedication by just one of them has left an indelible impression.

I'm glad, too, that, through Vic Willoughby's series of articles on the project, "Motor Cycle" readers have been able to share it all.

*Peter Kelly*

the fastest European bike  
ound.



# Funny Cars highlight Santa Pod weekend

**HIGHLIGHT** of the weekend's week-end event at Santa Pod was of course the Funny Car action, with the strong British cars facing their biggest challenge yet from Dale Emery in the American Challenger and Ollie Mitchell in powered Vega. Showing that he would have no easy task, Owen Hayward had done a running Pod in 213 mph run to qualify, a time that was improved on by Allan Herridge in the other Pod-owned car, 'Stardust', with a 6.77s.

Emery himself only made a single 7.4s run on Saturday to get to know the track, whilst superstar Dennis Priddle lost second gear in his transmission, slowing him to a 7.9s with the Avenger Donovan. Roland Pratt with the 'Hillbillies' even 'Avenger' was confident of doing better than ever, and indeed the car sounded very healthy, but he had clutch trouble during qualifying that kept his times down.

The closest field outside this was the Pro Comp division, with Gerry Andrews just pipping Mike Hall for number one spot. This was the first outing for the Stones' dragster fitted with the blown engine from Keith Harvey's altered, and the big Chevy was on form with an 8.00s — just in front of Harry's 392 altered at 8.07s. Jeff Morris was next with his rear-engined Chevy at 8.2s, with Pat Cook's 354 Hemi following on 8.7s. Martin Rowat was also in the rights, again with an 8.9s from his 350 Chevy run.

Sunday morning's practice session saw a special qualifying run for Phil Elson, who ran a nice straight 8.9s at 160 mph on his first run in the new Capri Funny, whilst Dale Emery improved to 7.2s with an extremely hairy run as the car got crossed up. Emery used all the track and more and thus took a lot of time, but the crowd loved it.

The Stone team worked all morning on the clutch of their new altered, with driver Dave Stone making a late pass to qualify the car for competition with the

Funnies. As it happened Stone was to provide the biggest upset of all, for starting as definite underdog he faced Dennis Priddle in the third pair of the Funny car field with the only altered running. Hanging on as well as Priddle streaked away from him, his chance came when poor Priddle suffered another transmission failure and was unable to get top. Stone, who was himself slowing in anticipation of defeat, sneaked past with an 8.00s on the car's first ever competition run!

Owen Hayward had already disposed of Peter Barnett's Pro Comp Funny car running for the day with the big boys, the 354 rear-engined car being unable to match Hayward's easy 7.6s to 9.5s. Dale Emery clocked against Roland Pratt with another snaky run at 6.88s to 7.9s, and things were looking up to a real fight in the final.

But more disappointment was to come for Emery on Saturday as he was unable to start his first seven at 7.99s to beat Pat Cook's 354 dragster. Martin Rowat had earlier out-thought Jeff Morris at the start and pulled off a fine win despite being nearly 1/4 litrer smaller with an 8.66s to 8.77s in the 427. Chevy of Morris. But despite improving somewhat, 8.1s in the next round, he was eclipsed by Andrew's bigger blown methanol burner, which clocked a staggering 7.3s at 192 mph. The final looked to be a walk-over, but once again fate stepped in, with a transmission failure killing Andrew's chances on the line as Hall repeated his earlier 7.99s to win the 'Pod's first Pro-Comp eliminator.

The small Top Fuel entry went productively enough to Peter Crane, who, although running slower than usual, took the final win from Owen Hayward with a 6.8s to 7.1s. Hayward having beaten Picardo in the previous round, and Crane taking a bye run to the final.

Racing in all other classes was pretty good, with numerous improvements and record times — Gerry Andrews both had byes and came into action at the semi-final

stage, with the first semi-final altered, leaving Hayward with another easy run at 7.3s to go to the final. In the other semi, after the two cars of Herridge and Emery had gone through the ritual of hair-out and mechanical 'bit-waving', Emery's developed an oil leak that caught light on the headers, so he had to cut the motor in disgust after coming all the way over to have but, one race — Herridge taking the run with his strong 6.9s at 210 mph.

