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KOOL KAMS

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THE OFFICIAL JOURNAL OF THE BRITISH HOT ROD ASSOCIATION

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All articles intended for publication should be sent to the Editors. If photos, etc., are to be returned, postage must be included, state that return is desired.

All Advertising enquiries, adverts, etc, whether **private or trade,** should be made to the Advertising Manager

EDITORS' NOTES

Hallo again folks! You are now reading what should be, the biggest edition of "Kool Kams" published to date. The response to our appeal for copy from you members was overwhelming. A week ago, we were frantically wondering how we were going to fill the magazine, then suddenly it just started to pour through the letter-box. Then it became a case of "whose can we leave out?" In point of fact, we have endeavoured to use everybody's contributions, which has, in some cases, necessitated shortening or re-phrasing to enable everything to be included in the limited space available. We hope that contributors will accept that this sort of thing must inevitably happen, even with the National periodicals. All we ask is that the material keeps coming in; even in this bumper edition, we feel that there is too much copy which has been written by members of the committee or by Divisional representatives. This is your journal, and as such, good as the material may be, first choice of copy should be from members' contributions.

A few words regarding the idea propounded by chairman John Bennett in the last news-letter, i.e. the enrolment of regional reporters for KK. At the time of going to press, we have already had one offer from member S. Meads of Henham, Herts. This particular member takes, and develops his own photos, this being a very useful attribute for someone who lives virtually in the heart of "dragging territory". Any other members who are interested in becoming reporters for this magazine should write to John Bennett, not to the editors.

Following the widespread delight with the new style KK, it has been decided to retain the existing size of paper, and not to go to a newspaper size. We will dispense with the stiff covers and utilise the front page as the actual cover, Rick Goodale is already scheming out a design for this page. Let us hasten to say that this move is entirely an economic one; if we don't have a special cover, we don't have to pay to have it printed. Got it? Any advertising that we carry in future will contribute directly to the cost of producing the magazine, not to producing the cover.

If, at a later date, we have binders made for housing complete volumes of "Kool Kams", the retention of the existing size ensures that all editions will fit. However, that's quite enough from us, we'll leave you to enjoy your magazine.

PETE AND ROGER

CHAIRMAN'S COMMENTS

By the time you read this we shall be into the month of May, during the last seven weeks members have had the opportunity of competing in a Model Drag Meeting, a practice full size Drag Meeting, and a National Model Drag Meeting, besides having received two copies of "Kool Kams" and a newsletter. I feel sure that everybody in the Association will agree that your Committee is giving you top value for your 30/- subscription.

Within the next four weeks you have the opportunity of competing at, or attending, a members' get-together, another National Model Drag Meeting and a full-size Drag Meeting, all of which are announced in the following pages.

You can imagine the amount of work this has involved the Committee in, now you can play your part by entering, or at least attending, all these events.

Many members are asking when we will stage the Rod & Custom Show this year, at the moment nothing is finalised, but for several seasons we feel it best left until later in the year when a large selection of rods and rails will be available, and entries are not subject to the liability of holidays and drag racing. There is still a possibility that we may be able to take advantage of the added attraction of the cars over from the U.S.A. for the B.D.R.A. Festival in September.

Talking of B.D.R.A. I can recommend you to buy a copy of their magazine "British Drag Racing" which is a first class publication, and contains many articles by our own members. I am in close contact with the Association, and the publisher of this magazine, and I am pleased to be able to tell you that the main concern of everybody involved, is that drag racing should become a national sport in this country.

JOHN C. BENNETT

Member's Mail . . .

Dear Pete,

Having just received and read the "new look" "Kool Kams", may I congratulate you and Roger Wayne as acting editors for producing a superb magazine.

"Well done" also to the many contributors whose articles must rate equal to any appearing in the professional motoring press. As for suggestions of improvement—can it be improved upon? I think not.

With such an excellent magazine and a committee to match, if we don't enrol any more members, it won't be for the want of trying

All the best,

DAVE WITHERS.

9 Vergette Street,
Peterborough, Northants.

☆ ☆ ☆

Dear Ed,

After seeing my rod mentioned in "Rods North" (March issue of KK) I thought I would write a few lines and give anyone who is interested, a few more details about it.

First of all, the wheel reversing: this was an easy task, they just simply go on the opposite way, on my car I got about 4in. more track. The radiator is from a Morris E, this fits in easily with the help of two simple brackets at the bottom, and an alloy stay connected to the rocker cover nut at the top. The fan was made into a four blade type by bolting on another blade piece of the same type as the stock item. (They had to be shortened to clear flexible bottom water hose.) The car retains the stock '39 gear box and rear end, this is low geared, but combined with the 3-speed box the 12 h.p. engine gives more than a standard acceleration. Future plans are custom interior and a signal red paint job which will be complete when this letter is printed.

That's about all, except the March issue of KK was the best yet, keep up the good work.

R. WILKINSON.

111 Lune Street,
Lancaster, Lancs.

P.S.—Anyone interested in a '34 Austin 7 in spotless condition, bodily and mechanically? — host of spares.

☆ ☆ ☆

Dear Ed,

Having recently joined your ranks and received my first copy of KK I would like to make a few comments. Firstly, KK was a pleasant change in

itself from the mags. I have grown accustomed to in the past fifteen years, how pleasant to read a basically "chatty" and "newsy" magazine rather than an instruction manual.

My interests lie in the Model Section of your Association with hopes of even bigger and better Drag Meets in the future, but unfortunately with a little forboding. Although I am a comparative newcomer to Model Drag Racing, I have met with a certain amount of success and coupled with four or five years of organising and racing in the "Slot World", feel that I can claim some experience in model car matters. Therefore, I feel that my ensuing remarks could well be examined by those in charge of your Model Section.

I feel compelled to say that if there are another 3 Drag Meets similar to the last 3, then Drag racing as we know it in the South East will kill itself. To enlarge on this I must take slot racing as an example. The success of a Slot meeting—as is a Drag meeting—is due to the 90% "also rans". Now I have been an "also ran" for the last five years and probably will for the next five, that's fine, I can enjoy a 5 or 10 minute slot race whether I come in first or last. The point, however, is this—there is always the chance I might get into a semi-final because with Slot racing success is just as dependant on the human element as the 1/32nd scale car itself, if not more so, where there is hope there is life (in this instance)

Now to the last 3 Drag Meets. The bulk of the trophies have gone to Runnymede each time—I know, I am one of 'em—take away the Runnymede boys (and I am sure a lot would like to) and maybe three others, and you are down to the "also rans" who, I believe I am correct in saying, must have average E.T.'s the wrong end of 1 - 2 secs. They are surely not going to keep spending 2/- per car to be eliminated first go and, let's face it, even the most optimistic will admit this is sure to happen.

As I am allowed an occasional glimpse into the "back room" of the Runnymede Drag Section I can see this sport developing into Electric "Motor" Racing with the car being incidental and far from the title stuck on it.

This is the one time I hope to be proved wrong, but how to take the necessary action is another matter. Here are a few suggestions:—

Under the present set-up, a driver may enter as many cars per class as he likes. From the B.H.R.A. side of things, good business and necessary, but racing-wise it is unfair. A driver with 3 cars per class must stand a better chance than his opponent with 1 car. Therefore, make practice more official and guarantee each competitor 3 timed runs with each of his cars whether it be 1 or 20 cars, thereby ensuring the cash side of the meeting. Having done this, competitors should select one car only per class. Now everyone starts equal, or do they? Although I am in favour of motor "Tuning" I would add the rider that motors used should be available to all, over a Model Shop counter, and that items used to tune should also be readily available to the Modeller. Anyone can put one manufacturer's armature into another one's motor chassis. That, as I see it, is fair; but for someone to make the motor chassis or armature from scratch is another thing.

For National or International prestige, allow the professional engineer/electrician to run a "one-off" home made motor, but bar it from competition. The diesel car "round the pole" hobby killed itself like his. Firstly, all but engineers by trade could build a car to meet the best, and then it was a case of the richest engineer winning—this is no way for a hobby to be run. When cash or technical resources govern a sport then general appeal has gone and the thing dies.

Another point which I think would be useful is the scrutineering of Class winners, etc. At the moment Joe Smith (with apologies if there are any Joe Smiths readin~ this) can win the racing car class with a B.R.M., but for all the organisers know, it may have the track and wheelbase of an Indianapolis—Offy-Orange and Lemon Special (it should be bigger shouldn't it?) which would be an advantage over a legitimate B.R.M.

Well Gentlemen, I hope I have offered a little food for thought and should you turn a blind eye to this for General Meetings, I feel you certainly must do something on these lines for the National E.C.R.A. Finals. (Don't forget, I'm on the E.C.R.A. Executive!)

MIKE PANNETT.

9 Gloucester Road,
Twickenham, Middlesex.

REPLY FROM THE MODEL SECRETARY

(Dear Mike,

At each Model Drag Race Meeting I have asked for comments on our organisation, next time I shall keep my mouth shut!

Let's first analyse your letter and see exactly what you are complaining about. Firstly, that too many trophies go to one club, and secondly, that the slower competitors may get only one run for their 2/- entry fee. The facts are that at the six meetings B.H.R.A. have organised, Runnymede won 23 of the 46 trophies, these of course being divided among four of your club members, 12 going to John Stidwell. The remaining 23 trophies were divided between 11 other competitors. Your first statement then is correct, Runnymede mem-

● *Members' Mail continued*

bers have won 50% of the trophies. My reaction is that they therefore have the best cars, drivers and constructors, and if this is so they are entitled to the trophies they have won.

I cannot believe that any of our competitors would dream of suggesting that they should be handicapped or penalised, I am assured that the cost to these Runnymede drivers of rebuilding their motors is quite small, it is the skill, ingenuity and know-how, not the money, as was the case in diesel racing.

I am aware that it can be disheartening to never be in the winners' line-up for the trophies, and for this very reason we initiated the Junior Eliminator event which ensures that at each event, at least one competitor who has never before won a trophy, will win one. However, you must remember that in every form of racing, somebody wins and somebody loses, dependant only on the size of the entry is the percentage of losers. In a 100-entry race, you will always have 99% losers, whilst in a 2-entry race, 50% losers, whether it be snail, yacht, or drag racing.

Provided you accept then, that somebody must lose, it follows that somebody will only get one run; there must, in each event, be a loser in the first round as well as in the last. The answer to this, from the competitor's point of view, is to either enter a car in each class, or more than one car in a particular class, or both. Runnymede won their trophies by just such an approach, had they been limited to one car per driver, the results sheet would have been very different.

My main concern has been to encourage model car builders to try drag racing, for this reason we have avoided any sort of regulation which would restrict the number of entries, this of course, also applies to your comments on scrutineering. We are now, at last, beginning to get a sufficiently large entry to apply the rules a little harder, but I do not believe we are yet in a position to say how many cars you may enter.

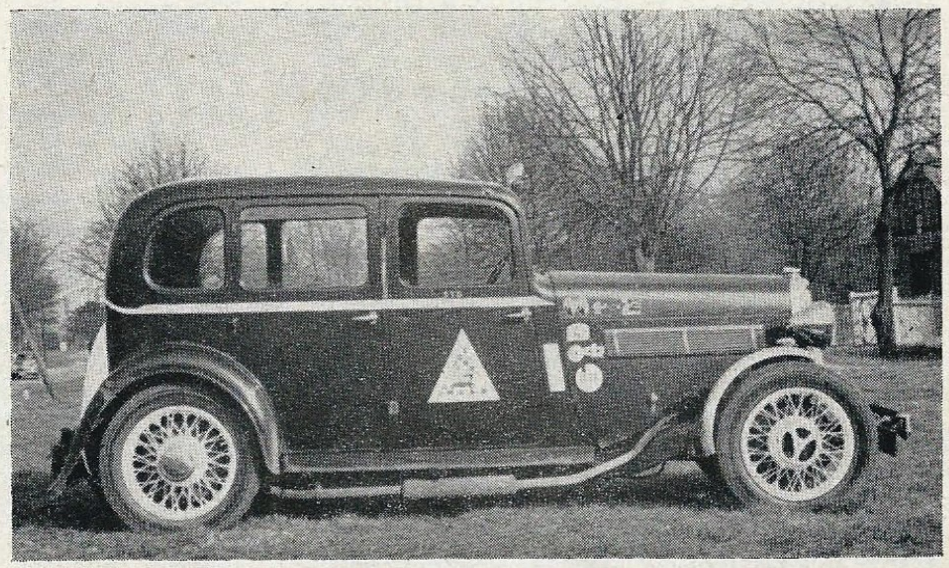
From the organisation point of view, I believe that if a restriction became necessary, we would stipulate only one car, in each class, per driver. The entries for the last three meetings have been: 100 cars, 130 cars, and 200 cars. This rather demolishes your argument, but the comments of a regular loser would be of interest.

(JOHN C. BENNETT.)

☆ ☆ ☆

Dear Pete and Roger,

I have been meaning to write for some time now and let you know what's in the stables. My own car and daily transport is a 1937 Rover 10 which, as you can see from the photo, is different. Front wings and running boards were removed and replaced with motorbike rear mudguards, these being bolted to the backplates, and moving with the wheels. The exhaust is re-routed along the outside and is ex-Ford 8. In the making is a set of headers with blanking caps. Colour is regal red with a white roof, chassis and running gear are in black with white wheels. The large BHRA badge on the driver's door has, I hope, got you a few more members.



