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Incorporating DRAG RACING WORLD AND DRAGSTER

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DRAGFEST

REPORT AND PICTURES.



Letter to Bob Keith

Dear Bob,

Just a short note to thank you and the rest of the US Drag Team for making this year's Dragfest so worth while. We came to see you perform, and we were well rewarded—despite the weather! When it rained we thought that all would be abandoned and that we would not even see your cars at all, let alone racing. Just to have looked at and listened to, would have made our journey worth while, but you boys had come to show us US Dragsters in action, and you showed us. That's why we cheered.

Another thing that impressed us was the way in which you let us crowd round your cars after the meeting, even putting up with questions and grubby hands on your machines. All this can only help popularise the sport, so once again "thanks to you all".

Yours,

Roy Dennard,

ORPINGTON, KENT.

LETTERS

May I offer my heartfelt congratulations on the 1965 Dragfest. For me, Sunday 26th September at Blackbushe was the first actual drag meet I had ever attended, although as you know from my previous letters to you, I have been following the sport for some time now.

Thus I went to Blackbushe with great anticipation. The first American rail to run surpassed all my dreams of dragging. The colour, the atmosphere, the NOISE! and of course the smoke. (Although it rained for a bit right after that so was the only smoky run).

Oh yes, speaking of the weather, although the Saturday 'bike drags were sadly rained out, it is to the credit (and I mean this sincerely) of everyone, the organisers, that so impressive American starting crew, and of course the drivers, that the programme was not interrupted only by the weather on Sunday.

Like many a poor soul, I could not quite make it to Woodvale, but I hear (and read) that this went off fine.

Before I forget, my congratulations to the commentator too, who spoke without falter for so many hours, (on one cold cup of coffee too—shame!) and kept us spectators so informed and happy. Please tell me who he is.

All my congratulations and best wishes. Much more next year if possible.

Henry Morris,

STANMORE, MIDDLESEX.

The commentator was a gentleman named Gerry Belton—and all agreed that he did an excellent job.—EDITOR.

May I congratulate the BDRA for organising such a terrific show as this year's Dragfest, it was worth standing there for two days in the cold and wet just to see Sunday afternoon's fantastic runs. I don't mean to "pour cold water" on everyone's excellent runs, but I must say how much I admired the very courageous American team, to see them risking life and limb in their AA/fuel dragsters on the most unsuitable surface at Blackbushe so as not to dissappoint the British public, was to see true sportsmen at their very best.

I realise how busy you must be, but could you please see that the American team receive my most sincere thanks and admiration for putting on such a fantastic display. I'd like them all to know that their efforts were appreciated.

Congratulations and best wishes to all those who organised and took part in the 2nd British International Dragfest, let's hope it's dry for the third in the series. Thanking you very much on behalf of enthusiasts everywhere.

John Piper,

LISS, HANTS.

Thank you John. Both BDRA and this magazine have received many, many letters congratulating the American team for their sportsmanship and courage.—EDITOR.

Letter to the American Team

Dear friends,

I felt that your efforts at Blackbushe Airfield were truly magnificent, so much so that I felt that the least I could do was to write you and say so. In spite of standing getting wet for seven hours, I would do it again tomorrow.

(Continued on page 179)

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(Continued from page 178)

I am sure I only echo the feelings of all those present when I say that the risks you all took to give us a show were more than any of us would expect from any man. I am only happy that no incidents arose from your runs.

I hope one day I can get to the USA and see you perform American style. Until then, I can only look forward to our 1966 Drag Festival when we all hope to see our American friends again. We all know that if you guys come across the water, we shall be treated to a good show.

Yours sincerely,

Derek J. Brooks,
ALDERSHOT, HANTS.



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LETTERS

May I offer my congratulations on the success of the 2nd Dragfest to the BDRA. In my opinion, the 'fest went off remarkably well (despite the atrocious weather) due mainly to the slick running of events, the amusing commentary on Sunday, and the amazing bravery of the Americans, who can never be thanked enough for putting on a show for us in the highly dangerous conditions. As I was present both days, spending a very soggy night under canvas, I would like to thank the Association for the very thoughtfully provided camping area.

May I also congratulate you on a very fine programme. It was a refreshing change from the usual 98% advertising and 2% details. Unfortunately I lost mine just as I was leaving, and I would be very grateful to you if you could send me another, as I would like it as a souvenir.

May next year's Dragfest be drier than this.

P. Pearce,
ENFIELD, MIDDLESEX.

I have just attended the water-logged drag meeting at Blackbushe and I would like to express my sincere thanks to all the organisers and drivers, particularly the Americans for putting on such an entertaining and enjoyable meeting, considering the weather conditions. The meeting was far superior to any meeting I have ever seen before; but I had one regret and that was that the American team consisted entirely of dragsters. I feel, and most of my friends agree, that we would like to have seen a more varied team like last year's, with "Stockers and Gassers" as these are tremendous crowd pleasers.

This year's meeting has affected us all in a very strange way, after seeing those drivers risk their lives and their valuable machines we have decided that we want to become participants instead of just spectators. Various ideas are running through our minds but no final decisions have been made as to what class of vehicle to build. So all the help that you could possibly give us concerning the various classes and regulations would be extremely welcome.

I have heard rumours that a group of American "Custom Cars" are visiting this country and I would appreciate it if you could inform me as to whether this is correct.

I'm afraid there's one last request and that is, have you any programmes left, my friend unfortunately mislaid his at Blackbushe and he would like another as a souvenir.

Thank you again for that tremendous meeting.

Colin L. Lawrence,
LONDON, SE5.

Neither BDRA Secretary, Gerry Belton nor BDR magazine has received news of the kind you mention. We can tell you however that moves are afoot for a series of competitive meetings throughout the whole of next year and negotiations are beginning to have Americans over here as guest drivers.

Please convey to Bob Keith and all the members of the U.S. Drag Racing Team the thanks of myself and my friends who were at Blackbushe.

We all admired their courage and good sportsmanship in running in such appalling weather.

We also appreciated Nick Colbert and Danny Ongias speaking to us over the microphone afterwards.

The Dragfest was certainly the most memorable motor race event we have attended for a long time.

Robert Laing.
John Burton.
John Somers.

Points from Letters

Congratulations on your special Dragfest issue. BDR magazine gets better and better.

Your October issue was the best so far. Congratulations.

At Blackbushe "Honest Charley" handed out decals. Where can we get an "Honest Charley" Catalogue?

You can get the Honest Charley Speed Shops Catalogue—which runs to 120 pages by the way—through Roy Winkelmann Racing Ltd., Burnham Lane, Slough, Bucks. An article on the amazing Honest Charley appears in our December issue.—EDITOR.

(Continued on page 180)

TAKE OUT A SUBSCRIPTION NOW!

LETTERS

(Continued from page 179)

Having just recovered from a bout of 'flu after standing in the pouring rain at the Dragfest, I must praise all those who organised the meeting and especially the Americans who put on a brave show in the appalling conditions.

Would it be possible in the near future, to run a competition in the BRITISH DRAG RACING magazine, with the first prize of a trip to the United States for the Springnationals or some other major drag meeting? I am sure a competition of this sort would prove most popular.

J. C. Smith,
NORTHOLT, MIDDLESEX.

Thank you for your suggestion. We are always looking for ideas to promote interest in the sport and we will bear this one in mind. As you probably know, we gave away, in a recent contest, the Allard Dragon.—EDITOR.

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The Drag Festival has struggled to its second mis-managed and utterly disorganised close.

The question now being asked is "Will there be a 3rd International Drag Festival? Will the public come even if the Americans will?"

It is no use blaming this or that club or complaining that the BDRA are not allowed to run the Festival. The BDRA do in effect organise the Festival and if the initial organisation is right, it will be right on the day.

I hope earnestly that there will be a Festival next year. Let's hope before then we can get organised!

P. Kirk,
STAFFS.

Many hundreds—perhaps thousands—have had their drag racing appetites whetted by the advent of the International Festival.

Some of us who were lucky enough to get into the paddock and talk to the drivers now have two ambitions: the first to buy, build or borrow a big rail; the second, to get to the States next year and spend a week or two weeks to attend every drag meeting possible.

Could not BDR magazine organise a trip to the States for this purpose—even charter an aircraft perhaps. (I understand that a charter flight to the USA can cost as little as £60 or £70). How about it?

S. Tindall,
WINDSOR.

Several people have raised this matter with us since the Festival. We have gone carefully into this and it is possible to organise charter flights. The position is this: Special charter flights can only be run by a bona-fide club and reduced fares be made available to members of that club. Many other concessions also become available to a club of this nature. We have decided therefore to form a BRD magazine Readers Club with an annual membership fee of 10/- per annum. Should sufficient interest be shown, a BDR magazine Readers Room will be opened for members, and various other projects looked into. I am very pleased to tell readers that ROGER PARKER has agreed to become Chairman of the club. Address all correspondence to him at 47, Fleet Street, EC4. Fuller details will be announced in our next issue.—EDITOR.