However, the final lived up to expectations, with Herridge setting a new low time. Both cars did the usual one burn-out, but Hayward had trouble backing up, with the slicks 'winding up' against their usual rotation, so the 6s elected not to do another. This was his undoing, for he went up in smoke and obscured the track so that few on the pit side actually saw Herridge clock a sizzling 6.66s at 214 mph!

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ALLAN HERRIDGE lines 'Stardust' up alongside Dennis Priddle's Vauxhall Funny Car.

# JOHNSON AT THE TOP

**NO LESS THAN** six eight-second runs were recorded at Santa Pod on Saturday and Sunday, with Danny Johnson, the American ace, making the fastest run in Europe with 8.48 seconds at 167.56mph! And he need-

ed to go that fast to get ahead of on-form John Hobb, right back in business with a storming 8.86/158.48 mph. Keith Parnell put in another eight-second run during Saturday's qualifying period. And it stung the American visitor into action — Johnson having made

one run that the timing gear had not recorded. At 8.30 pm, Parnell made a superb run in just 8.94 seconds at 152.91 mph. Almost as the time was announced, the 3,500 cc double-engined Harley Davidson appeared and Johnson made ready. His getaway seemed almost gentle, with big V-twins pulling from low revs. But the race at which the white-leathered figure disappeared made it clear that he

was really moving. And the clocks confirmed it — 8.62 seconds at 165.84 mph! After that, Saturday drew to a long and painful close, with the final run being made at 9.20 pm with only the most devoted and patient fans still present. Danny Johnson and John Hobb were due to compete in three "exhibition runs" on Sunday — but the ACU decreed, in its great wisdom, that Danny Johnson



Johnson spins the back slick of his 3,500cc Harley, in search of grip. He got it — and a new best European time in 8.48 seconds!

## Now it's Dragsters at Aintree

NORTHERN spectators get their first chance to see Drag Racing at the Liverpool Aintree race track this Saturday (July 12). Aintree has been granted two separate licenses, one for the Railway Straight, used in the class motor racing circuit, and one for the straight, past the main grandstand on the old Grand Prix course.

This first meeting will be on the Railway Straight and for the time being the cars will run on a 1/4 mile, although there are plans to

video both strips for two-at-a-time running if spectator response in the Liverpool area is strong enough. Entered on Saturday are Dennis Priddle and Clive Skilton with their Funny Cars and the Pro Comp class includes Mike Hall, Peter Barnett and Martin Rowat.

Qualifying is from 12.00 to 16.00 and racing runs from 16.30 to 19.30. Aintree is only five miles from the centre of Liverpool and is easily accessible from the M57.



CLIVE SKILTON'S Vauxhall Funny Car will be at Aintree this Saturday. The meeting takes place right alongside the famous horse racing track, although the jumps are optional for this first drag meeting.

# 8.48

would not be allowed to start at the same time as any other machine. It gave Hobbs one tenth of a second start!

In the first "race", Hobbs showed what was to come when he clocked 9.11/157.48 mph, but Johnson was just too much for him, romping past to clock 8.85/164.47 mph.

In the second match, Hobbs rode as he has never ridden before, with the big double Weiske smoking its 8" wide rear tyre off the line and keeping ahead of Johnson for at least 350 yards. Then Johnson went past like a rocket to a best European time of 8.48 at 167.56 mph.

But the cheers for Hobbs were almost as loud, as he became the second British rider in the eight-second bracket, with 8.86/158.48 mph — despite a broken rocker shaft. Unable to start in the final match "race", his place was taken by Brian Chapman, getting a one second start on the big Harley.

## Calm

Chapman left a fraction too early, in his haste to get a win for England. But the red light that spells disqualification caught his eye and he eased the throttle momentarily, then carried on to clock 10.61 at 132.28 mph. Johnson, calm and composed, let loose the enormous noise and power of the Harley again and made it look too easy with 8.58/167.79 mph.

In the Top Bike elimination, Pete Smith had a well-deserved and popular win, his Hadleigh Custom 750 Triumph taking the honours with 9.54/146.63 mph, making a super-quick start and staying ahead of John Cliff's 750 Shoei-Triumph, despite Cliff's faster time of 9.43/141.64 mph.

