Motorcycle Competition (continued from previous page)

Class	e.t. 1st	e.t. 2nd	e.t. 3rd	Elim 1st	Elim 2nd	Elim 3rd=	Elim 3rd=
1	A. Brown 14.34 sec.	J. Terry 15.20 sec.	F. Wells 15.41 sec.	A. Brown	F. Wells	J. Terry	R. Vidal
2	E. Hurley 12.76 sec.	D. Lecoq 13.25 sec.	A. Charalambos 13.65 sec.	E. Hurley	D. Manning	D. Lecoq	
3	J. Terry 12.54 sec.	F. Wells 12.70 sec.	A. Gane 12.90 sec.	J. Terry	A. Gane	F. Wells	R. May
4	J. Cook 10.93 sec.	P. Smith 11.06 sec.	R. Loux 11.07 sec.	P. Smith	W. Bragg	R. Loux	J. Cook
5	N. Higgins 11.06 sec.	I. Ashwell 11.15 sec.	J. S. Lloyd 11.44 sec.	N. Higgins	I. Ashwell	J. Lloyd	A. Brown
6	A. Hagon 10.50 sec.	L. Perry 10.53 sec.	G. Brown 10.71 sec.	A. Hagon	R. Rios	L. Perry	D. Page

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

U.S. DRAG RACING TEAM 1965: Times Achieved

At Blackbushe:

Bob Keith	9.40/142 ...	10.80/137
Tony Nancy	11.35/134 ...	
Danny Ongias	9.62/120 ...	9.76/150
Gary Casidy	11.95/125 ...	9.41/150
Chuck Griffith	9.57/148	
Nick Colbert	13.63/106 ...	9.14/177
Buddy Cortines	8.78/179 ...	9.63/165
Merek Chertkow	10.44/128	

At Woodvale:

Bob Keith	9.48/144 ...	15.03/169		
Tony Nancy	10.00/124 ...	NT/153		
Danny Ongias	7.99/196 ...	7.91/200 ...	7.90/200 ...	Failed
Garry Casidy	8.74/170 ...	11.42/166 ...	8.57/173	
Chuck Griffith	12.68/146 ...	8.44/185 ...	8.11/198 ...	8.18/174
Nick Colbert	8.56/176 ...	9.05/130 ...	8.42/168	
Buddy Cortines	8.01/192 ...	7.83/200 ...	7.86/192 ...	7.74/201
Ben Griffin	NT/NS ...	12.98/183		
Merek Chertkow	9.80/174			

SPECIAL EVENTS

At Blackbushe: Car "A" Elimination

1st A. Allard	3rd = N. Barclay	5th = A. Herridge	5th = C. Summers
2nd P. Meldrum	3rd = J. Dean	5th = R. Mackie	5th = D. Good

Car "B" Elimination

1st D. Jenkinson	3rd = D. Gibson	5th = W. Cuff	5th = D. Farrell
2nd D. Beckett	3rd = K. Wilson	5th = J. Gavin	5th = J. Filbee

At Woodvale: U.S. Drag Racing Team Elimination

1st Buddy Cortines	3rd = Chuck Griffith	5th = Nick Colbert	5th = Bob Keith
2nd Danny Ongias	3rd = Gary Casidy	5th = Ben Griffin	5th = Tony Nancy