EDITORIAL



So at last we got our two ton in Britain! But it was a near thing. It took the very last run of the very last day of this outstandingly successful 2nd International Drag Festival to tip it to the 201 mph mark.

Perhaps nearly a quarter of a century in and around the newspaper field has made me a little cynical but I would never have been really satisfied if the announcer had kept trotting out "and yet another run of just 200 mph". But the extra mile per hour did it and I and 31,000 others were satisfied!

And yet after all the pre-festival hooh-ha surrounding this magical figure, it was not so much the actual speed, as the manner of its making. In fact, despite the high drama surrounding the final run of Buddy Cortines' record-breaking "Trouble-maker" it would surely be no detraction of a superb achievement to say that Danny Ongias' 150 mph (part of which was spent going sideways) and Nick Colbert's similar speed through wrist-breaking pools of water (both runs at Blackbushe, the previous weekend) received equal acclamation from the duly appreciative crowd.

It was not so much what the American boys did, but the way they did it.

Throughout the period of their stay in Britain and despite the frustrations which began at Customs and then at the docks, despite the weather and some slip-shod organisation in parts at Woodvale, the American team under the calm captaincy of popular Bob Keith, were at all times courteous, helpful and co-operative. They have made many friends in Britain and this magazine for one, sincerely hopes that a whole year need not elapse before we can once again say, "WELCOME BOB KEITH AND COMPANY".

Roland Green

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COVER

This month's front cover picture shows Buddy Cortines in the record-breaking Chrysler powered "Troublemaker" receiving last minute briefing from "Bones" Carroll and Murray Oxman. Buddy Cortines was later to achieve the highest speed ever recorded for a dragster in this country—201 mph. Kodachrome transparency by Phillip Stearns.

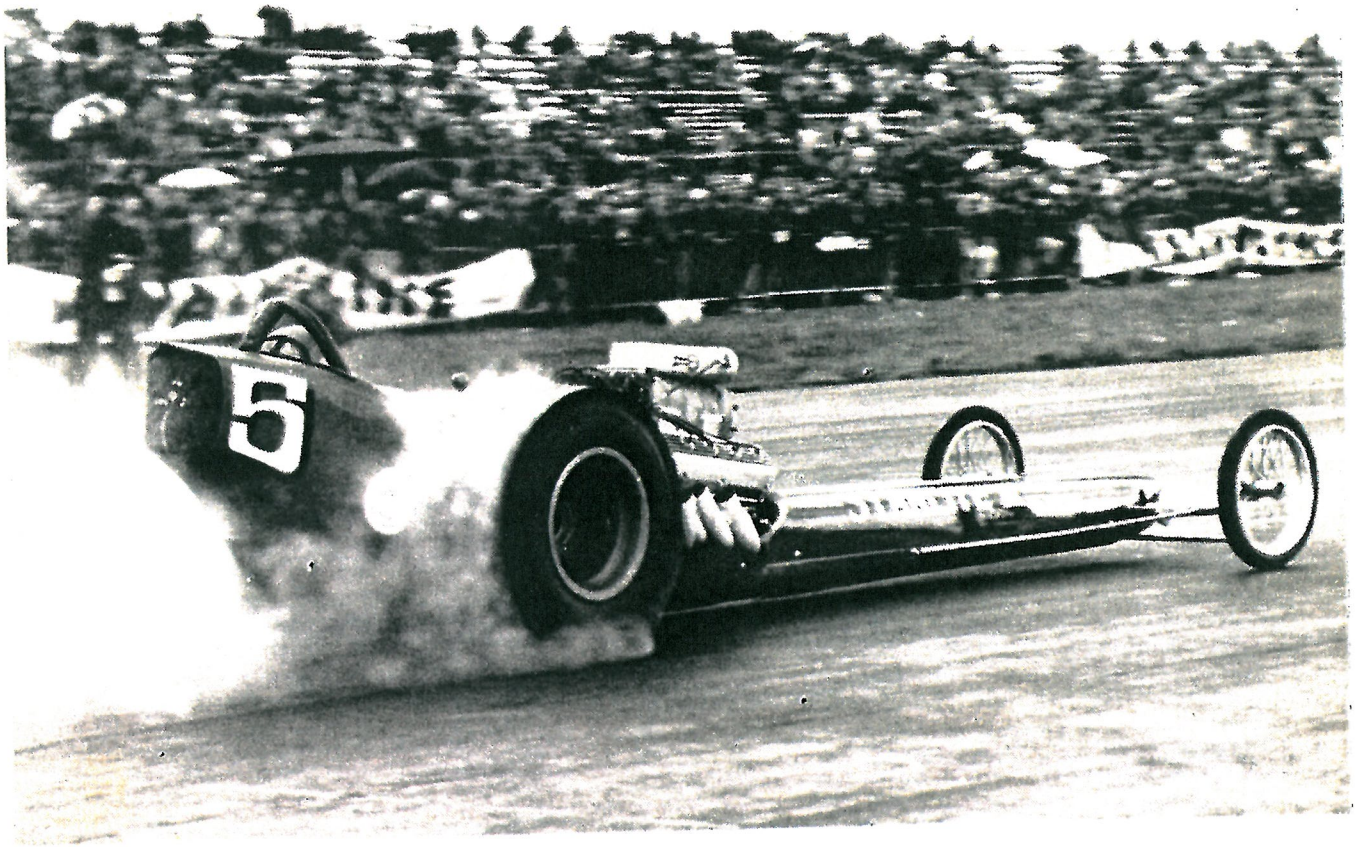
Wide coverage of Dragfest '65 has caused Part 6 of "How to Build Your Own Dragster" to be held over until next month.

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BDR magazine

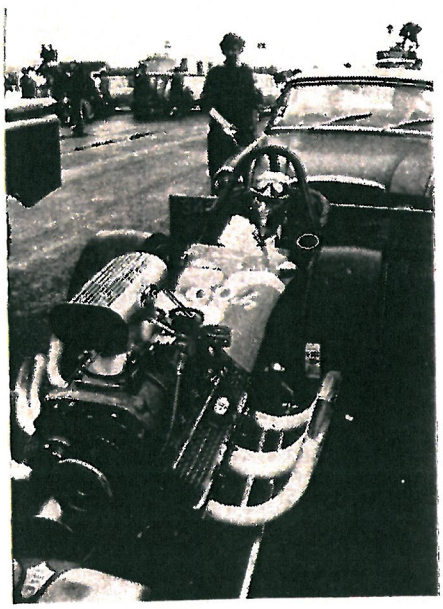
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Brian Sparrow Reports:

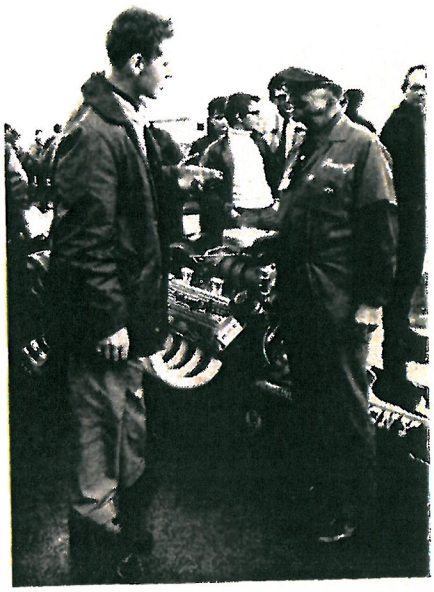
DRAGFEST '65



(*Above*) The Chrysler-powered Starlite III driven by Chuck Griffith "steams" off to a 9.57 et/148 mph.

(*Left*) "400 Jnr"—the first Chevvy fuel dragster to break the 200 mph barrier—receives the assistance of the push-car to get to the line at Woodvale. "400 Junior's" pilot is Gary Casidy and on hand to give a hand—as he was throughout the Festival—Roger Sturgess, who "strings" for "Drag News".

(*Right*) Bob Leggatt of Roy Winkelmann Racing Ltd talks to Charley Card of the "Honest Charley Speed Shop", Chattanooga, USA.



The first part of this year's Drag Festival was intended to be a two day affair but one could only reasonably call it a 1½ day effort; the efforts of Saturday being wasted almost entirely. The writer would hasten to add that no one is to blame but Old Man Weather. Mercifully, Sunday can be put on record as being successful, except possibly from the financial angle, the intending customers being warded away by morbid weather forecasters' reports.

The organisation at Blackbushe was better than last year, the experiences gained through the practice meetings being the reason for this improvement. Various irritations were reported but from the press stand very little fault could reasonably be picked upon.

The weather man's timing was only a few minutes out, for not five minutes had elapsed when down came the rain.

It was as well that the US Team Captain, Bob Keith had been despatched up the course by George Wells so as to open the event with something to keep the crowd in a state of anticipation. The flag was dropped for the second of the American runs just as the rain commenced, but this did not deter Buddy Cortines one bit, for he recorded a warm-up run of 179 mph.