Hard luck story of the weekend was Derek Chinn's. Having clocked a 9.16/152.67 mph win in the first round of the eliminations, he found the rear brake caliper had fallen off and knocked the rear tyre valve out as he brought the bike to a halt. With no spare tubes available, the bike sat in the pits immobile for the rest of the day.

The Senior Bike final was an all-Norton affair. Dennis Norman's 1656cc double had two nine-second runs earlier in the day, but a severe transmission leak prevented it starting in the final. On its own, Ivan Wilmeman's very

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## DRAG RACING FOR TV

ASSOCIATED Television cameras will film a galaxy of drag racing talent at Long Marston on Sunday. Recorded highlights of the invitation-only Midlands Drag Challenge will be shown in the Sport on July 27.

promoter Clive Skilton. "An eight bike eliminator will be run and we've invited all the top names like Parnell, Hobb, Woodson, Feltell and Hobbs". Organized by the National Drag Racing Club, the run of a Rallypoint event from the same venue. Long Marston is situated south of Stratford-on-Avon on the A46.

"We picked the best ten bikes in the country," said



Keith Parnell — points seeking on Saturday.

## A different horse race

**AINTREE** racecourse, famed for horse jumping, will reverberate to the sound of another type of horse when contestants in the MCN Top Bike Drag Racing Championship pit their skill and horsepower against one another in the battle for points, at Saturday's drag meeting.

Heading the field should be current championship leader, Keith Parnell, making the long haul north to grab some points towards that £250 first prize. Second and third men Mick Butler and Brian Chapman will head the challengers, with Phil Drake riding hard to get his Gitanes Cigarettes-sponsored 750 Triumph to the head of the field. If the 1700 cc double Weiske is running well, John Hobbs will be there — and will face opposition from his old bike "Olympus Two", now owned by Bradford rider Chris Richardson. Paul Windrow's 1500 cc Mergo-Triumph is the cock 'n' the north, but he will have to get the big "on going on top form if he is to keep ahead of sport stars like Roy Daniels, Paul Taylor and Barry Reem, who all campaign on very rapid Triumphs. Racing will be held on the Railway Straight, where a high bank affords excellent views of all the action. Qualifying starts at 10 am and the racing carries on until 7.30 in the evening. Aintree is simple to get to — just one mile from the northern end of the M57 Motorway.

## Drag at Aintree . . .

Good news comes from the Penrith Drag Club, who are holding an eight mile event at Aintree race course on July 12 — this Saturday. Promoted by European Dragways, the event will be held on part of the old Grand Prix circuit. At present this is too narrow to allow runs side-by-side for the more powerful cars with 100 second class records, but the two wheel fraternity have been granted a full permit, and a re-rod of the MCN Championship will be held.

Dennis Priddle and Clive Skilton have both entered their fannies for single passes at low e.t., and a good Pro Comp entry will be running for similar honours. Ideally sited within five miles of the centre of Liverpool and a mile from the end of the M57, the promoters have permits for two separate tracks, one of which has grandstands for 25,000 people, and should the first event prove to be a success, which it surely must be, this will be widened for side-by-side running and International status meetings in 1979.

Other entries for this late addition to the calendar will be welcomed by the FOC or European Dragways and can be phoned in to Potters Bar 43116 or 0484 27676. Action starts on the tenth with practice runs from 10 till 4 o'clock, with racing from 4.30 till 7.30, which also makes it an evening entertainment for the thousands of potential spectators living within such close proximity — something that drag racing has long needed.

## . . . and Long Marston

Not content with Aintree, European Dragways will be holding an invitation motorcycle race at Long Marston on north, but he will have to get the big "on going on top form if he is to keep ahead of sport stars like Roy Daniels, Paul Taylor and Barry Reem, who all campaign on very rapid Triumphs. Racing will be held on the Railway Straight, where a high bank affords excellent views of all the action. Qualifying starts at 10 am and the racing carries on until 7.30 in the evening. Aintree is simple to get to — just one mile from the northern end of the M57 Motorway.