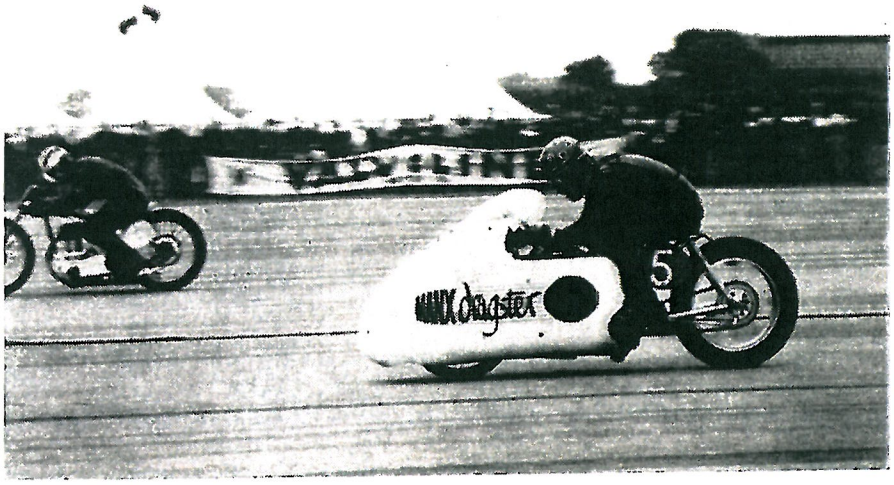
Fastest 16 Motorcycles

1st A. Hagon	10.50	5th N. Higgins	11.06	9th R. Rios	11.12	13th D. Page	11.57
2nd L. Perry	10.53	6th P. Smith	11.06	10th I. Ashwell	11.15	16th N. Johnson	11.77
3rd G. Brown	10.71	7th R. Loux	11.07	11th J. Lloyd	11.44	15th A. Brown	12.31
4th J. Cook	10.93	8th M. Roberts	11.10	12th H. German	11.48	16th M. Gray	12.34

SPEED WORLD

NUMBER 1

NSA TOP RIDERS ENJOY RECORD-BREAKING WEEKEND



E. A. Hurley (Manx Dragster) on a qualifying run prior to winning the Class Eliminator at Swindon.

PROVISIONAL RECORDS

Quarter-mile standing-start World records. 250 cc: J. T. Terry (Honda), 15.188 seconds=58.31 mph; **350 cc:** E. A. Hurley (Norton), 12.91 sec.=69.71 mph (also British record); **500 cc:** F. Cooper (Triumph), 11.34 sec.=79.37 mph (BR); **750 cc:** M. Roberts (666 Triumph), 10.67 sec.=84.31 mph (BR); **1,000 cc:** G. Brown (Vincent), 10.31 sec.=87.29 mph; **1,300 cc:** A. Hagon (1,150 JAP), 10.64 sec.=84.63 mph (BR); **500 cc sidecar:** E. Booth (Matchless), 14.93 sec.= 60.28 mph (BR); **750 cc sidecar:** W. Bragg (650 Triumph), 13.89 sec.=64.82 mph (BR).

Kilometre standing-start World records: 750 cc: C. Rous (Triumph), 20.03 sec.= 111.66 mph (BR); **1,300 cc:** A. Hagon (JAP), 19.90=112.41 mph (BR); **500 cc sidecar:** F. Booth (Matchless), 28.46 sec. =78.61 mph; **750 cc sidecar:** W. Bragg (650 Triumph), 25.48 sec.=87.80 mph.

Kilometre flying-starts British records: Scooter: D. Noys (Lambretta GT), 27.25 sec.=82.08 mph; **750 cc sidecar:** W. Bragg (650 Triumph), 19.12 sec.=116.98 mph; **1,300 cc:** A. Hagon (JAP), 16.22 sec=137.89 mph. **Kilometre standing-start British records: Scooter:** G. Noys (Lambretta), 34.14 sec=65.52 mph; **350 cc:** E. Hurley (Norton), 23.90 sec=93.61 mph; **500 cc:** F. Cooper (Triumph), 21.59 sec.=103.60 mph.

Quarter-mile flying-start British records; 750 cc: C. Rous (Triumph), 6.36 sec. 141.51 mph: **Scooter:** D. Noys (Lambretta), 10.89 sec.=82.61 mph.

Quarter-mile standing-start British record: Scooter: D. Noys (Lambretta), 17.23 sec=52.24 mph.

Perfect ground and air conditions at Elvington, near York, helped the NSA's top riders to achieve a successful record-breaking weekend which was sponsored by *Motor Cycle News*.

Ten national records, a "clutter" of world-records in the newly recognised quarter-mile standing-start category and one new world record, the 750 standing start kilometre.

In fact the latter record was broken twice during the two-day meet—on Saturday, **Martin Roberts** (666 Triumph) broke both world and national 750 kilo records at 21.04 sec, (106.32 mph) only to be beaten on the Sunday by **MCN** staff-man **Charlie Rous** (CRS Triumph) at 20.0335 sec, (111.66 mph).

Alfie Hagon, (1,150 JAP) BDRA vice-president and winner of the top m/c award at the recent International Drag Festival, established at 1,300 cc British and world quarter-mile standing-start record in 10.64 (84.63 mph). Alf also established a kilometre standing-start 1,300 cc world record at 112.41 mph and a flying kilo at 137.89 mph.