● Syd Meads' "Rod Rover".
(See letter on the left.)

My "Sunday" car is being built, a 10-foot slingshot rail with a Mercury 32 h.p. V8 engine, running 2nd and top gears straight into the back axle. The frame is 1½in. gas-welded tube, with Ford 8 front end and wheels, being hung under the spring to drop it 3in. Austin 7 steering arm and box is used, whilst a spectacle-type steering wheel will replace the original.

My brother's rod is a T-type with the body from a Ford 8. The top was removed, as were the doors, the rear portion of the body being joined directly to the bulkhead. The roof was welded upside-down to make a floor. This is to be mounted on a shortened V8 chassis running a V8 engine, gearbox and rear end. Anyone got a V8 cheap? As for slicks, try 900-13 balloon tyres from a Humber of Ford Pilot, at low pressure.

My father's pride and joy is a '48 Lincoln Continental, of which only 800 or so were made. This has the original V12, 36 h.p. engine, power windows and three heaters. The chrome has all been replated and the car has been resprayed in Regal Red. Also lurking in the sheds are two '39 and '40 Lincoln-Zephyrs. One has the V12 replaced with a V8 engine, and the other has no engine, but two V12's are to hand.

Both of these are for sale together with a 1933 model B Ford which is original, and in running order. Coloured black, and complete with a spare engine, this would make a classic Hot Rod.

SYD MEADS.

Starr Garage, Henham,
Near Bishop Stortford, Herts.

(Sounds like a real rodding family you belong to Syd. Weren't your father and brother former members of BHRA?—Ed.)

HOW B.H.R.A. WAS BORN

—BY LEE SIEBENTHALER
(U.S.A. Correspondent)

Hot rodding has long been a popular sport/hobby with many millions of mechanically minded individuals. In only a few decades it has spread from its birthplace on the dry lake beds of Southern California to cover most of the free world. No matter where you go today you will see some semblance of hot rodding. Great Britain is no exception. On the contrary, it may be described as the awakened giant. Although no effort was made prior to 1960 to organise hot rodding over here, the British are fast becoming contenders for the quarter-mile and show room titles now held exclusively by American and Canadian rodders. The not too distant future will see competition for these titles at the international level.

February of 1960, saw the first feeble efforts to organise hot rodding in Great Britain by a club known at the time as "The Sprinters", since renamed "The Highwaymen". Interest was good in the beginning but the lack of fast action dampened club member's spirits and they soon began to drift away. In an effort to get activity moving with outside interests, the club secretary wrote letters to many of the motor magazines telling of the club, its aims, desires and hopes of promoting organised hot rodding in Great Britain. The letter was not published immediately, which gave club members the impression that no one was interested and the club fizzled from lack of participation. Promotion activity lay dormant for nearly three months before five blokes who had been itching to start anything that could be labelled "hot rodding", read the letter which was eventually published by Tony Bostock in his Hot Rod column of "Car Mechanics". They immediately made contact with a still interested member of the defunct club. The enthusiasm and determination shown by this second group at that first meeting was a perfect example of what clubs and associations are made of. The "Sprinters" was revived by these five, soon added another five and proceeded to make comprehensive plans for an all-out assault on the reasons for the lack of rodding activity. At that particular stage they were unaware of a nearby club which had been attempting various means of hot rod promotion for eighteen months. The "Sprinters" thought they were entirely alone in their quest, but this discouraging prospect had not the slightest effect on their determination. They vowed to press on by whatever means became available.

Soon after, word came from the nearby club, "The Roadknights" in Maidenhead. A joint meeting was set up to discuss the future of hot rodding in Great Britain and further refine plans for promotion of this activity. During one of those earlier meetings the subject of how to contact other interested parties arose. The proposal to form a national association was made and discussed at length. At first it met with stiff opposition on the grounds that the time was not right to try anything so complex as an association. The belief that it takes hundreds, even thousands of participants

How B.H.R.A. Was Born continued

to start an organisation of this magnitude weighed heavily against it. As with every group, there was one man who was willing to shoulder the responsibility, and with a little coaxing, Brian Coole began laying the ground work of the British Hot Rod Association, which officially came into existence on 1st September, 1960.

Forming such an organisation is a relatively simple matter. Seeing it become a success takes the superhuman efforts of many dedicated individuals, much imagination, co-ordination and countless late hours of loving labour. The seemingly insurmountable odds against success were enough to make the heartiest of souls quake, but these blokes had waited too long already and were in no mood to listen to any more lame reasons of why it couldn't be done.

Promotion of the BHRA required clearing an obstacle course that would stun the imagination of the layman. The original nucleus of the association had only a few dozen dedicated enthusiasts scattered throughout the country to work with. Many were not aware of the association's existence or of fellow enthusiasts. Advertising the association was impossible for the want of funds. Making contact with those people and convincing them of the association's chances for success was a painfully slow process. Many understandably had the attitude of wait and see, and didn't respond for quite some time, which made progress drag during those first few years. A large number of potential members were hesitant at becoming involved too deeply in "a rich man's sport" and of those who did get their feet wet, many were disappointed at the lack of immediate fast action and grumbled unceasingly. There were even charges of misrepresentation from isolated quarters which caused a few drop outs. The majority stuck, patiently waiting and wondering what someone else was doing for them. When this outlook came to light, the ungarnished word went out through "Kool Kams", "You want it—You make it". That blunt but effective message took a while to sink in but before long the picture was only too clear. The association would be supported by the membership or it would cease to exist.

Interest began to pick up then, but the action was still too slow. Greater effort was made at the top to put distant clubs and lone members in contact with those nearest them. This helped but the problems were still many.

By the Fall of 1962 the roddin~ bug had bitten hard in England and the fever was beginning to spread. Key personnel in the BHRA were busy helping it along. They turned the fire up higher, stirred the brew harder, preparing for the feast of the masses.

Slowly, step by dragging step, they came to feed. By one's and two's and at times a half dozen, even a ready-made club. There were many nights of hard work and neglected mates for a multitude of association members, talking it up to anyone who would listen and a few who wouldn't. And there were times when some wanted to throw in the towel on what frequently appeared to be a hopeless cause. Fortunately for the fledgling BHRA there were diehard believers near enough at hand to cuff those weakened ones awake and send them out to do more recruiting.

Major problems were solved one by one and necessary contacts made with helpful organisations. As the word of BHRA spread, letters began to come in from many countries offering encouragement and advice. Many American rodders struck up friendships through the mail with British rodders offering parts and technical advice in abundance,

Interest was mounting at a faster rate and with

HOT ROD ON TELEVISION

Currently appearing on BBC 2 is a new programme called "The Munsters". This family of Film Monsters use a model T based, Street Roadster, fitted with injected mill, slicks on the rear, and a hearse-type body. We believe this Rod to be a creation of American custom King, George Barriss, but we stand to be corrected on this point. The Munsters can be seen on Thursday evenings.

CONGRATULATIONS . . .

To Dave Search of Plumstead, whose wife has recently given birth to a baby boy. Sign him up as a new member, Dave! Incidentally, you will remember that in the last KK we promised to publish an interview between Dave and Mr. Hall of Associated Motor Cycles. We were rather premature in saying that the copy had arrived too late for inclusion, in fact the copy did not arrive at all due to Mr. Hall leaving the AMC concern before the promised interview could take place.

HELP !

Does anyone know a reliable method of removing old decals from paintwork? The treasurer's Chev got rather plastered with them at last year's Drag Festival, and he still hasn't removed them completely. We suspect that others may have encountered this problem before, and we will try out and publish the best suggestions received.

the ever-increasing membership of the association, need for activity in some form was becoming more evident. All efforts to obtain a suitable drag strip thus far had been in vain and although the association membership was capable of promoting a rod and custom show, they had presented one at Easter 63, and felt it was too soon for another. Then from somewhere in the head shed came the idea of holding a general membership meeting in a most unique way. The meeting was arranged as a Sunday outing with all those wanting to attend coming in from all parts of the country by any means available. The destination: a restaurant on the M1 motorway.

One of the main obstacles up to this point had been the uneasiness of many members caused by the somewhat limited communication between them and lack of spectacular events. The M1 meetings saw a complete 180° reversal in attitude. Members who previously had been only names unheard of, except for occasional mention in "Kool Kams", became walking, talking fellow enthusiasts. Cars that were only imagined were on display, offering new ideas and showing what could and shouldn't be done. The meetings were welcome medicine for an ailing organisation. Members came away feeling less like lone, forgotten crusaders. They now knew that each one was as important as the other; that the life and existence of a potentially fabulous organisation depended directly on the efforts of each individual. They belonged to something worth working and fighting for. The die was cast and proceeded to turn out likenesses in numbers.

But they are alike only in dedication and determination to see the BHRA grow into an internationally recognised organisation. In the garage and on the track, individualism takes over and makes rodding in GB the thrilling personal challenge it is the world over.

That challenge has been elevated a little higher. Titles now held here and in Canada will be won only by increasingly greater effort and many will soon be skipping back and forth over the Atlantic. The coming of age of the BHRA means much more than the achievement of success for a struggling organisation, it represents the final coup d'etat for an exciting way of life. Hot Rodding is now, in reality, an international sport.

THOUGHTS ON A SUPER-STOCK . . .

THE A90 SIX

—BY COLIN BAMFORD

One class at the drags which, in the States, is one of the most popular, is the Super-Stock. Probably due to the lack of suitable machinery in this country, it is mostly forgotten. True, an American S/S will leave our cars standing due to sheer engine size, but to obtain an American car in good condition and keep it that way, apart from hopping it up, costs plenty of money.

Let us look around then and see what is available on this side of the pond. Firstly, let's rule out anything below 2 litres, which leaves us with mostly sixes and one V8, namely the Ford flathead. As so much is based around this mill, let us omit it and concentrate on the three most common sixes.

Ford, Vauxhall and Austin, all made good sixes around '54-56, these all sell for about £100, which is quite a reasonable initial cost. The Ford and Vauxhall mills put out plenty of power, but are only equipped with 3-speed boxes. This leaves the Austin with its 4-speed gearbox. Both this and the rear axle are very strong, being capable of taking much more torque than the engine can develop; what is more, quite a number of parts are interchangeable with those of the Austin-Healey 100-6.

ENGINE

Bore 3.125in., stroke 3.5in., capacity 161 cu. in. (2639.4cc). The manufacturer's power ratings being: A90—84 BHP at 4250 RPM, A95—88 BHP at 4500 RPM, A105—102 BHP at 4600 RPM. This difference is accountable for by the fact that the compression ratio is raised from 7.3:1 for the A90, to 8.25:1 for the A95 and 105, twin S.U. carbs being fitted to the A105. With the 6 port Healey cylinder head and twin S.U.'s, 117 BHP at 5000 RPM is claimed, although the valves are smaller in this head than in the stock A90. The cam shafts are identical for the A90 and Healey, the Healey valve springs are the stronger. The distributor is quite suitable without modification, a total of 36 degrees advance being possible. A set of tuned headers and collector box together with the stock Healey induction system greatly improve volumetric efficiency and eliminate "robbery".

Transmission

Both the Healey and A90 have identical axle ratios: 3.9:1 as standard, or 4.1:1 when overdrive

The A90 Six continued

is fitted. The 4-speed box is good and strong, and shifts quickly, the bugbear being the column-change on the A90. This could be overcome by using the "closer ratio-ed" Healey gearbox with the floor shift. Combined with the 4.1 axle, it should produce plenty of torque for fast acceleration off the line, the 3.9 being too high with the Healey gears. With the 4.1 axle, slicks should greatly improve traction.

Chassis

By carrying out some simple modifications, a better weight transfer can be obtained. The rear springs should be stiffened to prevent axle hop, or traction bars can be fitted. The battery can be repositioned in the boot to put a few more pounds on the rear end. Also, the front end can be lightened by fitting Healey wire wheels. The A90 weighs in at 2912 pounds, some of which can be removed by gutting the interior, etc.

These are only ideas, so no actual performance details are available, but if anyone is contemplating hopping-up an A90, I would be very interested to hear from them.

Hot Rodding or "Hot Rodding"?

—BY DAVE KIPLING

Ken Cooper has thrown some light on a subject that has bothered me for some time. You might have seen "Hot-Rod Racing" advertised at stock-car tracks as special attractions. This, Ken tells me, is a class of car that uses Mini and Anglia bodies on Ford 10 chassis, powered by 1500cc (max. limit) BMC engines. These cars race on dirt tracks just like stock-cars. I recall seeing a letter to HRM some time back, describing these cars as "hot-rods", it's a pity it must have given US rodders a wrong impression. Now, I am **not** screaming for a ban on this racing; I have a great liking for stock-cars, they make no pretence as to their purpose, they are built well for the job in mind, and can boast considerable ingenuity. But what does worry me is that a lot of people are going to be convinced that hot-rods and hot-rodding are something quite different to what we know them to be. Surely, were these enthusiasts for track-racing to take on another name, it would save a great deal of confusion and maybe hostility?