The fact that the US team were outrageously brave cannot be disputed and the remaining times are merely of academic interest, being around the ten second mark, at about 150 *mph.*

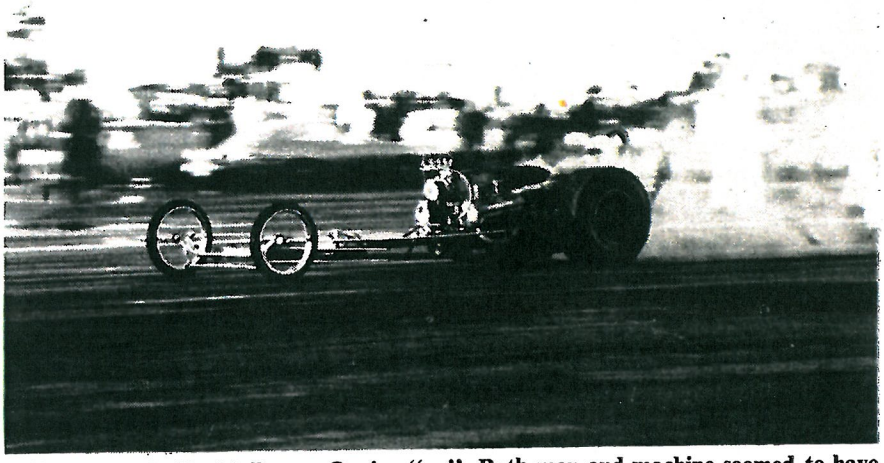
Due to the circumstances the British cars were left to demonstrate to those present what eliminations are, the Americans deciding to run singly.

Danny Ongias' runs were quite something and for a moment one thought that the "22 Junior" incident of last year, would be repeated, the great experience of the Hawaiian just getting "The Mangler" under control.

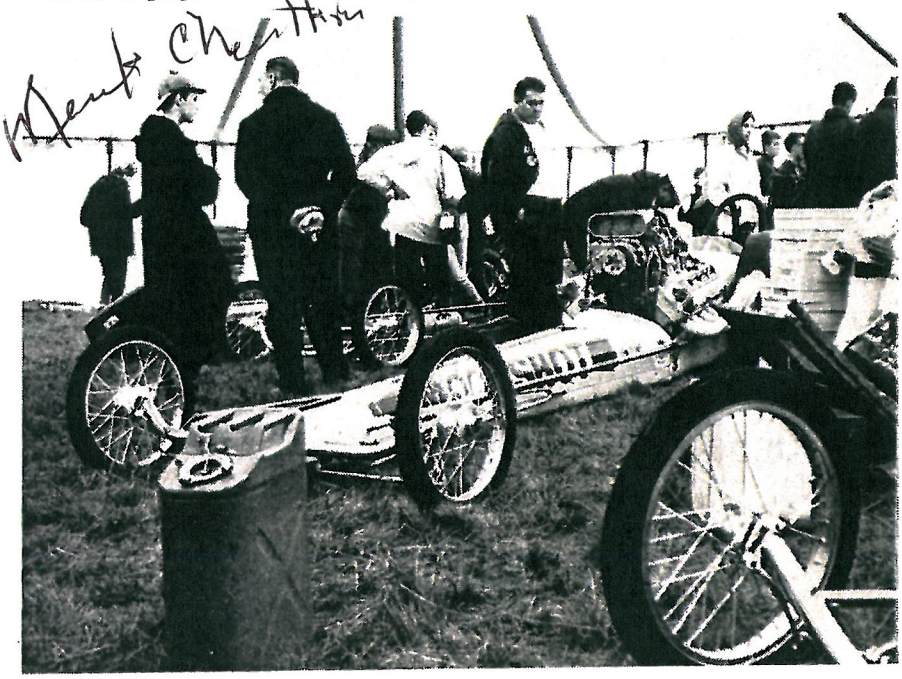
The technical details of the US team cars were dealt with last month. The writer will, therefore, confine these reports to factual accounts, leaving the blow by blow eliminations to the tabular layout at the end of this report.

From the technical details last month it is readily apparent that Ongias had by far the smallest unit, with Keith running the largest. Remember Bob's motor is a gas motor normally, so that Ongias's is far more powerful despite its small swept volume. One cannot just add nitro and methyl alcohol to a petrol motor without further structural alterations, so the Keith equipe elected to run only methanol with very little nitro just to keep the motor together. This paid off, as will be related later.

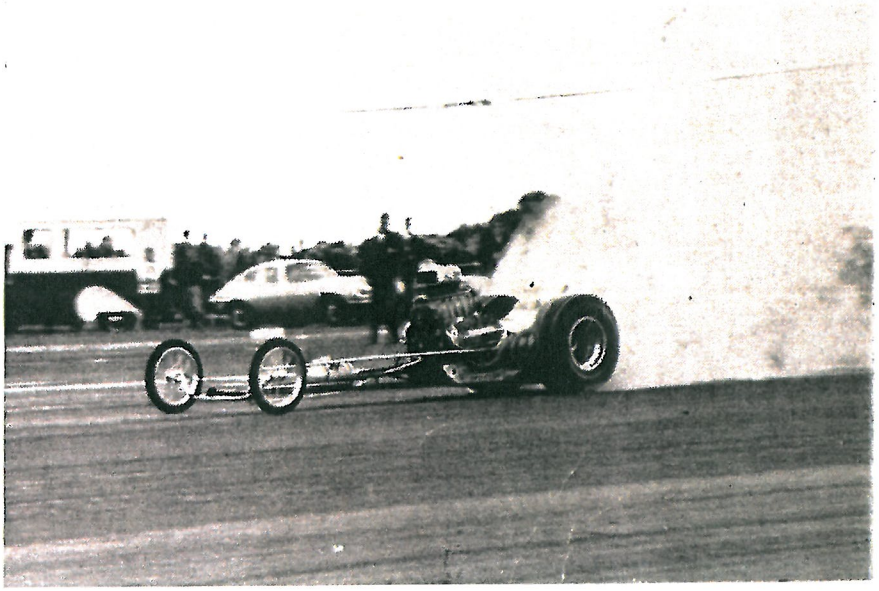
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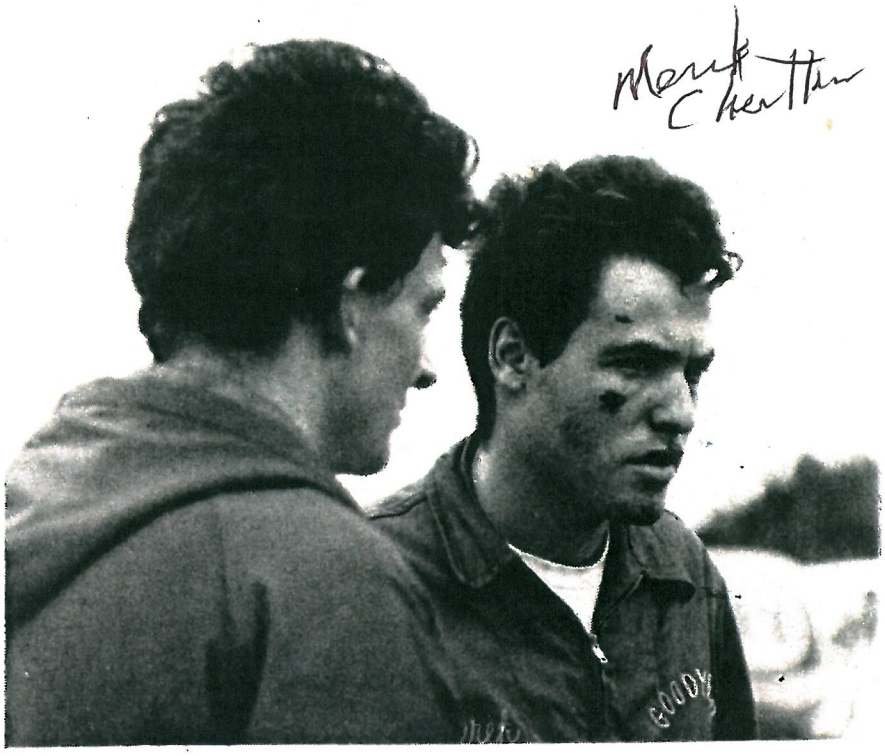


"The Mangler" with Danny Ongias "up". Both man and machine seemed to have an air of purpose. No one was surprised when Danny did the "two-ton".