THE first Drag meeting at Aintree on Saturday was a great success with fastest terminal speed of the day being set by Dennis Priddle's F1000 Funny Car at over 161 mph. Our picture shows Roy Prior's fuel dragster smoking off the line.



WEEK ENDING JULY 31

# Motor



## NEW ROVER—FULL TEST

Taming 2000 bhp—we drive a dragster



Supercar

CASTROL

RACING CLUB





# Anything but FUNNY

Liam Churchill's Euro Sting Ford funny car has 2000 bhp on tap, while the average *Motor* road test car has 85 bhp. Six month's road test horsepower waiting to be unleashed in less than 10 mind-boggling seconds! In another first for *Motor* Rex Greenslade piloted the awesome machine and (almost) tamed it. Cover and feature photography by Lawrie Gatehouse





Jim Reynolds reveals the ...

# MONSTER

**ONLY ONE** man could refer to his supercharged nitro-burning 980cc Kawasaki drag bike as "the moped" — Henk Vink, the ever-smiling hero of Dutch drag and sprint fans.

And he has good reason to dismiss a 9.2 second racer with a wave of the hand - he now has a 1960cc double engined Kawasaki to play with, and admits to calling the new bike "the big one."

Big it certainly is, from its twin front disc brakes to its ten-inch wide rear slick. The result of a hard winter's work by ace mechanic Jan Smit, it is destined to bruise ear-drums and bring stares of disbelief wherever it appears.

The two four-cylinder engines are joined in a novel fashion, with a set of gears linking the crankshafts on both sides of the bike. This is an idea from the joint imaginations of rider Henk and mechanic Jan Smit, in an attempt to overcome the big weak point with double-engined creations: the rear crank bearing on the drive side where it takes the load transmitted from the front engine, plus

the power of the rear engine that has to be transmitted to the rear wheel.

By linking the cranks at both ends, the power of the front engine takes two separate routes rearwards and the rear crank gets an easier life. Primary drive is the standard gear type, direct from the centre of the rear crankshaft, to an American B & J two-speed transmission. Jan has adapted the air pressure operation of the gearshift to foot control, which Henk prefers to the more normal handlebar pushbutton.

Internally, the 980cc engines are virtually standard, apart from special oversize pistons giving a 6:1 compression ratio. That's as much as they need, with 80% nitro-methane being pumped in from a massive GMC supercharger, which is driven by toothed belt from the crankshaft of the front engine.

## Influence

The fuel injection is a sophisticated affair, especially built for the bike by Hilborn Injection in America, to a design by Tom Christenson's tame genius, John Gregory. Twin injectors supply mixture to the supercharger.

But there is the also a direct injection of fuel into each inlet port, fed by a high-pressure pump driven off the end of the front engine's inlet camshaft.

John Gregory's influence is seen elsewhere in the gleaming monster of the quarter-mile. The clutch is the world-respected Gregory design that 'TC' himself has used so effectively for the past four years. And John lived in Amsterdam for a month to work with Smit in building the frame and getting all the fine settings right.

With all that equipment, it's no lightweight. "I'm afraid it's almost 300 kilos," admits Henk. That is getting on for six hundredweight! "We set out to make it strong, of course," Henk continues, "and you must remember that Russ Collins' bike weighs nearly 400 kilos."

The bike never managed a run under its own power that day. On the starting rollers, the two four-

# MOPED

## Hero Henk bloods his 'Big One'

And it is certainly not a cheap machine. "We have a budget for the year's racing of about £25,000-£30,000," pounds," explains Henk. We feel it's important that people shouldn't think of the director of the Dutch Kawasaki importers as a man behind a desk who doesn't know anything about bikes."

One of the most approachable men you could wish to meet, no-one could believe Henk Vink doesn't know how to ride a motor cycle. And how typical of his modesty that his first British appearance with the new double Kawasaki was at the recent National Sprint Association meeting at Santa Pod — where there were no crowds to watch the action.