Maybe they would like to race genuine hot-rod style on the quarter mile, with the cars they now use, under a Junior Gas Coupe class? Either way, I feel that the sooner a clear difference is emphasised between what we advocate and what they advocate, the better for all concerned. As I said, I am not **against** their sport, or any form of motoring sport. But stock-car racing has a large following, and these enthusiasts are starting to accept a form of dirt-track racing as "hot-rodding". Some day when they meet, as they must, our sport, rods on road and drag-strip, the resulting confusion will be great.

Is there someone in the Committee with contacts in the stock-car field, who might be able to start arrangements for a clear public disassociation, a mutual friendly understanding that our basic ideas and activities are unrelated, and that they should go under different titles? With, of course, an open invitation for the competitors to either join our movement, and race as "Gassers" on the quarter-mile, or to continue under the title of, say "Track Sedan Racing"; as it is the policy of the RAC not to recognise stock-car racing in any form, and as we are RAC-affiliated, the separation would have to be complete and without compromise.

At this point we might consider, that while we are tinkering and building and racing among ourselves, we must also keep an eye on how we fit in with the general motoring and sporting scene, to ensure that we have a place in it, that we are well-integrated, and not looked upon as a break-away splinter-group. I do not mean to make BHRA fit, because it already has a very firm place in motoring matters in this country, but what we are introducing to this country. We know what hot-rodding is, and most followers of motor sport have some idea, but does the public as a whole know? If a number of stock-car enthusiasts have gone slightly off the right track in using the name, we had better make sure that "The Public" knows just what we are after. I know that our Annual Car Show gives invaluable publicity, the right publicity to hot-rodding. We might do well to just guide the public in that direction, to correct, when it is clear that a novice is not "on the beam" as to what hot-rodding is.

Where doubt exists, the general reaction is rejection and hostility. Let's not keep them in doubt as to what we are doing!

More Thoughts on Drag Racing

—BY BRIAN SPARROW

Accent has been placed, in previous articles of mine in KK, on the preparation and whereabouts of dragsters in this country.

Bearing in mind the basic fact that, within reason, any powered vehicle may be raced, the obvious approach seems to be the shoe-horning of a large V8 in a small car of British origin, the ubiquitous upright "Popular" proving an excellent choice for the U.S. Gas Coupe class racers, usually with a Chevy up front. Naturally, several other British small cars lend themselves to providing the basis for a competition car, those with a chassis being the best bet.

Taking advantage of the fact that we in England are allowed to **completely** strip out a car for racing, the trouble with a shoehorn can be avoided, as surely a medium sized American "sedan" with a reasonably large OHV V8 can be considerably lightened with a minimum of effort. The American stock classes are not allowed such latitude and it is only in the Factory Experimental class where reasonable lightening is permitted, and then a "cubic inch: total weight" factor determines the class of each car.

Such is not the case in the U.K. and one can simply ditch the heavy upholstery in the back seat, the door panels and winding gear, the headlining and carpets and the dash panel, merely providing a lightweight seat for the driver and something "resembling a seat" for the "front passenger who is never carried".

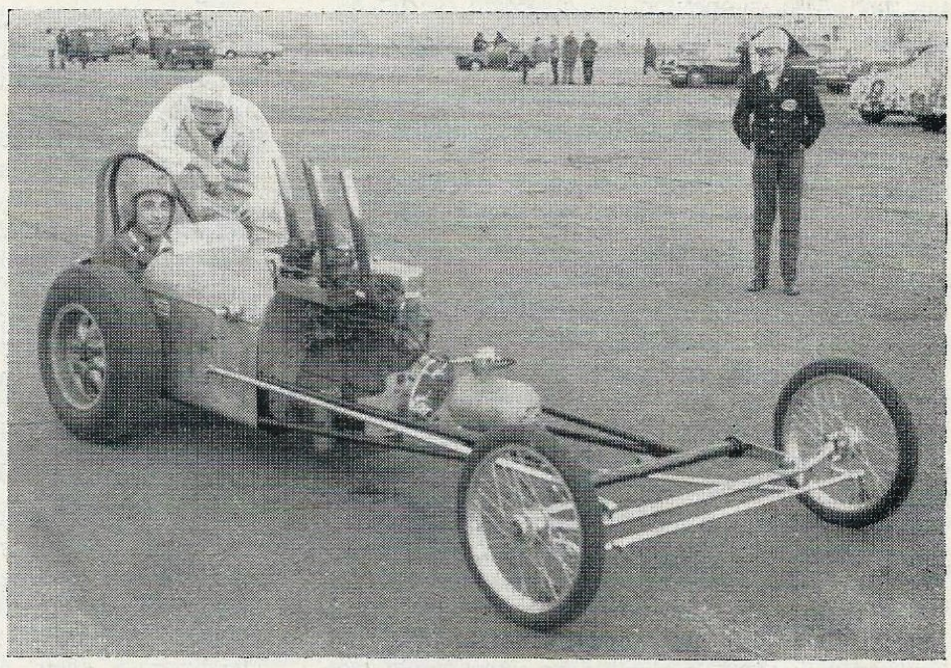
The various American imported periodicals adequately describe the various tricks used in setting up a large-bodied four-seater to go in a straight line, smartly off the mark.

The traction bars and packing pieces required should not be beyond the scope of most mechanics, the minimum of welding being necessary.

Smaller section front tyres should be used for less rolling area, and to this end, pressure should be high. At the rear end, exactly the opposite is the case as large section rubberware can be used, with pressure low enough for traction but high enough to keep the tyre on the rim!

The flat glass window panels can be replaced by perspex cut to shape, and such items as body trim and bumpers may be cast aside as useless weight. These points are over and above those described in Stateside magazines, where jacking up the front end and holding down the rear, are every day methods of using all the power available with the minimum of wastage.

Such pruning of the weight from the body



John Harrison's re-built "Atlantic" Dragster. Use of Healey 100S components has given added punch for this season. Rather ornate plumbing was necessary to clear magneto, but seems quite satisfactory.

should not be an excuse for turning up at a meeting with a "hotshot" having ragged edges (where components have been discarded) and rusty body panelling daubed over with a lurid paint job. The RAC Scrutineer will not pass bodywork with ragged edges inside or out, nor will rust, whether covered with paint or not, be tolerated. Any custom paint job must be neat otherwise it is better left alone for those with decent taste.

Commonsense should tell what to lighten and what to leave as before, so as not to weaken a

● *More Thoughts . . . Continued*

machine. Lightening is the cheapest form of tuning known, but naturally, just like anything else in this world, one can go to expensive extremes with fibreglass body panels and aluminium coming with a "hotshot" having ragged edges (where ponents. The rule of thumo should be: "Lighten only when safe to do so. If in doubt—don't, for what the RAC goes". "Keep the motor as standard as possible, commensurate with a reasonably useful rev range," should be the general rule. A temperamental motor might make just one quick run for fastest class time, but in all probability will not last round after round in the Eliminations. The more cars in the class, the more rounds and the longer the motor has to stay together. Also competitors are expected to run off in pairs as indicated, and at precise times. No "Sorry, not ready yet" cries will be allowed. For Drag Racing to hold its interest, the paired machines must run when called during eliminations. If a runner does not turn up he's OUT — no messing — his "opposite number" merely "runs over" for an easy entry into the next round.

This "keep the motor standard as possible" adage applies to all the other classes of car, even the dragsters who, just like anything else must come up to the line when called.

We are racing, not going out for records or trying to beat the clock like the sprinters do. It's no good a motor lasting for just one quick run, as has been the case at sprints. It is better to "make haste" slowly and tune up as the opposition gets quicker, than start with something exotic that requires detuning to be of real use. I am always being confronted with ideas that are far too ambitious for the average drag racer who, if he persisted with his "pipe dream", would end up broken-hearted having a car that would not stay glued together. A simple motto could well be "High Revs wih the power to pull an adequate gear for a lightweight car", the rest will follow.

We're still going to suffer these temperamental devices that hold up the proceedings but let's hope they're not members of the BHRA — fingers crossed — I wonder if nitro and that roller cam will work in my "Mini-Brick"!!

DON'T FORGET . . .

Go Drag Racing on June 6th at Duxford Airfield, Cambridgeshire. Classes: Production saloons, Sports cars and G.T. saloons, Competition cars (includes Racing cars, Modified cars and Dragsters). Entry forms from J. C. Bennett. Admittance to strip by current Club Membership card only.

B.H.R.A. WHITSUN DRAG MEETING

(CARS ONLY)

Our first meeting of the season will be held at RAF Duxford on Sunday, June 6th. This is a co-promoted meeting with the NSA, BDRA, Allard Owners and Aston-Martin Owners Clubs, Thames Estuary, and the RAF Motor Sport Association. Being a closed-to-club event, it will be open to members of the promoting clubs only. (This includes BHRA members of course.) The entry list is now open and will close after 130 entries are received, and at any event, no later than Monday, May 24th. Regulations and entry forms obtainable from John Bennett.

COMPETITORS

If you have not raced before, and wish to enter your rod or your everyday car, make sure that it is **safe.** Your car will have to pass a check by the RAC Scrutineer, and this will be pretty thorough. If your tyres are split or bald, if there is no retaining strap on your battery, if there are sharp projections on the front of your car, it will not pass the scrutineer, not to mention the obvious things like loose steering joints. Also, make sure that your brake master cylinder is full, and that your brakes work properly. Although you probably will not need to use them when you are racing, nevertheless, the scrutineer will ask you to demonstrate their effectiveness. All competitors **must** wear a crash helmet, and if driving an open car, goggles as well.

SPECTATORS

In point of fact, no spectators are allowed under a closed permit. However, members of the promoting clubs are allowed to attend with their families or girl friends. This means that you can't be a spectator but you can come and watch (eh?) if you are a BHRA member. What we're really saying is that **under no circumstances** will members of the general public be granted admission. No dogs are to be brought on to the strip either. Please, **leave Fido at home,** he'll be far better off than sitting in a closed car all day, and if he gets loose there could be disastrous consequences. We don't even want to see him on a lead!

HOME AND AWAY

—BY VIC OUTEN (BHRA PRO)

It is surprising how quick the Americans are to pick up mention of BHRA in magazines that are published in the States. The other week The International Car Clubs Association sent me a copy of their house bulletin, International Drive Line. In it was a column headed British Hot Rod Association and the contents were a resume of various items of interest I had given the editor over the last year. Almost by the same post came a letter from Weiand Power & Racing Equipment together with copies of their News Sheet which were full of beautiful cars and equally beautiful girls. (Maybe should have a few pin-ups in Kool Kams—from the talent I have observed at meetings there are some very delightful wives and girl friends among the members.)

To return to the object of the exercise, however, I wrote to Weiand on the 20th of March and on the 26th had a reply from Mike Burns informing me of a dragster team in this country who were using Weiand equipment in an Olds-dragster they were building. As far as I know, they are not even members; anyway I sent off a membership form to them hoping they would join.

Bob Keith writes regularly and keeps me informed of events at the drags—even before I read about them in National Dragster. A great source of advance news is Bob, and a prolific writer, as he also writes to Pete Bartlett, and Brian Sparrow to my knowledge.

Jim Minor is still running his Ford at meetings and is reconditioning his Pontiac for the summer months. He is still running as a BHRA entrant at local tracks.

Lee Siebenhaler tells me of a way of cleaning hands after workng on the car. Sounds odd, but he swears it works. Submerge them completely in oil and scrub them together hard. It may take two or three applications, but after thoroughly wiping with a clean cloth, they should be cleaner than with any comercial product. A final wash with soap and water to remove the oil film and you'd never know you'd been dirty.

I haven't heard from Dave Welch or John Finn for several months and if they read this, how about it?

Coming nearer home, Dave Withers had a visit from John Wright with a view to showing one of his rods at the Annual Show Dave's firm puts on in June. (If you remember, I mentioned Dave's plea for help in the last Kool Kams.) Martin Allsop, the Berkeley man, has been tearing round the country in his "hot" NSU looking for disused airfields suitable for use for the Berkeley Club, or I should say Berkeley Enthusiasts Club. Martin had a Berkeley before he bought the NSU, which accounts for his interest in these cars. Having seen about 30, he is still looking; there is always a snag—as we have also discovered! Martin, who is in the RAF, expects an Overseas posting soon, but will still continue his membership.

Following my address appearing in Drag Racing I have had ten letters asking for information, and one enthusiast, Mr. de Sella, called personally. I hear he joined too, as have at least three of the others. Drag Racing comes out second Tuesday monthly and BHRA is always well featured, so make a note of the date.

One of my favourite pastimes is browsing through the "For Sale" ads. in the motoring magazines ,and as I buy most of them, I cannot help but notice the number of members' cars that appear in these columns—especially in Exchange & Mart and Motor Sport. Over the past few months I have seen Brian Coole's Ford V8 Sedan, Ken Cooper's "Red" and his "Yella Coop", Rick Goodale's Consul, Dave Lynch's Zephyr, Ewen Matheson's Ford V8, and the latest one is Paul Foxcroft's Oldsmobile in Motor Sport this month. Those of you who attended our second Rod and Custom Car Show at Hyde Park last year will remember this immaculate black coupe, original in almost every respect. I am particularly interested in this car because I joined Paul up three years ago after seeing the Olds parked in the Old Kent Road, and leaving a card under the wipers. Are you buying another car Paul? Let us hear about it, because you kept the Olds in lovely condition.