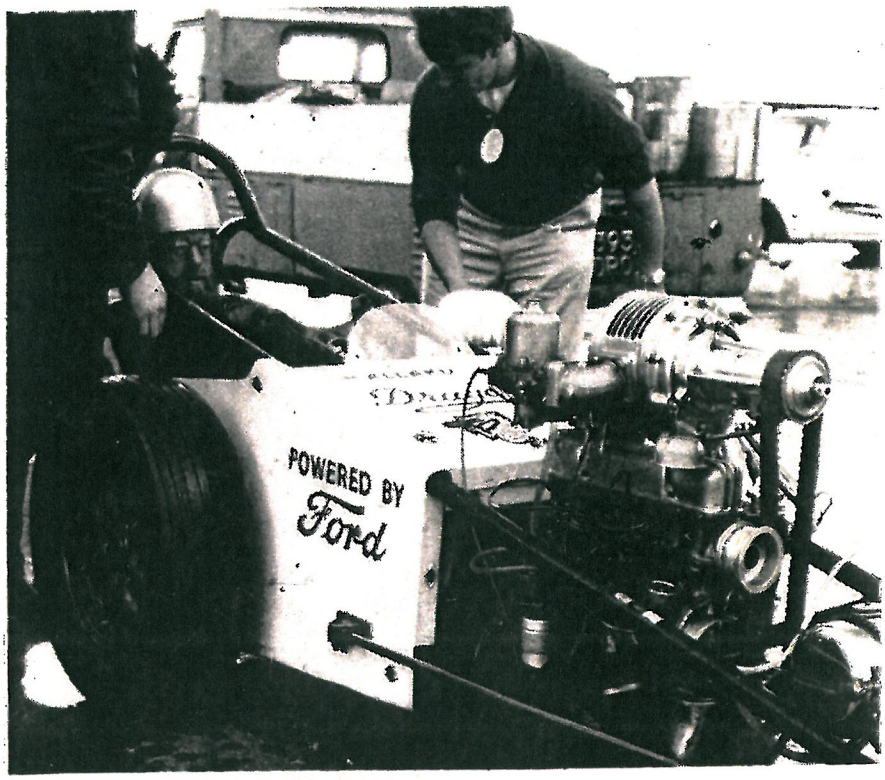


(*Above*) **Bad luck seemed to dog both "Moonshot" and its driver, Merek Chertkow. However, despite having to be lifted into the car because of injuries received in a road accident, Merek returned the very creditable time of 9.80s/ 174 mph at Woodvale. (*Below*) Bob Keith's Dos Palmos machine smokes away at Blackbushe. Both on and off the strip, Bob proved himself a most worthy captain of a very likeable and hardworking team.**





(*Above*) **Merek Chertkow, 19-years-old dedicated driver of "Moonshot". In addition to visible scars, Merek suffered several crushed vertebrae, result of car crash earlier. (*Below*) Well-known motoring journalist and driver Denis Jenkinson drove the Belton Dragon dragster to record 2nd best e.t. and take equal 3rd eliminator title in the 2,501—5,000 cc class at Blackbushe.**



Interesting performances by British cars were topped by Allan Allard, who managed 10.45 seconds at 145 mph when running in the second round of the "fastest eight" eliminations.

In the unlimited class runs Norman Barclay in the imported Dos Palmos car put down the Allard fueller but subsequently cooked the petrol fuelled Chevy motor whilst leaving the motor running too long. The petrol-fuelled radiatorless rails require far more time to cool down than the methanol fuelled devices and should not be left running too long. The onus is on the team to switch off however, and in time the organisers will get the hang of this and such situations as these can only be written off as "experience".

In all 16 British *built* rails were present among them the two Dragster Development entries of John Harrison and Allan Herridge, Harold Bull's A30 powered device, Derek Metcalf's TR engined machine and Brian Witty's first time out Mercury ohv V8 rail with Dragon front axle and wheels.

The Denis Jenkinson equipe fielded two machines, Gerry Belton's Dragon and Jenks' own dragster with a '65 Dragon frame and BS4 Bristol in-line 6 cylinder motor.

The Houndog Drag Racing Team had an off-day which was most disappointing as the car is usually so reliable and was presented in a spotless condition. Could it be that Jags don't drink nitro?

Jeff Theobald had followed the Houndog Team's example and appeared with a blower up front but unfortunately a blower pipe shed itself at the wrong time.

But what of the named runners, for we must not forget and lose sight of the fact that 75 per cent of drag racing in the States is for standard cars, dragsters being in the minority.

Ken Bunnage came top in the eliminations for the smallest capacity cars in his ex John Sutton 997 cc Marcos beauty. Jerry Jackson's class top time Rochdale Olympic who broke a half shaft at the crucial moment of "take off!"

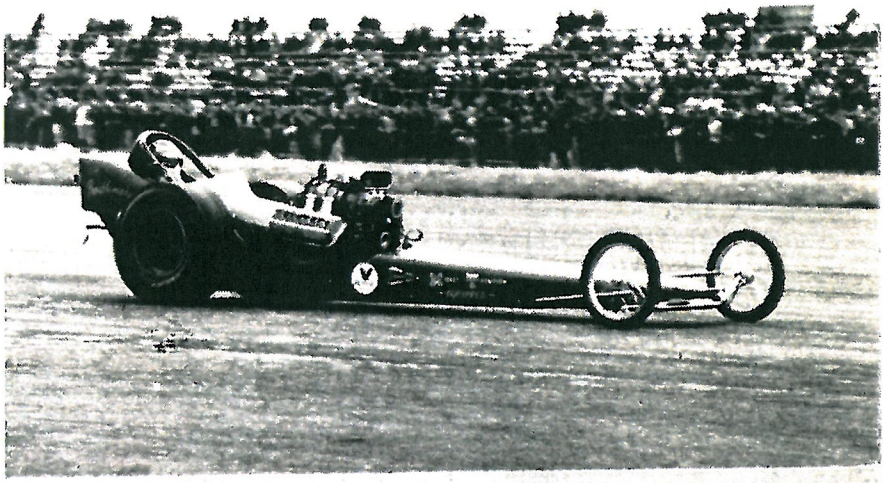
Jaguar triumphed over Ferrari in the next class up when John Filbee beat Jack Pearce in his Combs's GTO.

Motoring writer Paddy McNally in a Shelby Cobra beat Chris Lawrence in a prototype TVR Griffiths.

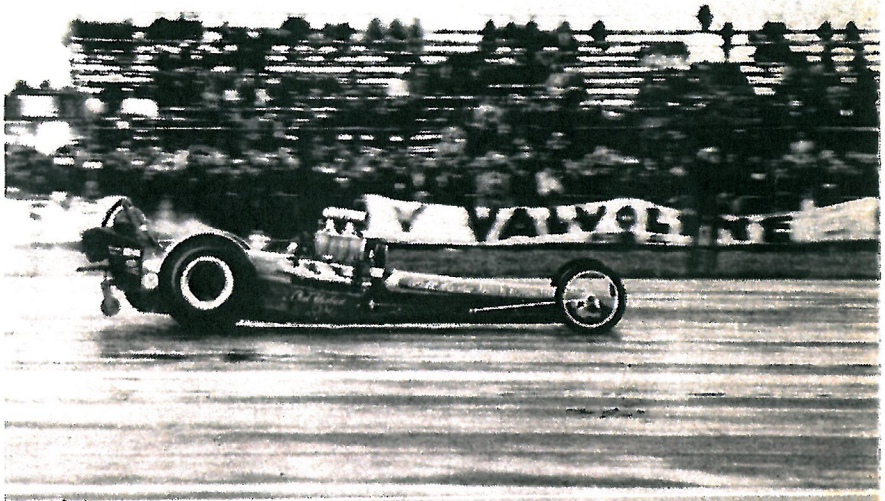
Minis were the goods for a class win in the small saloon class, Peter Lawrence just pipping Nick Porter at the far end.

Barry Hawkes who first appeared on the drag scene at Swindon beat the well known 3.8 engined Mk 1 Jaguar of Moverley Watts, his Downton entered Triumph Vitesse also Jaguar 3.8 powered!

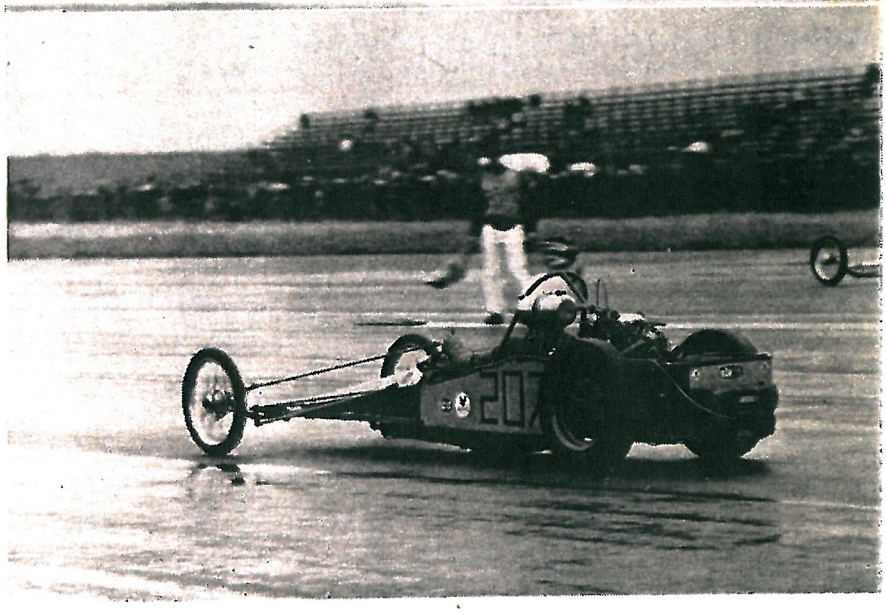
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Buddy Cortines (Troublemaker) helped pack fellow finalist Danny Ongias' 'chute in successful effort to get the "Mangler" to the line on time. Then in 10 seconds of high drama that none of the 30,000 crowd will forget, Danny "blew up" leaving Cortines to record, on the last run of the last day, the fastest time ever in Britain—201 mph.