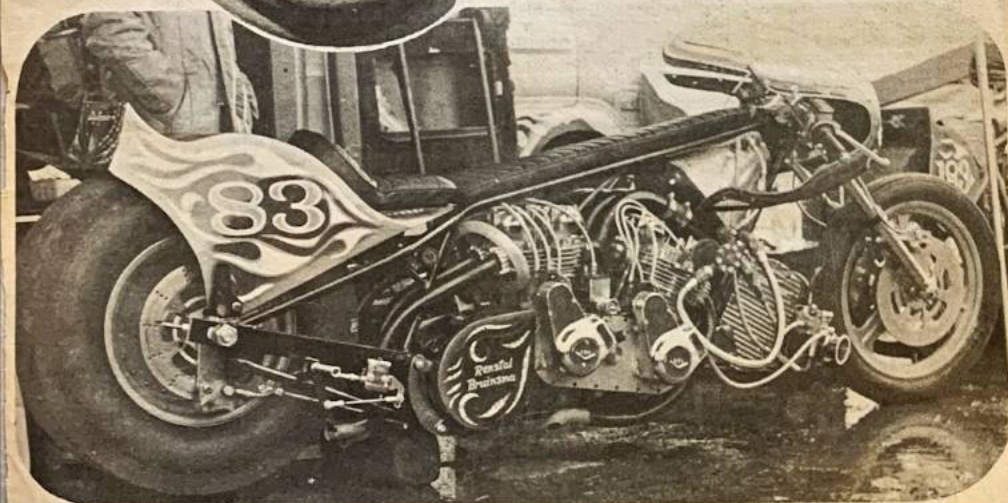
The bike never managed a run under its own power that day. On the starting rollers, the two four-

pot engines were being persuaded into life when the 80 per cent nitro-methane laden fuel, gathered in the front engine, protested at being compressed and blew a large hole in the off-side cylinder wall, taking a chunk of the crankcase with it.

When Henk then tried to start the "moped", a new American cam fouled the cylinder head casting and more damage!

The ever-willing Smit started to strip the engine and replace the cylinder head getting the bike ready for a late afternoon run in 9.4 seconds — that's quite a moped.

But Henk was in action at Santa Pod during the latest round of the Gauloises/MCN British Drag Bike championship. Eight cylinders of blown Kawasaki added a new dimension to the sounds of the strips.



Henk Vink's new 'big one' — a 1960cc double engined Kawasaki



# SANTA POD '75

## DRAG RACING

### HOLIDAY WEEKEND

#### MAY 24-25-26



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## ALLYCROSS & DRAG RACING

### LONG MARSTON SUNDAY 13 JULY

Philips Electrical Rallypoint, 10 a.m. to 3 p.m.

Castrol Dragster Challenge, 3.30 p.m. to 6 p.m.

Long Marston is 5 miles south of Stratford-on-Avon on the A46.



## DRAG RACING

at AINTREE  
Nr. Liverpool  
SAT., JULY 12

Qualifying 12-4 p.m.  
racing 4.30-7.30 p.m.

PLENTY OF BIG BIKES!!

Presented by European Dragways and organised by the Pennine Drag Racing Club



## DRAGSTERS

AINTREE Nr. Liverpool  
SAT JULY 12

Qualifying 12-4 p.m. racing 4.30-7.30 p.m.

Presented by European Dragways and organised by the Pennine Drag Racing Club

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



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

## NATIONAL DRAG RACING AT SNETTERTON

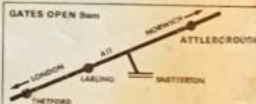
### MAY 3rd-4th

★ FIRST NDRC NATIONAL OF 1975 ★

The following drivers and cars booked to appear: Dennis Priddle, Clive Skilton, Roz Prior, Dave Stone, 'The Lizard' top fuel car, Liam Churchill, Roland Pratt, Mike Hall, Revolution Three.

★ SENSATIONAL 200 MPH ACTION!! Organised by the NATIONAL DRAG RACING CLUB ★

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



- ★ FIRST MAYDAY MEETING
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# DRAG RACING NEWS



THE OFFICIAL JOURNAL OF THE BRITISH DRAG RACING & HOT ROD ASSOCIATION

## 220mph Dragsters

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