Have you got a cloth head lining in your car? Is it dirty? I had one in my Zodiac, but last year I gave it two coatings of Polycell to harden it, and then when it had set, I gave it two coats of Pammastic paint in Champagne colour. The final result is similar to plastic. After six months, there are a few slight cracks where the material has stretched, but otherwise it is as perfect as when applied. I reckon it is much cheaper and less hard work than renewing, and considering I am not expert at decorating, I was surprised at the result!

May I make one request please? I shall be on holiday at the beginning of June, so NO LETTERS FROM 1st JUNE to 14th JUNE IF YOU DON'T MIND! I have no wish to return and fall over a pile of mail as I open the door. Thanks.

CREATING A CUSTOM CAR

—BY DAVE MOSES

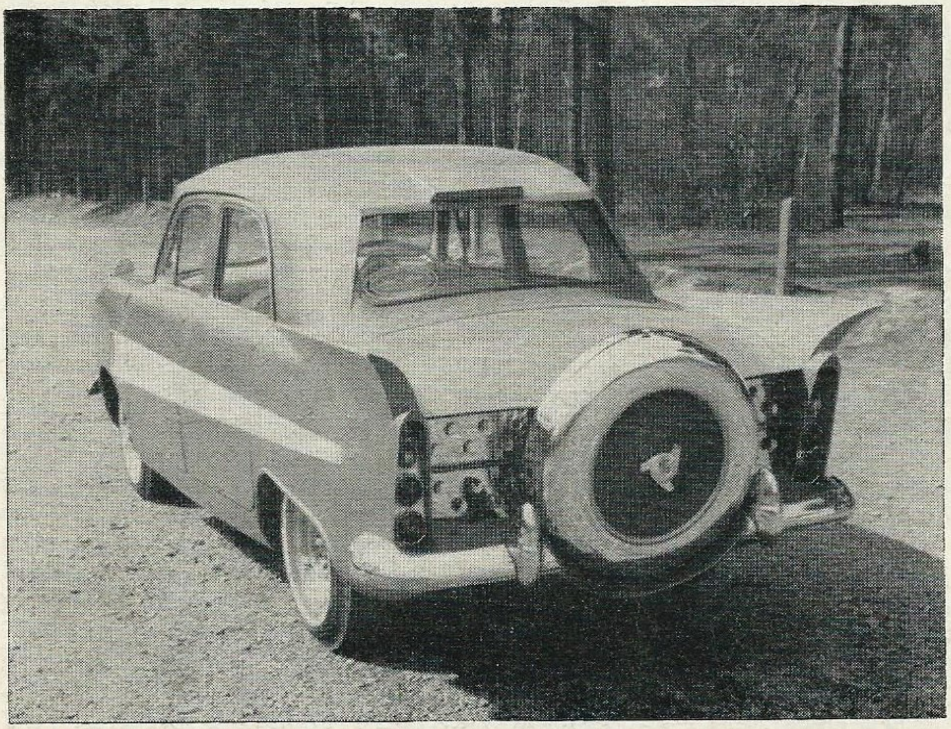
I first got the bug for Custom cars way back in '58 when a fellow mechanic, where I worked, left a Hot Rod Magazine lying around. At this time I was running an old Austin Seven Ruby, 1939 model, and was looking around for another car. I immediately decided to have a Custom car, so when the right car came along I bought it.

Not having much money to spare to spend on a car that was just going to be chopped about, I decided on the Mk. I Consul. This model, I thought, was the best as far as potential customising material was concerned, and could be bought at the right price.

Customising, at this time, was literally unknown here, I was, therefore rather dubious as to how far to go. In the end I decided to put quad lights in front, fins and new light set-up on the rear. This was carried out using fibreglass, and the car was then re-sprayed in black and white interior to match. I soon became fed up with this tame attempt at customising, so, late in '63 I started again, this time the full works.



• **Front of Dave Moses' customised Consul . . .**



• **. . . and the rear view of the same car.**

Having had the car some considerable time I knew all the rust spots, and there were some, which of course had to be dealt with drastically. I decided to have two new rocker panels fitted, the old ones having almost completely rotted away, Spa Engineering carried out this job for me. There was still considerable rust remaining, the bonnet, lower edges of doors and

boot were all all in a pretty bad state. After cutting out the centre of the bonnet, I replaced it with a sunken panel and air scoop, at the same time extending and boxing in the rusted front section. The radiator top sits neatly inside the air scoop, giving extra cooling. The next step was to extend the front of the grille to match the bonnet, and reinforce the quad lights. The front splash pan was formed and moulded incorporating the number plate, at the same time extending the bumper irons. All these alterations were carried out using fibreglass and cutting sheets of drawing card to shape, as formers. At this stage I decided to do away with the sun visor and build one on to the body, blending it in with the roof line, and also adding a smaller one over the rear, complete with air scoop.

The fins on the rear were removed, I replaced them with bigger and longer ones which extended right down to the splash pan and incorporated the tail light set-up. The rear end was extended four inches, and the splash pan was again replaced with a moulded one, the only difference being the middle of the pan re-shaped to allow room for the spare wheel to fit. The Continental spare wheel kit was modified and the bumper irons were again extended and reinforced. Because of these modifications the boot had to be completely re-shaped to match the bottom half.

This left the sides of the car, including the badly rusted lower door edges, so I decided, after considerable thought, to re-shape both sides completely. Using the card as formers and fibreglass on top I rebuilt the bottom of the doors, at the same time building them out with a sunken curved panel in the middle. This panel was carried forward through the front wing and back through the rear wing. At the front I included an air scoop —these scoops and the one over the rear window are purely ornamental. In the front near-side wing a recess was included for the electric aerial, and the door handles were removed and replaced with press buttons.

After all the stopping up and rubbing down was complete the car was ready to be sprayed in Metalflake. I chose Royal Blue as the main colour and teamed this with burnished copper, for the scalloping, and plain white for the side panels.

Two spare wheel covers from the old Standard Eights were plated and the centres sprayed with flake. The two false grilles on the back consist of four stainless steel panels and 32 chrome door handles. The tail light set up contains four lights on each side, the top set are reversing lights, the second are flashing indicators, the remaining two are stop and tail lights. The reversing lights are standard, but the remaining three were high-jacked from a bond three-wheeler, the lenses being altered and the lamps mounted on stainless steel sheet.

The air scoop on the bonnet has a set in grille made of chrome bars. The three remaining grilles were filled with gold coloured alloy mesh, the two side ones also have two chrome bars fitted to each. So far I have made three grilles for the front, but just can't seem to get them right, perhaps I will one day.

In addition to the power aerial, the vacuum windscreen wipers have been replaced with electric ones, pirated from a Reliant three-wheeler. The front wheels are standard Consul with 600 by 13 white wall tyres fitted and balanced. Zephyr rims were used on the rear wheels 700 by 13 white wall tyres fitted. All four rims were copper plated and sprayed with clear lacquer. To show off the copper to advantage I had to use small wheel trims, I found, after much searching, that Vespa made an 8 inch trim, so these were fitted.

That's all that has been completed so far, but a new engine is under construction at the moment, and by the time you read this I expect it will be finished. The engine is standard Mk I Consul except for a balance job by Brabhams, and the cylinder head which has been replaced by a Mk 2 Consul head and reworked to Zephyr 6 specifications. This, with a four branch exhaust, a twin choke Weber carburettor, and inlet manifold should really make things go. When completed with a power brake servo, various other goodies and plenty of chrome, the engine room should really look something.

MODEL NOTES

Airfix now have a kit of a 1928 Lincoln which can be built in stock form as a police chase car or as a gangster getaway car. As a getaway car a bullet-riddled screen and doors are supplied.

DRAG NEWS

Micky Thompson's Harvey Aluminium Special dragster is for sale for the very reasonable sum of eight to nine hundred pounds. This sort of machine at this price would be ideal for a group to purchase and run. The price includes a reasonable selection of spares. If anybody requires further information they should write to John Bennett.

MODEL DRAG RACING

National Model Drag Racing. Southern Division, Qualifying Round: Bournemouth, May 23rd. Details from J. C. Bennett. Come along even if you have no models. This is the cheapest way to learn the techniques of Drag Racing.

Pete's Page

—by the Treasurer
PETE BARTLETT

March definitely wasn't my month! At the BDRA practice drag on the 14th, I burnt out one of the cone clutches in my automatic transmission resulting in the Chev being towed 60 miles home behind the Dragster Developments truck. I know that Hot-Rodding means individualism, but I reckon it's getting beyond a joke when the spares agent tells you that your particular type of gear-box is one of only half-a-dozen in the country. My spare parts had to be brought over from the States and came to about £23. Expensive? Yes! But when I think of how much the job would have cost in a garage, I don't feel quite so bad. Providing you've got access to a good workshop manual, I don't think that automatics are anything to be afraid of. I would certainly say "Have a go" to anyone who wanted to save his money, don't ask me to put it together again though if anything goes wrong!

Whilst I was waiting for the spares, it became necessary to have the use of a car, so I hired a '65 Vauxhall Viva. It was certainly a change from the big 'un, I like the 4-speed stick shaft, but that was about all. This particular car had 26,000 miles on the clock and must have seen me coming, because one dark night in the middle of nowhere, it suddenly developed a quarter-turn backlash on the drive shaft, and made horrible noises to boot! (actually it felt like the drive shaft had detached itself at the rear universal joint, and was trying to flay the pants off the road surface.) However, I was able to drive it to a parking place, and the next day a new car was brought out by the hire company. The complete week's hire cost me only £7, which I thought was extremely good value. If anyone in the West Middlesex area wants to hire a car, I can certainly recommend this company. They are: Noel Bell (Hire) Ltd., of Bath Road, Harmondsworth. Ring SKYport 1726 and ask for Mr. Oliver or Mr. Budd. Note that you have to collect and return though.

The membership is still increasing (over 270), I'm pleased to say. There are several members who are going out of their way to interest people in BHRA. Nick Cowlard of Worcester Park, Surrey, Tony Whitehouse of Walsall, Staffs, and Malcolm Simpson of Bolton, Lancs., have all been getting on the ball, along with probably many others who I don' even get to hear about. Well done, Rodders!

One of our recently-joined members has access to workshop manuals on all General Motors cars going back for a number of years. If any member wishes to take advantage of this, they should get in touch with John Baker of 8 Sylvan Avenue, Mill Hill, London N.W.7. Enclose a s.a.e. with your enquiry.

The other day, I was driving behind a Morris Minor, when it suddenly struck me that here was an ideal basis for the All-British hot rod. Think of all the points it has to recommend it; born in '49 and still going strong, available in a variety of body styles, torsion bar front suspension, tuneable motor with speed equipment readily available, easy to customise, cheap spares, good road-holding, etc., etc. If I could overcome my claustrophobia, I might even be tempted to have a stab at rodding one myself.

Last month, I had my first personal call from a member, since I took on the job of treasurer. He was Simon Conroy of Weybridge, Surrey, and he came round to buy a BHRA decal to adorn his new car with. It was a 2-door, model "B" Ford circa-1932, and had only 26,00 miles on the clock. It was pretty well in immaculate condition and he had just bought it from the original owner. This same person had no less than a model "T" in his possession which was also in first class condition, but he wasn't selling! I hope you're going to bring that model "B" along to the Central Division meeting on the 16th, Simon!

I must apologise to those members who write to me from time to time and get no reply. I can offer no excuse except that I am fully occupied with enrolment of members and/or KK most evenings, but will endeavour to reply to most letters wherever possible.

From time to time, I get people writing to enquire about BHRA, asking if I can put them in touch with a Hot Rod Club in their locality. Well I know of very few clubs, and it struck me that it was about time that an official Register of Hot Rod Clubs was created. To this end, I would be grateful if those responsible would make a point of writing to me, giving full details of their club, be it for cars, motorcycles or models. I would like to know such things as: the secretary's name and address, club night, meeting place, activities, etc. Even if you have supplied this information to anyone on the committee before, I would still like to have it direct from you again. Thanks!

Finally, another kind offer of help from a new member. Without committing himself in any way, he may be able to assist other members in obtaining spares and parts for Vauxhall products. To find out, send a s.a.e. to: J. Harding, 37 Mostyn Road, Burnt Oak, Edgware, Middlesex.

RODS NORTH

—BY CLIVE LINGARD (Northern Secretary)

This month's photo is of Brian Hardy's engine which will be fitted into his Deuce roadster, a picture of which appeared in an earlier edition of KK.

Brian, from Sheffield, writes:—

"The mill and original gearbox cost £15, and they came out of an Allard. I put the mill and 'box in the Roadster, but unfortunately the gearbox wouldn't stand the bhp and I stripped the teeth off second gear.

The photo shows a Jaguar gearbox and Laycock overdrive, which I picked up for £8 and I have mated the box to the Mercury.