Gary Casidy in the Ansen Forging's "400 Jnr." was unable to repeat their Fontana 201 mph, his top speed during the Festival being 173 mph at Woodvale.



Roger Parker's Vincent Bulldog I had its first competitive run at Blackbushe where it took equal 3rd Eliminator title in the up to 2,500 cc class. A number of this "breed" is being built to order by Roger.

ALLARD

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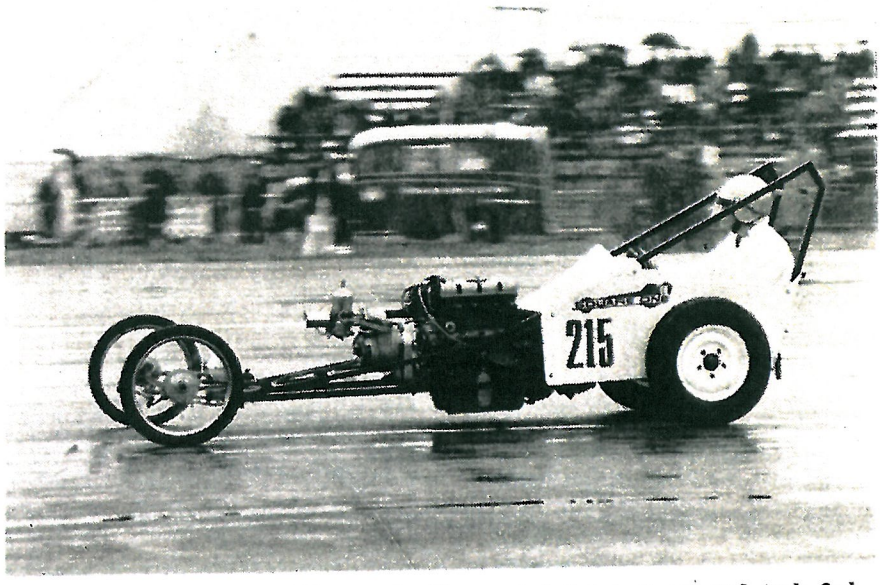
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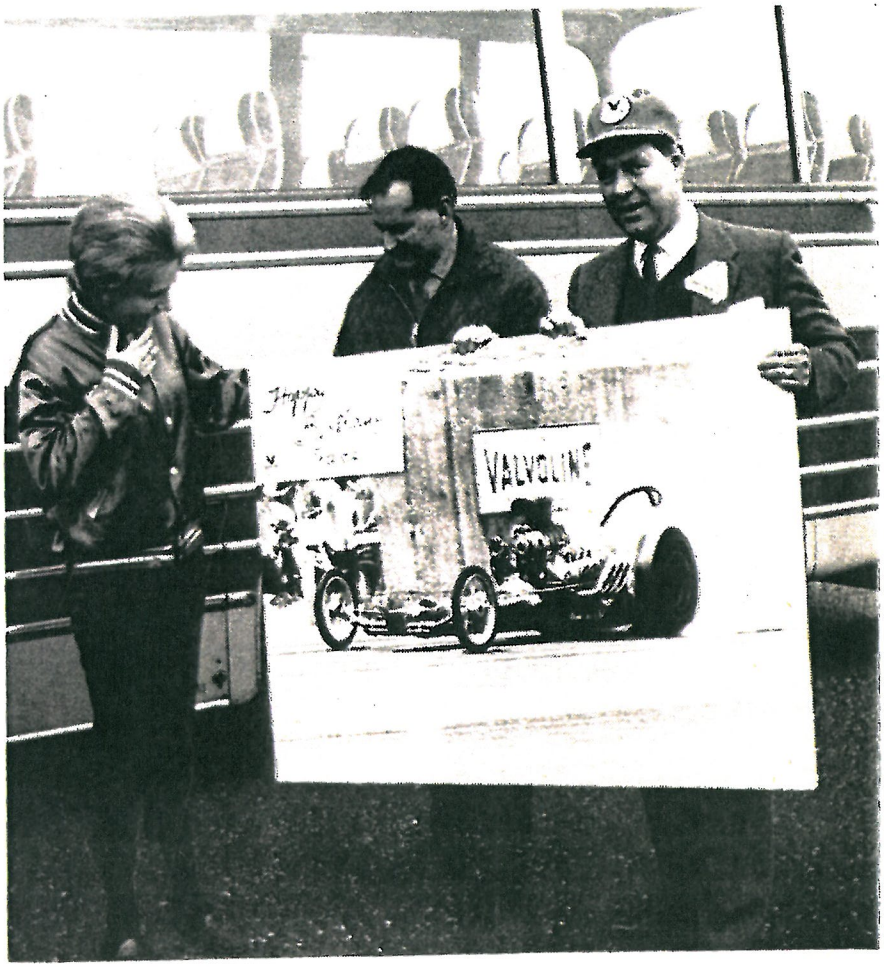
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Putney, S.W.15
Telephone: VAN 2333



(*Above*) **Leon Moss in "Square One" recorded 3rd best e.t. and took 2nd eliminator at Blackbushe in Class 14. (*Below*) Surprise, surprise for Jacquenette (Jace) Colbert on the occasion of her 21st birthday which coincided with the final meet at Woodvale. Birthday card was giant "blow-up" of husband Nick in his Continental Divide Raceway "Special". Happy idea came from Harry Weller of Valvoline who "delivered" the "card".**



(Continued from page 184)

Michael Bowler spun his Ford Falcon into the finish-line timing gear, so bad were the conditions, thus preventing any further terminal speeds being recorded. Previously the Falcon had recorded class top e.t. The well-known Spa Pontiac was joined by further American sedans as well as the Falcon namely a GTO Pontiac, a Chevrolet Impala and two Mustangs, the last three cars from Bentwater, USAF base, these US servicemen being BHRA members.

Tom Gibson in the ex Moss Le Mans Jaguar C type vanquished other younger Jaguar powered sports "models" by making fine controlled runs.

The big sports class provided a win for John Deans's Lotus 30 and David Good's Lola T 70, both cars being 4.7 V8 Ford powered.

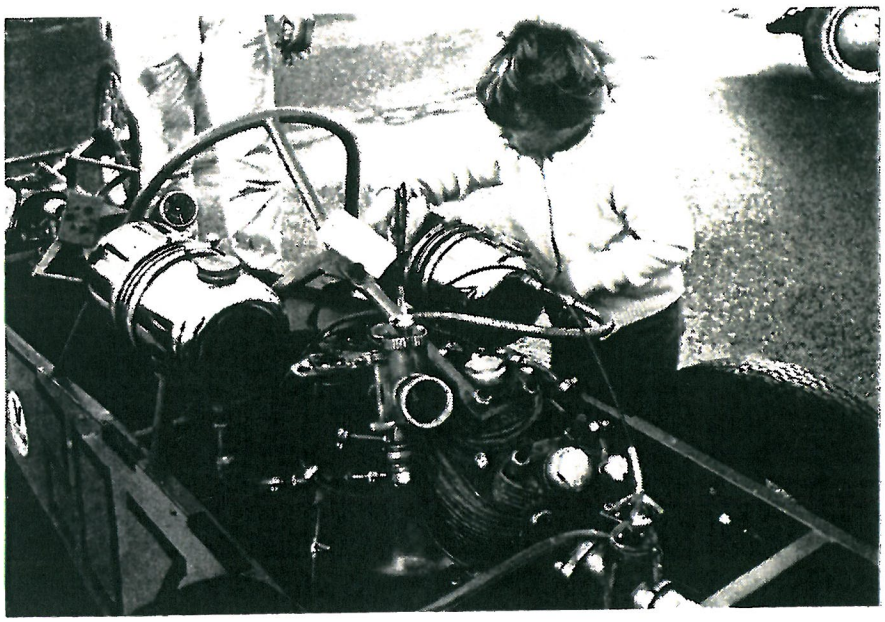
A Cooper JAP beat Roy Lee's Monoposto Formula Terrier LRM to take the small "racer" class, the big single seater class being the property of Chris Summers no less, who put down Peter Meldrum's Dragon powered Lotus, cubic inches telling at the far end. A shame that Meldrum's motor is 40 cc over the 1,500 cc class limit but all the more creditable a performance for this.