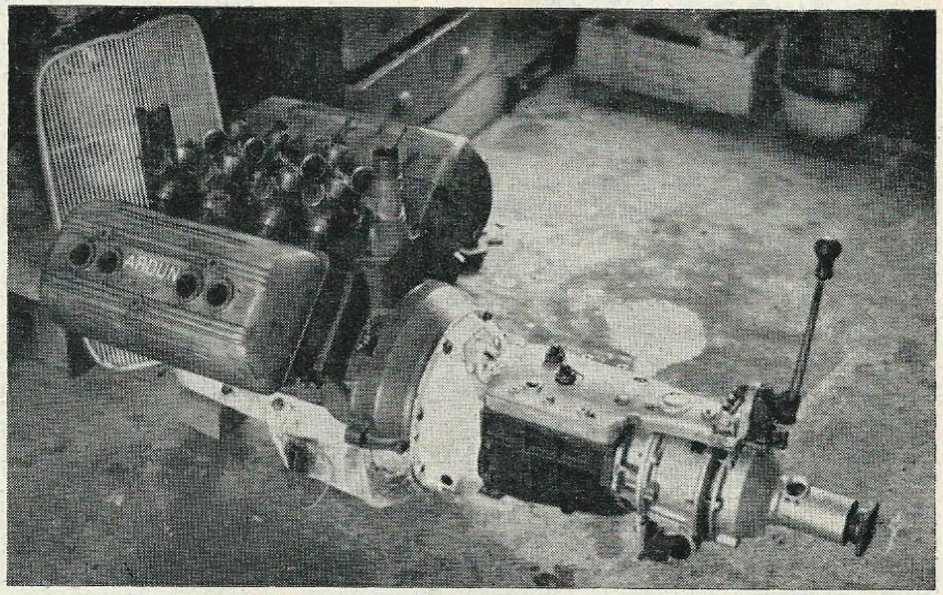
"The conversion was relatively simple using the Merc flywheel, Jag clutch plate and Merc pressure plate. The first motion shaft on the Jag is almost the same length as the old Ford. The Ford box was sawn off at the bellhousing and the Jag box mated to the bellhousing.

"I hope to race the Roadster next year."

☆ ☆ ☆

We could do with more all-out Drag machinery to represent the North. So far, there are only three big rails being made, those of Messrs. Manders, Hicks and myself. Also, there is Martin Allsop's "Dragtiger I", a 650cc Triumph engined Drag-Kart. Derek Yates's machine is making progress, being a '53 Anglia ("vertical" type), 265 cu. in Chev, Jag box with o/d, and Mk. I Zodiac rear end. This rod is for both Street 'n' Strip, and will truly be a "Gasser".

Of course, Rodding does not necessarily mean Dragging, and, as you probably know, the writer's first effort was a "street" machine, a model "Y"



• Ardun OHV headed Merc mill mated with Jag box. This combo should make Brian Hardy's rod really zip!

rod. However, the cost of running the rod, in addition to the family jalopy, coupled with the upkeep of a family made a further similar project out of the question (for a few years anyway), but I am proving (I hope) that a dragster can be reasonably economical to build and operate.

So come on, you Northern bods, how about it? There is a Chassis Research K88 dragster frame plus Halibrand rear end, mag wheels, front end, etc. lying idle in Macclesfield. Most drag meetings take place in the South, but if the Northern contingent becomes strong enough, this should encourage more meetings up here, then we won't have to travel so far to events.

Lastly, I invite all members in our division to write to me of their specific Rodding interest and of any projects.

NEW MEMBERSHIP ARRANGEMENTS

Having received no valid objections to the proposal concerning a full year's membership, this will be brought into effect immediately. From now on there will be only one rate of membership at 30 shillings per year, and this will run for one full year, irrespective of the date of joining. Due to the complications which would result, it has been decided **not** to give 6 months membership to anyone who sends 15/- after this date. Such applicants will have their membership renewable on August 1st, as will virtually all members this year. We hope that this will be acceptable to members as it seems the fairest way to effect the change-over.

MY SEASON'S DRAGGING

By JIM MINOR (USA)

As per usual, I had a late start in getting my car ready for the racing season. This being the latest ever, I had only two weeks to get my car in shape for the Nationals. And, because of that terrible thing called a job, I was restricted to evenings and Sundays to work on my car, which by the way, is a 1950 Ford with a 1953 Ford Flathead engine lifted from a truck.

With the help of my fiancee, I hope to finish in time to go to the Nationals. We started with the usual tearing down of the engine, cleaning, and rebuilding where necessary. I'm sure most of you realise that this process involves a great deal of time, which at this point was at a premium. With the elimination of many sleeping hours, I succeeded in finishing the day before I was to leave for Indianapolis.

After the installation of the engine, I pulled the car out of the garage for the initial start. While filling the radiator, I noticed water running freely from the exhaust pipe. After removing the hose, the running of the water slowly diminished. Inserting the hose a second time, the result was the same. I discovered it would hold a certain amount of water without leaking, so I decided to "fire" it up with what water it would hold. With the usual last minute adjustments, it started, then I had the grim task of finding the source of the leak.

By pulling off the heads, which revealed no warpage, and the gaskets being in good shape, I began to sweat where the leak was.

Since the water was leaking out of the exhaust, I tried a long shot. I began removing the exhaust valves and had to go no further than number 1. With the valve out, a hairline crack was visible on the inner wall. I put water in the radiator again, and sure enough it began to leak through the crack. As I didn't have the time to fix it, I decided to put everything back together, and hope for the best.

I left for "Indy" the next morning and arrived about 5 hours later at the campsite, which was home to me for the next week.

When it came time for my class elimination, the Ford sounded good. I was all set at the line waiting for the countdown, which was delayed for about 5 minutes. With the limited amount of water in the radiator, the engine was hot and I had to shut it off before the end of my run, causing me to lose, of course.

The next week, I decided to go to a track which is about 70 miles from my home. Having arrived late, I couldn't make any time runs. I entered the eliminations cold, and was put on ice by the G-Gas National Record Holder. However, the Ford seemed to run pretty good, even though the time and mph weren't the best.

The following Sunday I decided to go to a strip in Wisconsin. Although it was cold and windy, it turned out to be a pretty good day for me. The car began to shape up with about 4 timed runs. The ET's had dropped and the mph had risen a couple of points. After each run, I had to let the engine cool down because of the water shortage, making it a little rough for tuning.

I did win my class, but was defeated in the eliminator run-offs. I went home the proud owner of my first trophy of the 1964 season.

The next 4 weeks I lost 3 races and won one, which gave me two trophies.

The last weekend of the season consisted of 2 days of racing. With each of the 5 runs I made Saturday, my ET's dropped considerably. To top off the day, I took another class trophy. My high hopes for Sunday's race were drowned out by 2 inches of rain.

Although it had been a short season, I was happy. I had won 3 trophies for the year, and I had a lot of very happy drag strip memories.

This season, I will get set up earlier, and hope for a better year. In a couple of weeks, it will get warm enough to start the teardown, cleaning and rebuilding process again. Maybe with record breaking results. Who knows!

BHRA DECALS

The Treasurer reports that the stock of decals has diminished to nil, and there is no sign of the new supply, as yet. He repeats his request for members to refrain from ordering extra decals until the new stock arrives. He still has plenty of lapel badges at 3/6, tie-clips at 10/6, cuff-links at 15/-, and chrome car-badges at 22/-, including post and packing.

HAVE YOU ?

Got your car badge yet? Cost £1-2-6d., post paid, from Pete Bartlett, 55 West End Court, West End Lane, Stoke Poges, Bucks.

Dragging Diggers

—BY VIC OUTEN

Having contacted Tom Floyd of the Australian Hot Rod Association and received a copy of Australian Hot Rod—The Motor Magazine for Men—I think it would be a good idea to include some of their news in this edition, as there may be several of you who know that there is such an organisation, but have not got a clue as to how they compare with us.

They are ahead of us with magazines for a start—two already on the bookstalls and another, called Hot Rodding World, due out in May.

Tom Floyd was instrumental in the formation of the New Zealand Hot Rod Association five or six years ago, and was later President of the Australian Association. There are two main parties in existence, the New South Wales Hot Rod Association and the Victorian one. These two were due to meet in Sydney on March 28th for a hot rod drag meet, the Victorian division being responsible for the timing of the event. Rivalry is friendly.

Melbourne (Victoria) has been staging drag meetings since 1962, and now have a regular fixture on the first Sunday in each month. Sydney are planning to hold their meetings on the third Sunday monthly to enable cars from both states to attend—the states being 600 miles apart! The VHRA is a company formed solely for promoting drag racing in that state, but the NSWHRA are interested in all aspects of rodding. This would appear to be a similar set-up to BDRA and BHRA.

Their times are between ours and the Americans, with the dragsters regularly running in the low 10 seconds bracket, and two inported Plymouth Ramchargers turning high elevens and low twelves. By the end of this year they believe the time will be ready for negotiations to start with a view to a World Championship, with the US and ourselves participating.

An interesting article in the copy of AHR I have, concerns the very same problem that besets us. I quote the following paragraph—"Confusion exists in the public's mind to who and what hot-rodders and hot rodding are". To most people "hot rods" are cars with noisy exhausts driven at high speed on the public roads—the kind of cars in fact that a true hot rodder would not associate himself with.

TV has given hot rodding in Australa a fair amount of publicity and one local club was featured with their cars and given the opportunity to tell viewers the purpose and function of hot rod clubs.

A look at the results of a typical meeting compares roughly with our times. Even the majority of cars are familiar: Morris 85, Minis, A. H. Sprites, Austin A90, Daimler Dart, Cortina GT, Morris Coopers, M.G. The slowest time, 22.10 secs—Morris Minor. Fastest, 12.50 by a Plymouth Ramcharger. Their classes are as follows: Touring Cars, Sports Cars, Improved Production Sports Cars, Series Production Sports Cars, Series Production Touring Cars, Racing Cars, Dragsters, divided into c.c. sections as is common practice.

They have proper drag strips in Australia; we still appear to be the only country without our own! With everything against us, it is surprising we have made the progress we have done!!

"THE ANGLO-SCOTS HOT-LINE"

—BY "T'ARCH" BELL
(Scottish Secretary)

By nature of its geographical position alone, Scottish Division has been pretty well shut off in the past from BHRA activities, however as newly appointed divisional secretaries, Bill Taylor and myself are determined that the door to opportunity for Scottish division will be well and truly opened soon. We have plans to get a couple of Rods representing this division rolling before the end of the year, but we need members' support, so come on lads, let's have a bash at trying to catch up with our cousins in the other divisions.

Day by day, more and more motorcycles showing signs of individual ownership are seen on the highways in this division, but we lack members interested in Motorcycle Rodding and Customising, so how about showing any "two wheeler" enthusiast you are acquainted with, a copy of KK, emphasis on "Winding on" and your own ambitions in the Hot Rod field, your efforts could see possible motorcycle drag events taking place on home ground, and let's face it, that's just the kind of starter we need.

The "line" is on the "cool" side at present as far as news goes, but keep your eyes open for the next newsletter, as things are starting to warm up with letters from members on their Rodding developments being received daily. There will I hope be more in the way of news on Rods (technical gen, etc.) in the next edition of Kool Kams under this heading, between now and then I hope to be seeing you at the Cambridge Drag Meet.

WINDING ON

By the Motorcycle Secretary,
ROGER WAYNE.

As you can see, we've still got the same title, nobody objected to it, and there weren't any other suggestions, so we'll press on.

☆ ☆ ☆

First of the BHRA members to get on the strips this year, was Mick Hicks riding the Triumph of Dragster Developments. The first outing to the BDRA practice meet at Graveley was unsuccessful, in as much as the bike only gave out a few pops during the whole day, but much useful experience was gained, not the least of which was the advice given by Wal Phillips on how to set up his fuel injectors. In fact, Wal set up the injectors for Mick. The next outing to the NSA practice at Duxford was much more rewarding. The bike fired-up well and seemed to have good potential, but just before coming to the line, it seized. Mick is now stripping it down, and should have it back on the strip soon.

☆ ☆ ☆

Another member working hard is Mike Evans of Hayes, who is in the process of fitting TWO Triumph 3TA motors into a Dragonfly frame. Having seen his much-modified T100's, I'm sure it will be a real goer. Incidentally, he intends to use it on the road!

☆ ☆ ☆

Bob Smith, our Canadian member, has offered to do a page or two on motor cycling in Canada (see photograph). Bob, who is a fruit farmer in British Columbia, rides a Greeves Scottish, and is at the moment trying to obtain a few parts to convert his 197cc to 250. (See ROD MART.)

☆ ☆ ☆

Following-up on our report on the "Twin-Thing" last edition, Fred Wells still seems to be having trouble after destroying the American clutch unit on its first run. He has been plagued, of late, with difficulties in getting the thing running on all four cylinders.

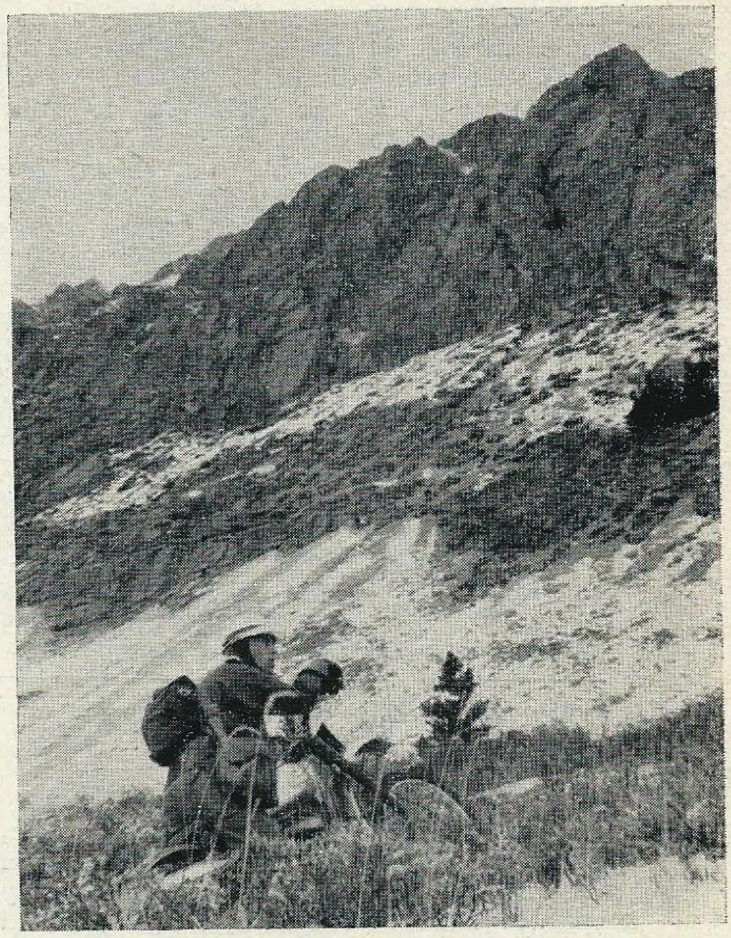
☆ ☆ ☆

Apparently, May 2nd was booked up with most members, as I only had one person interested in the FNOMCC's rally. Perhaps we will get a party together next year. As a matter of interest, there is a section in the rally for Hot Rod bikes, so there seems to be a perfect opportunity for us.

Many people hearing about our association for the first time say, "What's a Hot Rod Bike?" Now this is a difficult question to answer, but what I tell them myself is, that if you can't find a particular bike, that you've seen, in the showrooms, then that bike is a Hot Rod. Some of you may have short, sharp answers for this particular query, if so, I'd like to hear them, and I will print a list of them in the next mag.

☆ ☆ ☆

Members can take heart in the recent trend of the popular national weeklies, in giving an ever-increasing amount of space to specials and rods. This may be that they are short of news, but being an optimist, I like to think that this form of motorcycling is becoming more popular.



• Canadian member, Bob Smith, is a keen mountain climber, but apparently likes to ride up the easy bits (if you can call axle-deep snow at 8,500ft. easy).

As you may have guessed, we left arrangements for the Isle of Man too late this year. However, for those members who are going, a few hints on watching the race may be of use.

One of the big things to remember about the race, is that it is on public roads, but the land adjoining the course is private property. So if you do pull up at a corner to watch, make sure that you obtain the permission of the person to whom the land belongs. You will find the Manx people some of the friendliest you could wish to meet, and I've never been refused permission myself. Don't forget either, that the three races are day-long events, so unless you go to one of the few places where you can get away from the course, take your food with you. Most hotels and boarding houses will provide packed lunches, but normally, you will have to provide your own drinks. I would advise that you take plenty, as the weather is usually good. Don't let papers and containers blow on to the course, stuff 'em in your pockets or bag.

Those who have been to the Island before will probably have their favourite vantage points for watching the racing, but for the "first-timer", the choice of positions is so great that it is easy to pick a point where interest is centred on a few yards of road, and after a few hours things can get rather boring. With a course of 37 miles, it is difficult to follow the race unless you have a radio, or are at a point where there is a P.A. loudspeaker. To the first timer, I would suggest that he spends one of the race days at such a point, there are many of them, and a trip round the course will give you an idea where they are located.

A word of warning, a number of places, such as Hillberry, Creg-ny-baa, Ballaugh Bridge, are very popular and you will have to make an early start to obtain a good vantage point. One of the dodges that is not generally realised, is that you can change your position if you pick the right places to watch from. For instance, you can watch at Ballaugh Bridge, then by travelling along the back roads, it is possible to get to Sulby and Ramsey. A map is a useful item if you are going to travel round the Island, since it is very easy to get lost. One of the best places to watch the racing from, is up above Ramsey at the Gooseneck. If you are clever, you can site yourself so as to get a good view of several hundred yards and half-a-dozen climbing turns.

REPORT FROM SPA

THE LATEST ACTIVITIES AT SPA ENGINEERING

—BY JOHN BENNETT

Again this has been a quiet time for repairs to American vehicles, but plenty of interesting hot rod activities have been going on around us. To start with, the road outside the workshop looks more like a street in Detroit than South London. The daily line-up now reads: Nash Rambler, Pontiac Chieftain, Ford F100 pick-up, Oldsmobile 98, Chevrolet Corvair. To this was added a 1951 Chevrolet Tudor fast back and, for a short while, another Chevrolet Corvair, coming soon will be the Daimler Dart conversion. Incidentally the Tudor fast back is for sale if anybody is interested, for about £20.

The Daimler Dart conversion is very nearly complete, and with any luck will attend the get-together on May 16th. This car is entirely fibre-glass, apart from the chassis frame, and is a first class example of customising in this material.

Dave Moses gave us the opportunity of trying our hand at Metalflake spraying on the Consul, I must admit it upset the routine a bit, but he prepared the car himself under our direction and after some experimenting our sprayer soon got the hang of using this unusual material. He has now nearly completed this fascinating car and is already booked for two appearances, one at our get-together at Burnham Beeches on May 16th and the other at Perkins Engines Ltd. (Peterborough) open day in late July.

Callers recently have included Dave Kinsella, a student of London University living at Wimbledon, who has a PI Allard which he has stripped completely of paint and refinished in Empress Blue. He is now lookin for a J2 Allard in which to fit an American OHV V8.

Rick Harper of New Malden, Surrey, called. He is now running the classic English rod base, a 1936 Y Ford. At the same time he is looking for another of these to set about chopping the roof and maybe later, channelling. He already has a flat head V8 Mercury ready to install. When he gets started he aims to complete it within 12 months.

● *Report From Spa continued*

Tony Hart of Westerham, Kent, looked in just to say "hallo", he tells us his Mk. I Consul now has "frenched" quad lights and a flattened bonnet and wing line, he now plans to convert this into a pick-up. An Allard V8 engine he has may be fitted to make this a real going pick-up.

We mentioned Mary Ann Foss of Ohio in the last issue; we have heard from her again, this time she sent two large photos of the Pontiac "Black Magic" and their team with the NHRA trophy they won in the D/SA class. The best ET of this car so far is 14.42. The car is fitted with a 4.4 Posi-Traction rear end, driving 900 by 14 slicks. The engine has an E2 Isky camshaft and tri-power carburettor set up. Apparently Mary Ann took over the driving from her brother Peter when they discovered her reactions were just that bit quicker at the start. This is generally the case, so let's see a few more wives and girl friends entered at our June 6th Drag Meeting.

Our Pontiac ran at the BDRA practice meet at Graveley in March. Ann managed to lower our best ET to 16.05 seconds. These practice meetings are ideal for tuning your car. We were able to try out all our tuning modifications one at a time, and check the performance each time with two runs. This is how it went:—

Arriving at about 10 a.m. we emptied the car of all the tools, spare wheels, books, tea making gear, etc., and did two runs in road trim. These produced ETs of 16.87 and 16.65, which was quite a shock as we thought the car ran about 17 seconds standard, at least it did last year at Duxford, and the engine has done another 10,000 miles since. The speedo now reads 73,000 miles and it has never yet had the cylinder heads off.

For the next runs we opened up the exhaust system by removing the blanking plate on the Y take off, the ET dropped to 16.47 and 16.44, this was very encouraging. We then fitted the fifteen inch wheels with the Dunlop racing tyres, the ET went up to 16.72 on the first run and 16.52 on the second run. As it was drizzling with rain intermittently we ran two further runs and these recorded 16.48 and 16.43. Being rather busy helping the organisers we didn't have time to analyse this, but as the best time had improved by 1/100th of a second we continued, two more runs produced ETs of 16.76 and 16.59. The next move was to remove the air filter, which resulted in ETs of 16.21 and 16.24 seconds, a very useful gain for so simple a tuning task.

The next step was to remove the fan belt and power steering belt. Ann never likes this, as wheeling this 18 foot saloon about in the pits becomes rather hard work without the power assisted steering. Still the efforts were worth while, 16.24 and 16.05. These were all the mods. we had done before, now we had one more thing to try—a differential snubber. This was copied from a Hot Rod Mag. and consists of a bar bolted across the chassis above the differential housing. To this bar is fitted a rubber buffer. The idea is that as the rear of the car drops on acceleration, the buffer contacts the differential housing and transmits the weight of the car direct on to the rear axle, at the same time if the buffer is positioned to contact the pinion end of the housing the axle wind-up can be restricted. We fitted this snubber in the workshop, allowing about two inches clearance in the static position, assuming the car would sit down about this amount, at the same time being cautious about having even a block of rubber positioned within two inches of an expensive axle casing at around 85 m.p.h. The ETs didn't alter much and visual observation of the car didn't reveal what was happening. Ann reported no difference in the ride from start to finish. We had six runs like this:: 16.11, 16.08, 16.29, 16.15, 16.36, 16.15. Some of this variation was due no doubt to the intermittent rain and some to driving techniques.

Our main regret now is that we didn't change back to the 800 by 14in. road wheels and tyres as we feel sure the 15in. wheels are overgearing the car for the 480 yard strip. By comparison with the American car our back axle ratio is 3.25. We have also learnt since that the differential snubber should be very nearly touching the casing in the static position. Next time we run we shall make a point of trying both sets of wheels and tyres. Who knows, we may get into the fifteen second bracket yet! We look forward to meeting you on June 6th at Duxford.

U.S.A. EQUIPMENT

Dante Duce has forwarded to us an Ed "Big Daddy" Roth Monster catalogue, a 1965 Edelbrock speed equipment catalogue, and several other T shirt, decal and emblem catalogues. Dante has offered to supply any of the items in these catalogues, and some of his offers are quite outstanding. For one pound you get a genuine Roth T shirt with a choice of 56 designs. For ten shillings you can get any four Roth decals. Also for ten shillings you can have an embroidered emblem badge plus any one decal. Again for one pound you can have a Moon '65 catalogue plus a Edelbrock '65 catalogue, plus a Roth '65 catalogue

● **Continued at foot of next page**

The Low-Down on Metalflake Paint

—BY DAVE MOSES

It isn't often that a major breakthrough comes in automotive painting, although continued progress in the durability and quality of finishes has been slowly gained over the years. Until recent development and perfection of METALFLAKE painting came along, there has been little in the way of "earth shaking" paint news for a good many years.

Metalflake gives an unusual velvet-looking finish that appears utterly fantastic in dim light, and in bright light; well stand back! The secret is the suspension, in otherwise conventional cellulose lacquer bases, of infinitesimal bits of aluminium foil. With literally hundreds of millions of particles to the pound, the sparkling light reflections cast back to the eye from a Metalflake car, are myriad, to say the least.

Metalflake painting can be a do-it-yourself operation, but as the final result will be wide open to critical inspection, the economist could very well be far better off by leaving his car with a professional painter who has not only the know-how that such an operation requires, but the space in which to work, and the specialised tools of his trade. If you do decide to have a go, you will find that Metalflake-painting follows along certain conventional painting lines. To begin with, remove all ornaments and chrome strips and bumpers, etc. Then you must deal with any dents and rust.

Dents can be dealt with in the normal panel-beating manner, but for those with little or no skill with the dolly and hammer, there is always fibreglass or one of the many fibreglass reinforced plastic body fillers that are on the market. The first thing of course is to remove all the paint from the dented area and then to knock out as much of the dent as possible. The remainder can then be filled with glass fibre or plastic filler. If you are using the filler only, try and keep the thickness down to a $\frac{1}{4}$in. Should the remainder be over this depth, then screw in a few self-tapping screws. This will eliminate the possibilty of filler cracking or falling out.

Rust of course is a sore point with the Customiser and needs a lot of attention. If you can use fibreglass with some success then the best way is to cut out the rust and replace with glass. This is quite easy really, an example is the bottom of a car door or boot lid. First remove paint and surface rust and then cut out the rusted area. Next taper the edges inwards and back the hole with a piece of cardboard, then apply the glassfibre. (Various size kits are available, according to the amount of work to be carried out, just follow the instructions with the kit and you can't go wrong.) Then finish off with the filler in the normal way.

All dents and rust having been treated, then feather the edges of any scratches and chips on the car. After this, stopper up all areas which have been treated, and rub down the whole of the car with 180 Wet and Dry, using water and block.

Then comes a series of two spray coatings of cellulose Grey Primer. If, after the first two coats, there are any imperfections, then stopper up again and rub down, continue this treatment until it looks dead right.

Remember, the more trouble taken over the preparation the better the finish. When the body looks right, spray two or three coats of Grey Primer on. The primer should not be sanded and left untouched until thoroughly dry.