As previously mentioned the Dragsters are shown in blow by blow tabular form.

To conclude, a brave effort by the organisers, but sobering to those interested in the sport, to feel that near disaster occurred, only the courage and sportsmanship of the Americans showing the true image of drag racing until the next weekend, when dry weather sent the image (*what a word*) **soaring back to its rightful place in the public's eye.**

Woodvale was atrociously organised and again the Americans saved the situation by putting on a show such as has never been witnessed this side of the Atlantic before! (The tabular layout will show the reason more clearly than words can describe. From the press stand it was fantastic!)

The good Blackbushe organisation of the Allard Owners Club with Mike Parker of the British Automobile Club (Yorks Centre) at the helm as it were, in the Clerk of the Course's capacity, was shown to greater advantage when the Lancashire Automobile Club hashed up the Woodvale event. So badly so, that the motorcyclists lost out. Over an hour was wasted from 11 to noon, during which time a handful of machines ran. Fortunately this handful included the American team who, because they were going for "real" wanted to run early so that the first round winners could cool down ready for the second round, the threat of rain being ever present.

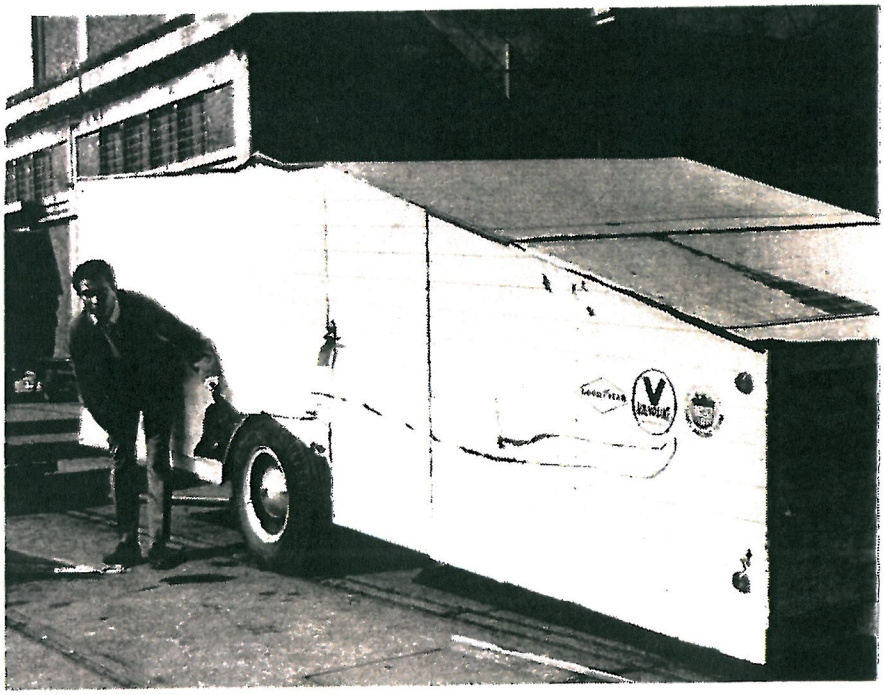


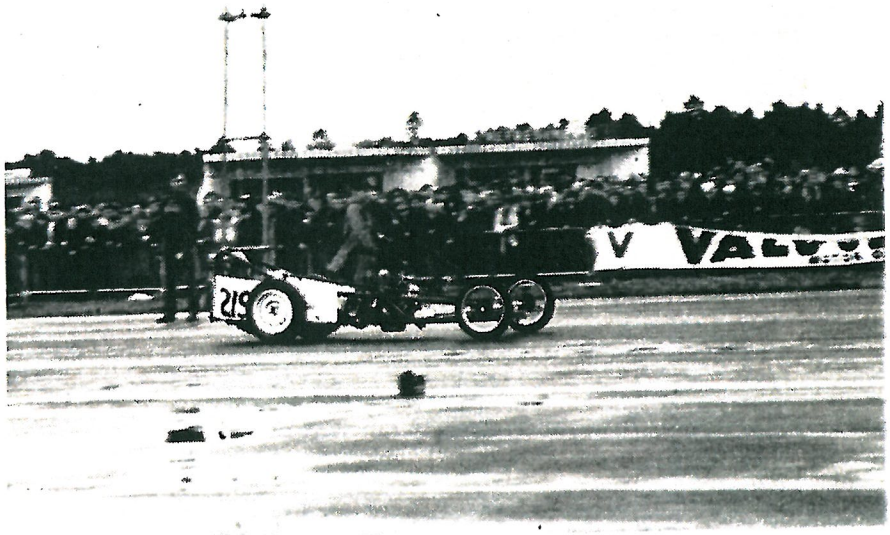
Youngest "mechanic" at Blackbushe must surely have been four-year-old Karen Parker, here seen putting a little bit of polish on Dad's Vincent-engined Bulldog I.

The content of the British entries was poor indeed, Class 1 being ridiculous. The big sedan class contained the previously detailed American cars and was won by Howard Parkin's Chrysler powered fibre glass bodied Jensen. Howard lost at Blackbushe to Tony Wemyss' Chevy powered Gordon Keeble by a slight margin but the absence of the beautiful Gordon Keeble enabled this determined tryer to take home some reward.

Doubtless the Dragfest will be more clearly analysed in the next issue, press copy deadline being the curse of the journalist. For the present it will be left at this stage, the two wheeled guys being dealt with elsewhere in this issue.

Danny Ongias inspects the damaged trailer of the "Mangler". Tony Nancy's "22 Junior" trailer also received considerable damage.

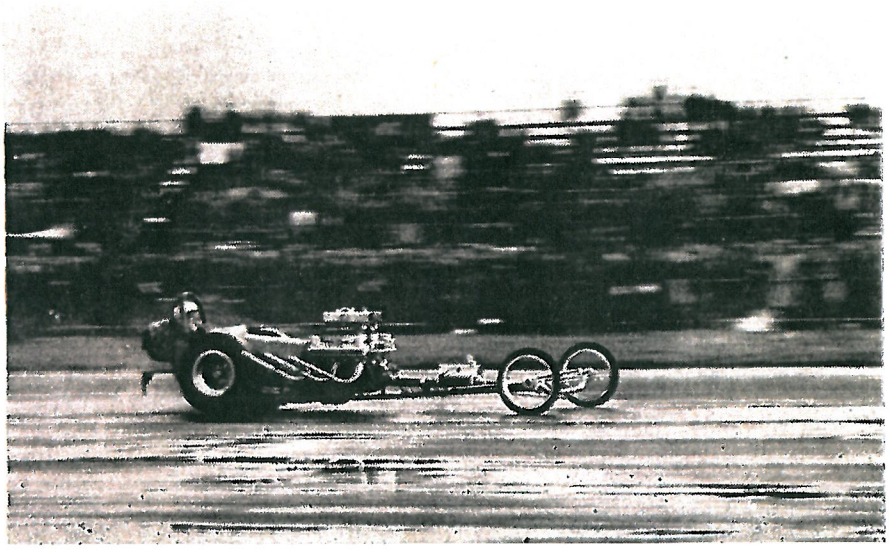




Tony Densham and the Worden at Blackbushe. Tony is, of course, well known as co-author (with Harry Worrall) of the successful "How to Build Your Own Dragster" series currently running in BDR magazine.



(*Above*) "Bill" McKee (Chevrolet) handled his car extremely well both at Blackbushe and Woodvale. Bill, who is with the US Air Force at Bentwater, was one of three USAF members competing in the Festival. (*Below*) Alan Herridge in the Dragster Developments' Cadillac dragster took 2nd eliminator title and recorded 3rd best e.t. in Class 15.



WHAT THE MANUFACTURERS SAY:—

A. D. McNAUGHT,
AMBERDYKE LTD.,
(Distributors in Southern England for Wynn's Friction).

"Considering the terrible weather conditions we were glad to welcome more friends to our stand than we expected.

The 'Wynn's Theatre' was very busy and the minute that a shower started spectators poured into the tent and stayed until the weather cleared.

Generally I think that I can say that we are quite satisfied with the response received from a rather diminished gathering".

ROD SHIMWELL,
Service and Performance Manager,
AUTOLITE DIVISION,
FORD MOTOR COMPANY.

"Whilst the weather put the damper on Blackbushe, it was still worth while. AUTOLITE dealt with many inquiries and made a lot of friends.

One felt that with closer attention to one or two points of organisation the Festival would have been even more successful both for the public and the trade".

C. H. WELLER,
Assistant to General Manager,
VALVOLINE OIL COMPANY.

"For the VALVOLINE OIL COMPANY, participation in the 2nd International Drag Festival was a great success.