Next, reduce one part of clear cellulose lacquer with one and a half parts of cellulose thinners. Then add 12 ozs. of Metalflake to each gallon of thinned out cellulose lacquer. (Metalflake pow-

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• **U.S.A. EQUIPMENT continued from Page 20**

plus one decal and a T shirt, all of which are airmailed direct to you. See what we mean about these offers being outstanding. Dante offers a ten-day airmail service on all these items except T shirts which take up to twenty-one days. We shall have all these catalogues available at the May 16th "get-together" at Burnham Beeches.

For those who can't make it or would like to be sure of getting in on this, Dante says send two International return coupons (which are obtainable at the Post Office) airmail, and he will quote you on any item you require by return airmail.

We feel the best way of getting these items is to first get your catalogues by sending him one pound by airmail. This can be done by going into your largest local travel agency and asking them for 3 dollars, the cost of which is just over a pound, and send these direct to Dante by airmail. You will then have all the catalogues to choose from. Dante requests that members do not write long letters as he just hasn't the time to reply. The address is:—

Duce's Speed Shop,
1208, Western Avenue,
Las, Vegas, Nevada, U.S.A.

● *The Low-Down on Metalflake Paint continued*

ders are available in 15 colours and 10 different hues. Base tinting tones of cellulose may also be added to tinge the clear cellulose in order to achieve a variety of colours. Colour cards are available from:—

Metalflake Incorporated, P.O. Box 950, Haverhill, Mass., U.S.A.

price 1 dollar—equal to about 7/-.)

Now spray the first coat over the entire car using no more than 30 pounds of gun pressure, being certain to agitate the gun constantly to keep the aluminium particles in the mixture thoroughly stirred up and evenly distributed throughout the material. Jack Brooker of Spa found it best to use 3 or 4 large ball-bearings right in the paint cup to help agitate the mixture.

Permit this first coat to air dry, and repeat with the second coat. If the undercoating of primer has completely disappeared, two coats of Metalflake are sufficient, but if primer spots are anywhere evident, then allow the second coat to dry and add a third.

When the coats of flaked cellulose have been allowed to dry, thoroughly cover the car with 5 or 6 coats of a 1½ to 1 thinners/clear cellulose mixture, but without Metalflake particles added. Allow these coats to dry overnight, then lightly sand the entire surface with 400 Wet and Dry using it wet and with soap, ordinary green washing soap is best. Clean the sanded surface with a dirt removing tack rag, then spray on 2 more coats of the thin clear lacquer.

The final finish should now be watered sanded with 600 Wet and Dry, with water and soap and a rubber block. The last step is HAND RUBBING using the lightest grade of rubbing compound available.

Remember to constantly agitate the gun when spraying the Metalflake coats, using no more than 30 pounds of pressure to the spray gun.

Metalflake is definitely not a material for the novice to attempt using. Even experienced painters using Metalflake for the first time, should practice on an old door panel or wing until they are adequately familiar with the characteristics of applying this newest of Automotive finishes.

Metalflake costs about £2-10-0d. a packet and you will need about 3 packets for the average English car. There will also be about £1-10-0d. duty on these 3 packets—a total of £7-10-0d. On top of this you will also have to buy the cellulose primer, lacquer and thinners.

MIDLAND RODDING

—BY DAVE KIPLING
(Midland Secretary)

This time around, I must welcome all the many new members who have joined BHRA in the Midland Division, especially the numerous motorcycle enthusiasts who are providing yet another field of interest in the hot-rodding world. As you will see, high performance is not restricted to four wheels, and indeed this report finds two wheels more than equal to four. While I'm saying hello, I'd like to say again that I am very glad to hear from any Midland member at any time for any reason. If you have questions of any sort, or suggestions, please contact me. And especially if you'd like to tell me about yourselves and your machinery. Without the latter, this article would not keep going.

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Let's burn out of the traps on four wheels and meet G. Barrett from Dunstable, who really means to enjoy life, judging by his automotive experience. Car number one was a 210 cu. in. 210 bhp Jaguar sedan, 3.4 litres to those who like it that way. Note that this produces the one bhp per cubic inch that the US engine builders aim for. This sedan made way for a similarly reliable but far less thirsty Zephyr. A vear later, Mr Barrett made his best buy, a '56 Ford Fairlane Victoria, with a 4.7 litre T'Bird power unit, which in return for a gallon of gas every fifteen miles, gave a handsome 110 mph when asked. After this desirable automobile came a not-so-rewarding purchase, a '61 Citroen DS19, advanced design, pleasant family sedan, but without that herd of horses that the Fairlane had supplied. Like a true rodder, he isn't letting things stand, but is watching out for the "right" car, meaning a recent-vintage US product with some V18 beef. Not content with this, Mr Barrett has been eyeing his girl-friend's MGA sports car, and thinking how nice it would look under a few coats of Metalflake paint. That's the way!

The rodder who held this post before me is

Ken Cooper, the "yellow coupe" man from Sutton Coldfield. Ken has now sold his famed bored/stroked V-8 street roadster, to the former owner of the Clanger Special, the Ardun-Mercury V-8 dragster seen in action a year or so back. Ken has told me that he's heard of a rodder in the Leamington Spa area who has built a dragster. The gen seems to be factual, as the contact says the rail has actually run. Well, hear this. It is said to be powered by no less than the Allison V-12 aero-engine, and if you can count its many litres you will be as stunned as I am. I believe an Allison powered rail has reached 180 mph in the States, which is good, considering that the engine alone weighs some 1,250lbs.! If anything comes of this, and I hope it does, there will be sound and fury like never before on British soil. I can find no Midland member over there, so he must be a lone wolf; I will try to chase up more details for the next KK or a future news-sheet.

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Those of you who have an affection for the Henry J V-8, read on. Melvyn Atkinson of Worcester is now secretary to the Ford V-8 Register, a group of enthusiasts of this car and engine. I believe Vic Outen has a finger in this pie too, yes Vic? Anyone who would like to get together with others of the same interest and chat about things automotive, I'll put you in touch with Melvyn.

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And now for those motorcycles . . .

I saw in the last KK that Mike Titterton is running a fast lightweight, the 98cc Excelsior. Ken Lovell of Bristol also runs this small-bore performer, is keen on the lower capacity class machines, so evidently all that travels is not big and two-cylindered. Ken, at the garage where he works, is able to display posters to the public, so, if the people concerned are reading this, here's your Car Show and Drag Race publicity for the Bristol area.

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Tony Byron of Bury St. Edmunds handles a 15 cu. in. (250) BSA C12 machine, big-seller of that Birmingham range. This he intends to customise and pep-up with the sort of goodies that double as improvers of looks and performance, the "sports look". With motorcycles, show and go certainly seem to ride hand in hand. Tony suggests contacting the Television services with regard to this year's Drag Festival; television being what it is, the publicity would be tremendous. In fact I tried this last year without success, but maybe this time?

☆ ☆ ☆

Up in Staffordshire (where I can see a large "pocket" of new members emerging) lurks a motorbike that will provide spectacular action in the future. Bruce Mantom has a '51 Vincent 500 thoroughbred, wearing a D.M.D. streamliner, that breathes more fire than the original sportster. A Summerton camshaft kicks open "Goldie" valves in a Pete Russell-modified head, to meter gas from the I 3/16 injector, to within range of the high-compression piston. The mixture is fired by a Lucas TT magneto, and the revs counted by a tach of the same make. An estimated 35-plus bhp should push the bike along at some 110 mph. But before the whole thing is set loose, Bruce aims to build a garage to allow space for the final stage: rebuilding the engine and streamliner on to a modern bike frame and parts. When those doors do swing back, move aside!

☆ ☆ ☆

Moving now into the really big-inch league, also in Staffs, Tony Whitehouse is the rightly proud owner of a '61 BSA 650 Gold Flash that really shows. Safety is the chore of the gleaming crash bars front and rear, and the high-ridingest "cissy" bar you ever saw. Tony wields this beauty with a set of cowhorn-style handlebars, ball-ended levers. Freight travels in style, on the rear-mounted chrome rack that also bears the brazed-on lettering "B.S.A." in wrought iron, no less. You don't hardly see 'em like that no more! Tony is not a two-wheel-only sort of rodder. He has ideas for a hot-rod utilising Ford Pilot V-8 parts and a custom body, so we might some day have a six-wheeled rodder up there. Furthermore, Tony's girl friend Janet Hackett has recently enrolled as a member; I'm sure we're all glad to see the fair sex represented in our association!

☆ ☆ ☆

Cutting quick quarters was John Amos' sole aim when he reached for the tools last year; now the last bolts are being tightened on his

SHUT - DOWN MACHINE

When this Bristol rodder inches up to the chute, the mask will be off. No disguising here, this is all-out unashamed drag-race machinery. John's 650 Triumph drag-bike is very powerful and very potent, and even now I am understating.

Last September John tried the machine in the quarter mile, and was nosing at the 13 second bracket. That was good, but not good enough for our friend. So over the winter John and his friends wielded their equipment and produced a jewel that flashes thus:

Big things are happening fast inside the splayed racing head. High-lift cams make way for the gale of gas from the twin carburettors; a punch from the brutal 12:1 c.r. pistons kicks out the remains of the mixture and awaits the next shot within a milli-second. Just to keep the powerhouse running smoothly and in harmony, famed sidecar exponent

• MIDLAND RODDING continued

and Triumph speed merchant Owen Greenwood fully-balanced the bottom end. John and his friends have carried out all the work save this balance job ,and have several aces up their sleeves, such as ideas for needle-bearing cams, and other "wrinkles" that remain unavailable, even to you hungry readers. John's buddy Brian has given invaluable service during the building of this bomb. You gotta have friends to get places nowadays!

The whole mean brute is stripped down, and the frame has been given an 8-inch stretch to discourage the wilder breed of wheelstand. John has met the same problem as many sprint and drag exponents: Avon have ceased production of their slick tyres, and those who have them will naturally hang on to them. Stand-in for the present would seem to be the Dunlop 4in. - 18in. sid car tyre; let's hope it can take what John's bike will give it!

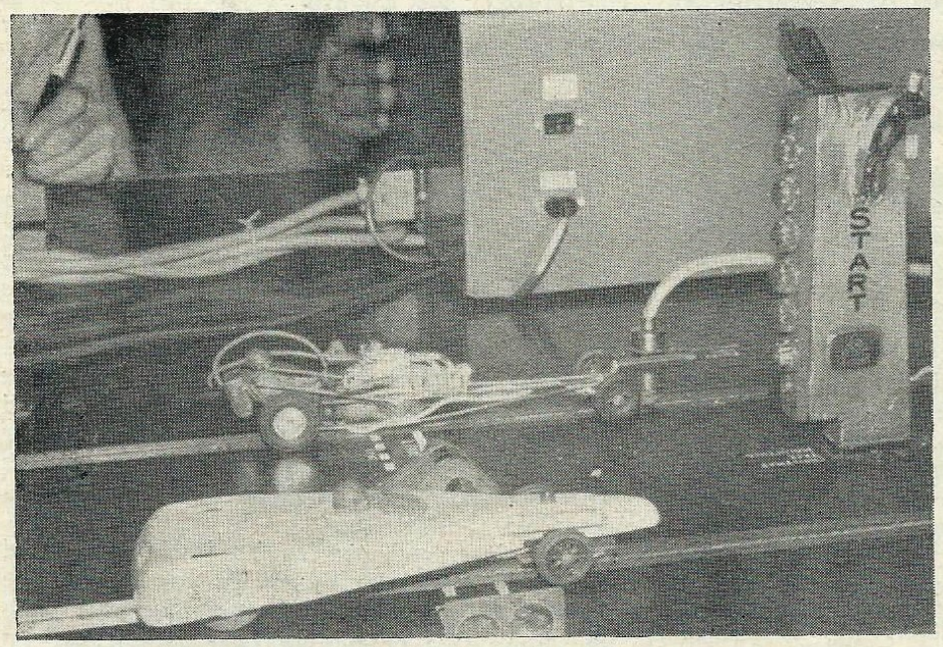
A handful of figures show how costs have been kept to an intriguing minimum; a frame of '52 vintage, Triumph, inexpensive and ideal for the job. A '55 650cc gasser was bought for just 30/-, because of a broken inlet port that John promptly welded on again. The balance job totalled about £6-10-0. Alloy rims were pirated from a fiery Gold Star that John had owned previously, while a Giliara lightweight front brake helps the whoaing chores. Going about things in this way can clearly save a lot of cash, and leave more over for finishing the basic machine. You have to have your senses about you to build a drag-bike of this calibre so cheaply. J.A. works for a motorcycle concern, so knows what should "go" and what won't. John, Brian and the gang weren't playing around when they built this beauty, they made sure everything was done that could be done, right down to polishing the drilled, lightweight timing gears. As if preparing this "pet" wasn't enough to keep anyone busy, sportsman John does a spot of trials riding on Sundays, to keep his hand in. John tells me he is after the big-time competition this year, with an eye on the Drag Festival. This is a hot-rodder talking.

So come on, competition, the line forms on the right. John and his mount will be waiting to shut you down.

3rd B.H.R.A. WINTER MODEL DRAG: March 21st

—BY JOHN BENNETT

BHRA's third and final Model Drag Meet of the Winter season attracted the largest entry of cars yet seen in this country at an event of this kind. No less than 192 cars checked in at the signing-on desk, received their race numbers, paid their 2/- entry fee and set about a full and exciting day's drag racing.