The meetings at Blackbushe and Woodvale were attended by our sales representatives and many of our distributors and customers were also present. From all accounts everyone thoroughly enjoyed themselves and everyone seems to be very impressed with the performances of the big American dragsters and their drivers.

We are, of course, very pleased with the performances of Buddy Cortines and Danny Ongias in putting up between them three runs of 200 mph and one of 201 mph at Woodvale. These two drivers together with the other members of the American team were using the new Valvoline High Performance Racing Oil which was only introduced to racing enthusiasts in general at the Indianapolis Drag Meeting in the United States in September of this year.

Had the weather not been so atrocious as was the case at Blackbushe, the attendances of the 1964 Festival would surely have been exceeded.

We dealt with many hundreds of requests for information and a great deal of interest was shown in our many products.

As for the running and organisation of the Festival in general, there is room for a great deal of improvement and it is to be hoped that the experience gained at the last two festivals will be put to good use next year".

G. SHAW,
Managing Director,
METAL CONDITIONERS LTD.
(Distributors Wynn's Friction Proofing, North of England).

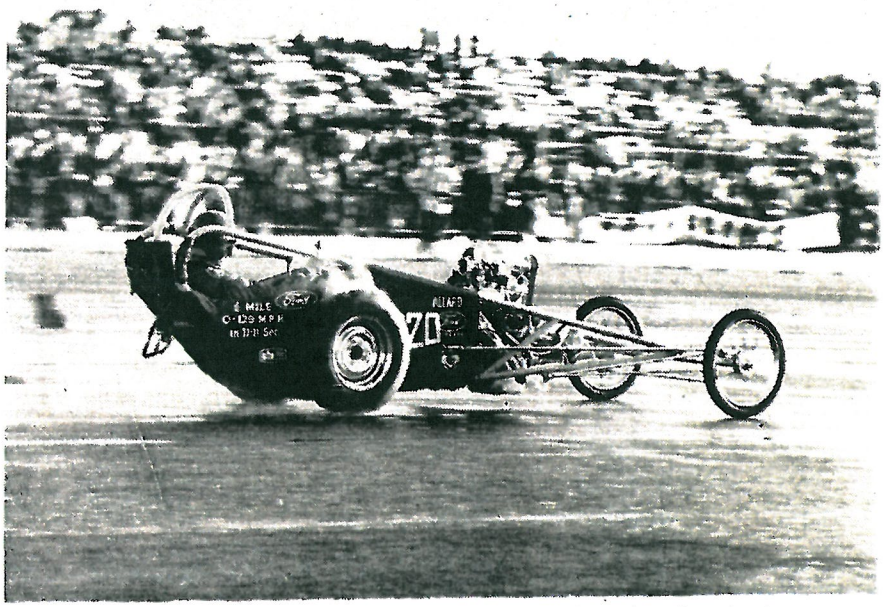
"Regarding the benefits we—as distributors for Wynn's Friction Proofing in the North—derived from the meeting, we must assume that the publicity we gained through decals seen and the number of Wynn's jackets which were worn, helped a little towards creating a Wynn's national image, but this is hypothetical. We did sell a certain amount of stock and incidental items which to a certain extent off-set our expenditure but I feel that many improvements will have to be made before companies like ourselves can honestly say that a reasonable amount of publicity is obtained at Drag meetings.

These are 'early days' with regard to Drag racing in this country but if we are to gain a rapid following of this sport, better all round facilities and organisation must be forthcoming.

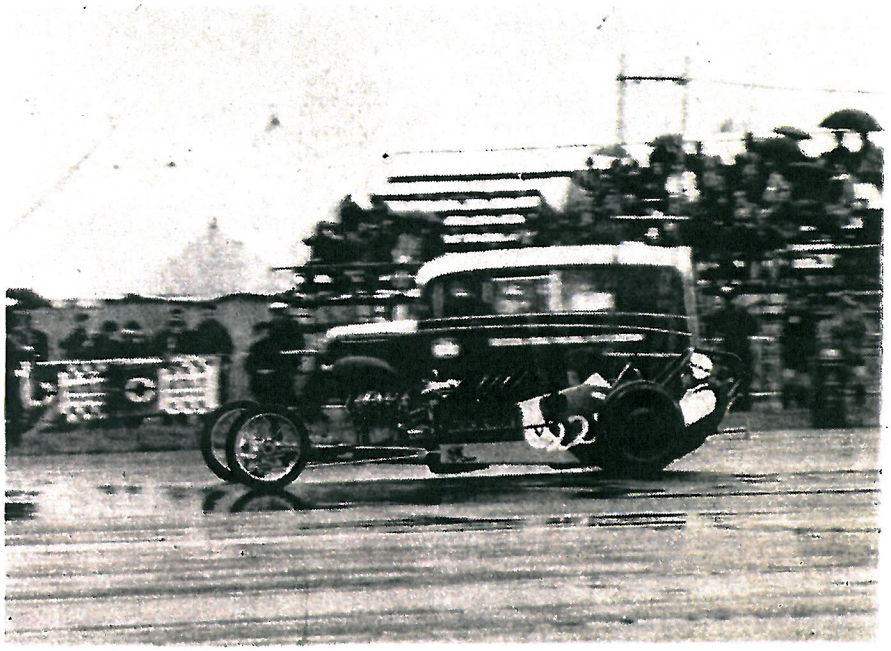
More pre-race advertising must take place. I must clarify this by saying that the meeting at Blackbushe seemed to be well publicised but in the North very few of our customers, who should really be the ones who are 'in-the-know', were aware of the date and venue. We offered our services a number of weeks before the meeting in respect of distribution of posters etc. to advertise the meeting throughout the North but none were sent to us. The general feeling in this part of the country was that we were too far away from the BDRA headquarters to be able to command their full attention to this meeting.

Tighter control of special passes and tickets etc., must be maintained as we were inundated inside the paddock with queries from the general public who were not BDRA members. (It is of interest to record at this stage that we were, as a Company, not in possession of paddock

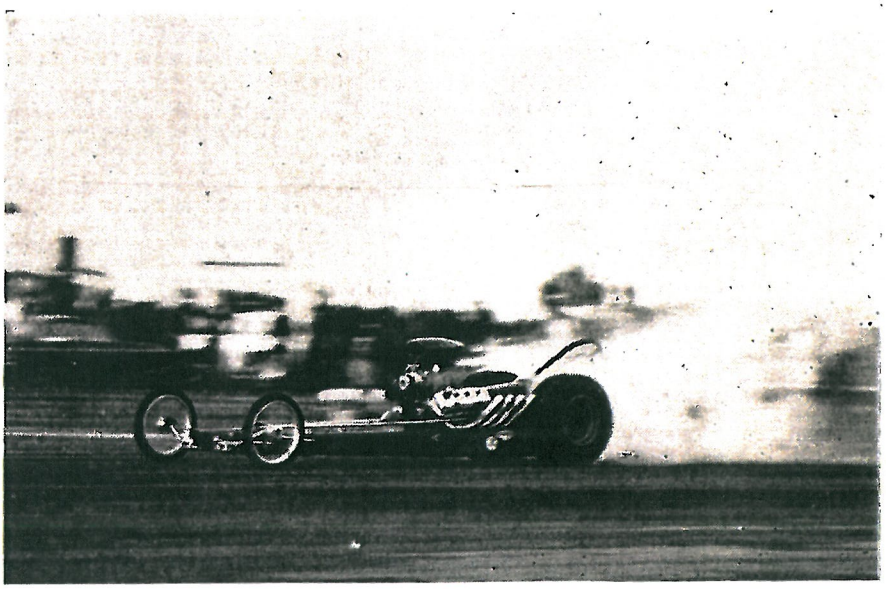
(Continued on page 200)



Bob Mackie driving the Allard Dragon, which was the prize given in the recent BDR magazine contest, drove superbly to take top eliminator title and record best e.t. in Class 14 at Blackbushe.