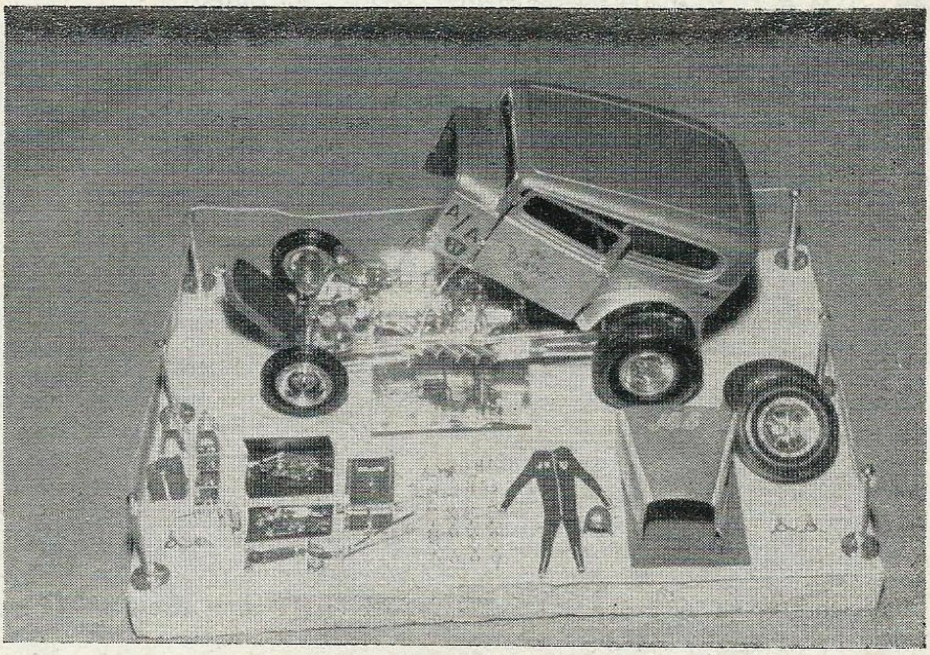
• "All systems go". Model dragsters leaving the line at the 3rd Winter Drag Meeting. Note "Christmas tree" start light set-up, arms carry foul lights

The organisers wisely delayed the start until 11.30 a.m. realising that this was the first day of summertime. Several competitors arrived in the last few minutes before the start, to prove that playing around with daylight might be all right for farmers, but is not a lot of help to drag racers who habitually burn the midnight oil.

Class eliminations were run off in the morning to allow time for additional events in the afternoon. This effort by the organisers, to provide even more races, was thwarted by the large field of entries and a broken timing watch (unrepaired since the last meeting).

The Production Class provided 21 saloon cars, and 25 elimination runs. Mick Bigg

paired with B. Thatcher on the first run, setting the pace with a blinding 1.45 second elapsed time. Mick was to go the full five rounds of this class to be eliminated by the winner, John Stidwell's Pittman DC 70 powered Airfix Zephyr, which was turning regular 1.45 second elapsed times. Mick had, however, eliminated another of John's cars in the fourth round with a particularly good start, despite John's car covering the distance in 1.43 seconds. In the third round it had looked as if Mick and John were too much on edge to reach the final as they both leapt off the line and both foul lights winked ominously. Ron Parsons and Gordon Tapsell each took one of the finalists to the third round.



● **"Best of Show" car by Micky Tong at the Model Rod & Custom Show.**

Thirty-seven cars lined up for the Sports Car class, Mike Pannett setting the pace on the first run with a record sports car run of 1.4 seconds, only to foul on his second run to M. Lintern. Frank Vescoe pushed his Chevrolet Stingray to the final, whipping John Stidwell's second string car with some very quick starts, which cast some unjustified doubts on the photo cell operated foul lights. John eventually beat Frank for the title with a Mabuchi-powered Stingray, when Frank trying too hard with his obviously slower car proved the foul system unbeatable on the sixth round. It had taken 40 runs to find the fastest sports car at the meeting.

Mike Pannett again set the ball rolling in the Racing Car Class with a new record breaking 1.43 seconds. A record that only stood for about 15 minutes when his third car entered in this class turned 1.38 seconds to take the final. Roger Sinden, of Croydon's Angorfa Racing Club, took the winner to five rounds after Mike had had to eliminate his own second entry, the result of an unfortunate draw, and entering three quick cars. Peter West, with a 1.6 second car, raced off the final with Mike Pannett's Mabuchi-powered Indy Novi Special. Only three of the 37 cars entered in this class were taking longer than two seconds to cover the 41 foot 3 inch strip. Just twelve months ago 2 seconds was the record time for all classes on this strip.

The Modified Class brought out the really interesting looking cars, and a surprising 44 entries. Only one of these being scratched before coming to the line. Mike Pannett, with the number one car in each class, again broke the class record on the first run with a 1.52 second elapsed time. John Stidwell's first run bettered this with a 1.5 second E.T. and Mick Bigg pushed the record to 1.38 seconds. Gordon Tapsell's modified Triang went six rounds, eliminating both Mick Bigg in the third round, and R. Down in the fourth round, he drew a bye in the fifth round and was beaten in the sixth and final round, when he fouled against Frank Vescoe's much slower car. Frank Vescoe's lighting reactions had triumphed over Mike Pannett, Frank was running a Pittman RP 77 powered modified Jaguar, which consistently turned 1.6 second E.T., the previous record for this class.

The first round of the Dragster Class really rocked the record books. Mike Pannett again set the ball rolling with a 1.52 second run with his first car and a 1.45 second run with his second car, followed by a 1.48 second run with his third entry in this class. His very obvious pleasure lasted only one run when Mick Bigg, with a beautifully turned out dragster in sheet berryillium copper powered by a single milliperm, flattened the class and BHRA record with a 1.30 second run. John Stidwell was having trouble with his cars staying in the slot, but Frank Vescoe and John Worsley took Mike Pannett to the fourth round with his number three and one cars respectively. The big

● *3rd B.H.R.A. Winter Model Drag continued*

moment came in the third round when Mike Pannett's number two car, turning 1.45 seconds, drew Mick Bigg's 1.30 second record breaker. The crowd poised ready for another record breaking run watched silently as they came to the line. The Christmas tree lights started to roll, the cars shot off the line, leaving behind two red foul lights, a big disappointment, although Mick again recorded 1.30 seconds. Mike Pannett's number one car drew the final round with his number three car and produced a 1.5 second final.

The Class Eliminations had lasted 165 minutes in which time the very slick organisation had put 170 cars through 181 runs.

The broken timing watch meant the organisers were unable to weed out the slower cars, since only one lane had been timed, and they set about running nearly all the entries off again twice, once for the Junior Eliminator, and once for the Top Eliminator. Announcing this the commentator calculated the meeting would extend on until around 7.30 p.m., giving a full 8 hours of dragging to the delighted competitors for only 2/- per car.

The loss of the timing on one lane also left the Best Elapsed Time award in doubt, so a special Mr. Eliminator event was announced, open only to previous trophy winners. This was later to prove BHRA's policy that Drag Racing doesn't require expensive timing gear to be exciting.

The Junior Eliminator event got under way at 4 p.m. with 117 entries, none of which had previously won trophies at BHRA's events. One-hundred and eighteen runs and one-hundred and five minutes later, Brian Thatcher's three axle, six-wheel drive, triple milliperm powered dragster, turning 1.7 seconds elapsed times, was declared the Junior Eliminator. He had been through eight rounds and run off the final with Tony Stotter's dragster in a very close race.

A short pause followed while the earlier trophies were presenetd by Mrs. Mason, wife of Airfix Production Sales Director.

Back again to the strip and an even larger list of entries were announced for the Top Eliminator. One-hundred and forty-nine cars were called to the line, but mechanical failures reduced the number of runs to 144. The fight for the big gold trophy was on, each competitor hoping for a bye run, when he could take things easy with his overworked machinery. By the fifth round it was between Pannett's sports car, Bigg's record breaking dragster, Challoner's modified, White's dragster, Stotter's dragster, and Stidwell, who still had five cars running, two Production saloons, two racing cars and a sports car.

Bigg and Pannett again eliminated themselves on a double foul run, despite Mick Bigg's record breaking car being the faster, having again broken the record on his first run with an E.T. of 1.28 seconds, and equalling it on his second run. Stidwell eliminated Stotter and White, the final being an all-Stidwell race with an E.T. of 1.44 seconds, his production class winning Zephyr outrunning his racing car entry. Despite the long day, by now it was 7.30 p.m., the enthusiasts were showing a lot of interest in the Mr. Eliminator Race which was about to run. Eight previous trophy winners were present, three of them had at one time or other held the BHRA record. Each nominated one car for this event, and the line-up was: one sports car, one racing car, one modified car, and five dragsters.

Mick Bigg on his first run eliminating his opponent Mike Pannett, with another record breaking run in 1.26 seconds and repeating the performance with John Stidwell in the second round. John Worsley tried hard but was no match for another 1.3 second run from Mick's dragster.

So ended a very full and exciting day, four-hundred and fifty times the "Chrismas Tree" lights had signalled the high speed cars in a very life-like impression of full size drag racing. The cheers from the spectators as each record fell and the congratulations of opponents as the finish lights indicated the winners, augurs well for this sport, where marshalls' ability to replace cars on the track has no place or bearing on the result.

Model Rod and Custom Show

BHRA organised their third Model Rod & Custom Show in conjunction with the Drag Race event. Unfortunately the number of entries has declined but the standard is still very high. The panel of judges was made up of Mr. E. R. Peddle, a director of Spa Engineering Co. Ltd., Mr. Dave Moses, whose customised and Metalflaked Mk. I Ford Consul probably qualifies him as Britain's top custom car builder; full size that is. The third judge was Mr. Mason of Airfix Products Ltd., whose charming wife presented the trophies.

An additional class, STOCK, was introduced at this show to accommodate the standard-built kits. The details of the models and their construction and placings were as follows:—

BEST CUSTOM

Built by M. Tong, a 1956 Ford pick-up truck with a modified 1957 Ford Thunderbird engine. The interior was finished in red and orange felt, the body only mildly customised, was finished in yellow lacquer.

BEST HOT ROD

Built by M. Tong, a model T Ford, with 1932 chassis equipped with 1948 transmission, powered by a V8 Chevrolet engine, with "Isky" cam and "Bell" speed equipment, including six Stromburg 97 carburettors. The body was finished with seven coats of red lacquer, whilst the interior had white nugahyde seats and mink floor rugs.

BEST COMPETITION

Built by M. Tong, a twin engine dragster, powered by two Chevrolet engines with G.M.C. blowers. A simple rail tube frame with a 1932 Ford "Deuce" body chopped to fit.

BEST STOCK

Built by Barry Magness was a 1932 model A Ford Phaeton from a "Hobby All" metal kit, with real chromed grille and axles. The interior had been upholstered in brown velvet and the exterior painted in Cardinal red.

THE FISH CARBURETTOR

—BY VIC OUTEN

I am looking for a different carburettor for my Mark 1 Zodiac, not that there is anything wrong with the Zenith fitted, but a bigger unit should improve performance. (Don't mention three S.U.'s please—I can't afford the insurance!) After an abortive attempt to get a Weber conversion made up, I saw an advert for the Fish Carburettor, so I wrote off for the "gen" sheet, and although the initial cost is relatively high (£27 plus £3 manifold adaptor) the increased performance seems well worth the money.

As some of you may not know how the Fish works, I will explain. This carb. will fit any petrol powered car, truck or boat, and as it is made up of 17 pieces, only three of which move, wear is kept to a minimum, and it is almost indestructible! It can be set up for either performance or economy.

The petrol is picked up by an arm as it moves across a groove of varying depth and width. The petrol flows up the arm and through a shaft, out to the centre of the barrel, where it is discharged through ten holes, of predetermined size, into the air stream being drawn through the barrel. The amount of air passing through the barrel is controlled by the throttle butterfly, both the movement of this and that of the pick-up arm being controlled simultaneously by the accelerator.

No choke is fitted to this unit, as it is not considered necessary, due to the fact that the metering system is brought into operation with a low manifold pressure produced at cranking speed; with certain starting, even from cold.

From figures given for several makes of car, one can expect an extra 10-15 mph on top speed and anything from 2 to 5 extra miles per gallon. The times through the gears are greatly improved, for example: on a Volkswagen, 0-60 m.p.h. is reduced from 26 secs. to 18 secs. (Really?—Ed.)

If it wasn't for the fact that I have just bought a Girling "Power Stop", I would have bought one myself—as it is, it is on the short-list of future equipment! Should anyone be interested in obtaining information on this carb., M.P.G. & H. Engineering Ltd., Soho Mills, Hackbridge, Surrey, is the firm to contact.

"ROD MART"

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• **FOR SALE:** The Treasurer's 1957 Chev., ex-drag festival push-car; going cheap at £150.

• **WANTED:** For 197 9E Villiers—1.250 Bottom End, 36A type. 1.250 Alloy barrel with cast iron sleeve. 1.250 Head with 11:1 comp.

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• **FOR SALE:** Barbour suit, boots and helmet. —Contact the M/Cycle Sec. for the above items.