(*Above*) **Jeff Theobald gets his Jaguar-engined dragster away in the wet and** (*below*) **Nick Colbert, drag strip owner from Denver, Colorado, burns rubber and water at Blackbushe. Despite the flooded strip and using the slower lane, Nick reached a terminal speed of 177 mph.**



BLACKBUSHE AIRPORT
CAR AND MOTORCYCLE CLASS RESULTS

Car Competition

Class	*e.t. 1st*	*e.t. 2nd*	*e.t. 3rd*	*Elim 1st*	*Elim 2nd*	*Elim 3rd=*	*Elim 3rd=*
1	J. Jackson 15.50 sec.	K. Bunnage 16.15 sec.	D. Mellins 17.91 sec.	K. Bunnage	J. Jackson	D. Mellins	
2	J. Filbee 13.81 sec.	P. Griffiths 14.78 sec.	J. Pearce 15.03 sec.	J. Filbee	J. Pearce	J. Quick	P. Griffiths
3	P. McNally 13.56 sec.	C. Lawrence 14.57 sec.	Lord Cross 14.80 sec.	P. McNally	C. Lawrence	Lord Cross	
4	P. Wardle 14.82 sec.	P. Lawrence 15.46 sec.	J. Bekaert 15.91 sec.	P. Lawrence	N. Porter	J. Bekaert	K. Ayers
5	M. Bowler 14.94 sec.	K. Baker 15.59 sec.	B. Hawkins 15.60 sec.	B. Hawkins	N. Watts	M. Miles	R. Biss
6	A. Wemyss 14.76 sec.	H. Parkin 14.87 sec.	G. Chapman 15.38 sec.	A. Wemyss	H. Parkin	D. McKee	G. Chapman
7	A. Mallock 14.64 sec.	D. Bridges 15.22 sec.	C. Drake 15.35 sec.	A. Mallock	C. Drake	J. Coles	D. Bridges
8	K. Wilson 13.89 sec.	D. Beckett 13.99 sec.	D. Gibson 14.10 sec.	D. Gibson	K. Wilson	D. Beckett	R. Tindell
9	J. Dean 12.37 sec.	D. Good 13.52 sec.	D. Farrell 13.71 sec.	J. Dean	D. Good	D. Farrell	
10	R. Lee 14.58 sec.	T. Smith 15.01 sec.	H. Thomas 15.44 sec.	R. Lee	T. Smith	J. Wood	
11/12	C. Summers 12.20 sec.	P. Meldrum 12.28 sec.	A. Johnson 12.81 sec.	C. Summers	P. Meldrum	J. Gavin	W. Cuff
13	C. Glass 14.62 sec.	P. Huggins 15.06 sec.	R. Heatley 16.32 sec.	C. Glass	P. Huggins	H. Bull	R. Parker
14	R. Mackie 11.92 sec.	D. Jenkinson 12.97 sec.	L. Moss 13.07 sec.	R. Mackie	L. Moss	J. Harrison	D. Jenkinson
15	A. Allard 10.45 sec.	N. Barclay 11.36 sec.	A. Herridge 12.31 sec.	N. Barclay	A. Herridge	A. Allard	

e.t. Winners of Classes 1-12 *receive tankards. Elimination Winners of Classes* 1-15 *receive tankards.*

Motorcycle Competition

Class	*1st*	*2nd*	*3rd*
1	A. Brown 14.44 sec.	J. Terry 15.63 sec.	F. Wells 15.90 sec.
2	E. Hurley 13.63 sec.	A. Charalambos 13.83 sec.	D. Manning 14.24 sec.
3	F. Wells 12.99 sec.	R. Ansell 13.47 sec.	A. Gane 13.47 sec.
4	R. Loux 12.14 sec.	J. Cook 12.20 sec.	M. Roberts 12.34 sec.
5	N. Higgins 11.72 sec.	J. Lloyd 11.91 sec.	I. Ashwell 12.76 sec.
6	H. German 12.70 sec.	M. Gray 14.40 sec.	D. Norman 16.74 sec.

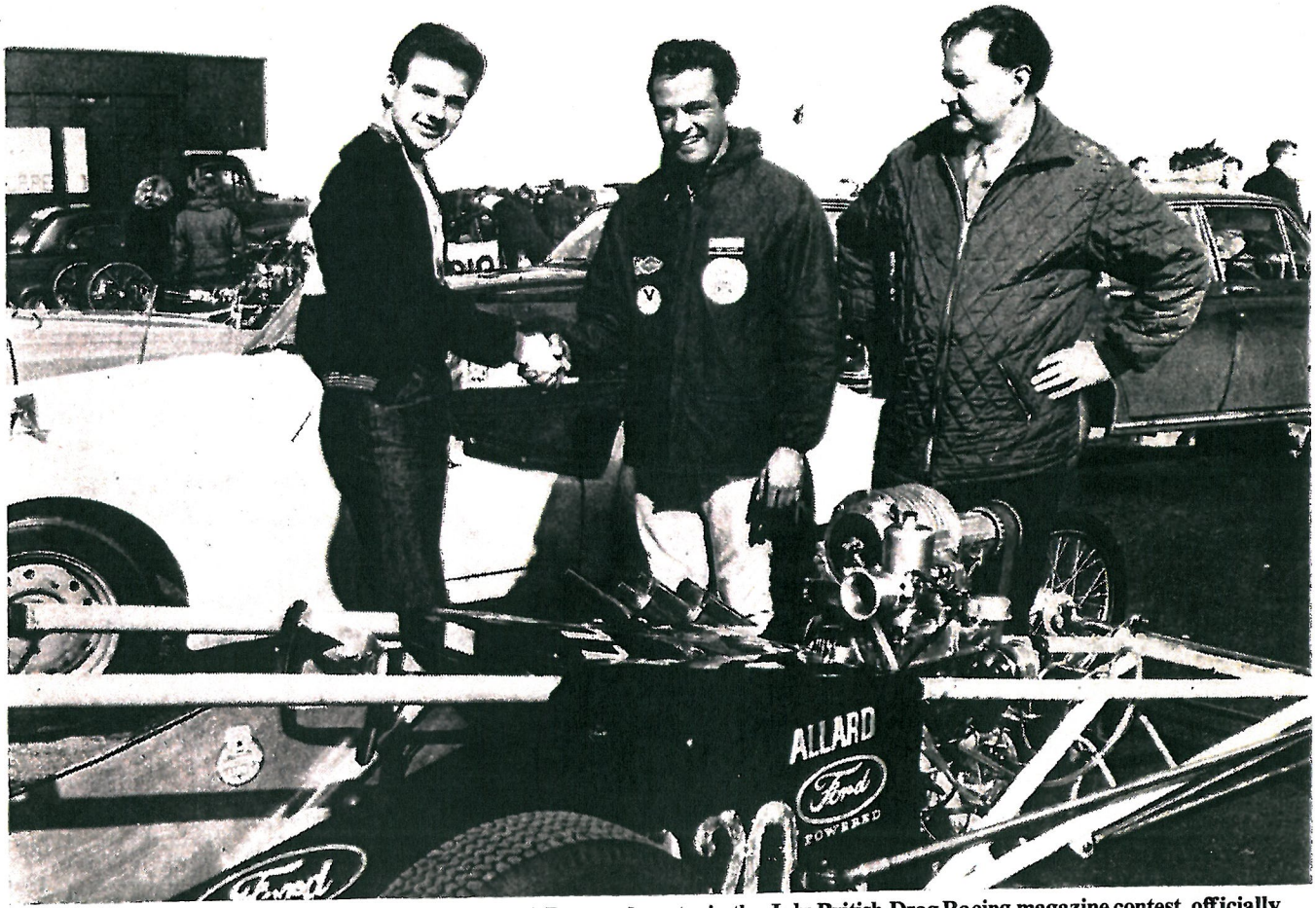
Winners of Classes 1-4, *Class* 6, *and 2nd driver, Class* 5 *receive tankards.*

RAF WOODVALE
CAR AND MOTORCYCLE CLASS RESULTS

Car Competition

Class	*e.t. 1st*	*e.t. 2nd*	*e.t. 3rd*	*Elim 1st*	*Elim 2nd*	*Elim 3rd=*	*Elim 3rd=*
1	R. Hare 15.70 sec.	W. Machell 16.52 sec.		R. Hare	W. Machell	B. Honnor	
2/3	J. Cuff 13.52 sec.	G. Brown 14.57 sec.		J. Cuff	E. Synowiec	G. Brown	P. Lee
4	N. Porter 15.24 sec.	T. Warburton 15.55 sec.		N. Porter	T. Warburton	W. Booth	E. Ellis
5/6	H. Parkin 14.52 sec.	K. Sales 14.58 sec.		G. Chapman	H. Parkin	A. Bennett	R. Cunningham
7	H. O'Brien 12.64 sec.	J. Chamak 13.63 sec.		H. O'Brien	J. Chamak		
8/9	D. Farrell 12.85 sec.	K. Wilson 12.88 sec.		K. Wilson	D. Farrell	T. Gibson	F. Sowden
10	R. Darlington 13.77 sec.	M. Peel 14.84 sec.		R. Darlington	M. Peel	C. Bradshaw	
11/12	J. Johnson 12.08 sec.	J. Bridges 12.56 sec.		J. Johnson	J. Bridges	J. Cordingley	
13	C. Glass 14.74 sec.	D. Freeborn 15.31 sec.		C. Glass	H. Bull	D. Metcalf	D. Freeborn
14	R. Mackie 11.29 sec.	T. Densham 11.58 sec.		R. Mackie	S. Marson	T. Densham	J. Harrison
15	A. Allard 9.30 sec.	N. Barclay 9.65 sec.		A. Allard	N. Barclay	A. Herridge	B. Witty

(Continued on next page)



Chris Pattison, who won the record-breaking Allard Dragon dragster in the July British Drag Racing magazine contest, officially receives the car from Tony "22 Jnr" Nancy. Also in picture: BDR magazine editor Roland Green.