Incidentally, Alf's always spectacular starts were made even more so by virtue of the fact that the back wheel was lifted off the ground with a spring loaded centre stand. This gave him the required wheelspin he was unable to get off the runway.

Eamon Hurley (Manx Dragster), whom many readers will remember winning his Class Elimination at 12.54/109 mph during the Vickers Gala, did a standing start quarter in 12.91 sec (69.71 mph).

The record-bag for the two crowded days totalled 34. Other record-breakers well known to BDR magazine readers included **George Brown** (whose super Nero still seems to be giving trouble), son **Tony, Arthur Breeze,** NSA secretary **Jack Terry,** and **Bill Bragg.** **R.H.**

Alf Hagon Products

Hagon Dragster Forks
Triumph Sprint Frames
Borrani Alloy Rims
Fuel Injectors
Engine Plates cut to your pattern
Racing Plugs
Racing Fuels and Oils

Send S.A.E. for Accessories List to:

350/352 High Road,
Leyton E.10.
LEYtonstone 8416



Alf Hagon takes a celebration drink following his record-breaking 150 mph whilst Graham Forsdyke, BRD magazine motor cycling editor, waits for his story.

BACK THE BRITISH BIKES TO WIN

SAID GRAHAM FORSDYKE

—and win they did!

On paper we never had a chance.

The Americans who came here with their bikes for the second International Dragfest were, on form, the easy winners in both 650 cc and 1,300 cc classes, and had a fighting chance in the 350 cc events.

But things have a habit of going against the book in drag racing—and the Festival was no exception.

Take a long hard look at the biggest class:

The American challenge came from the Perry and Scott twin-engined Triumph "Stage Fright" and the similar Rios-LaRue "Two Timer".

Dick Rios came to Britain with the reputation of being one of only three men in the world to have beaten the ten second barrier on two wheels. More than this, in the States he constantly forces his machine down the strip in the high nines.

Lawrence Perry hasn't beaten ten seconds but he has set up times in America which should have made him an easy second placeman to Rios with British riders filling up the rest of the results sheet.

But it didn't quite happen that way.

Britain matched world-record-holder George Brown, Alf Hagon, Howard German and Dave Page against the American pair at Woodvale on October 3. The field had been virtually the same the week before at Blackbushe, but diabolical weather conditions wrecked the meeting before the all important elimination rounds had been held.

At Woodvale, Perry was the man to watch. He knew that his team mate Rios was in trouble and set out to take home the money, aiming at fastest time of the day, fastest terminal speed and, of course, the top eliminator title.

He made the fastest terminal speed with 150 miles per hour—the fastest time ever recorded on a British strip. He may have made his other two aims as well—but he wasn't given the chance.

Perry was disqualified from the class eliminator event for being late on the line for his semi-final run-off with eventual winner Alf Hagon, and was not only put out of this event, but the top eliminator as well as, due to lack of time, both events were combined.

No one's disputing the fact that the American negro was slow in getting to the line and was therefore in contravention of the rules but there are times when even the most officious of officials should turn a blind eye—and this was one such a time.

Perry was upset, his team mates furious and the crowd mystified as they hadn't the slightest idea of what was going on.

The effect of this disastrous display by the organisers was that Alf Hagon was handed the big award on a plate.

After Perry was excluded, all Alf had to do was beat Rios, who was handicapped by a sick gearbox and a machine which did not steer well on the bumpy airstrip.

But the East London special builder did more than this.

He upped the nitro methane content in his tank to 60 per cent and sent his 1,100 cc JAP-engined machine down the tarmac in 10.5 seconds to record the fastest time of the Festival beating Perry's earlier best of 10.53.

The Woodvale Festival was Hagon's day, and he thoroughly deserved his win. But the questions remain:—

If Perry had been allowed to run could he have beaten Hagon in the eliminator?

Perry would have had a chance of two more runs if he had not been excluded. In one of these could he have shaved those fractions of a second off his previous times to take ftd?

I personally feel that Hagon could still have pulled it off, but Perry and thousands of others may think differently. The fact that we were not able to find the answers made what should have been a fantastic festival only a frantic farce.

What made matters worse was the fact that, due to delays, the top 16 eliminator contest was not run and these big American machines made less than half a dozen runs each—after a 12,000-mile round trip.

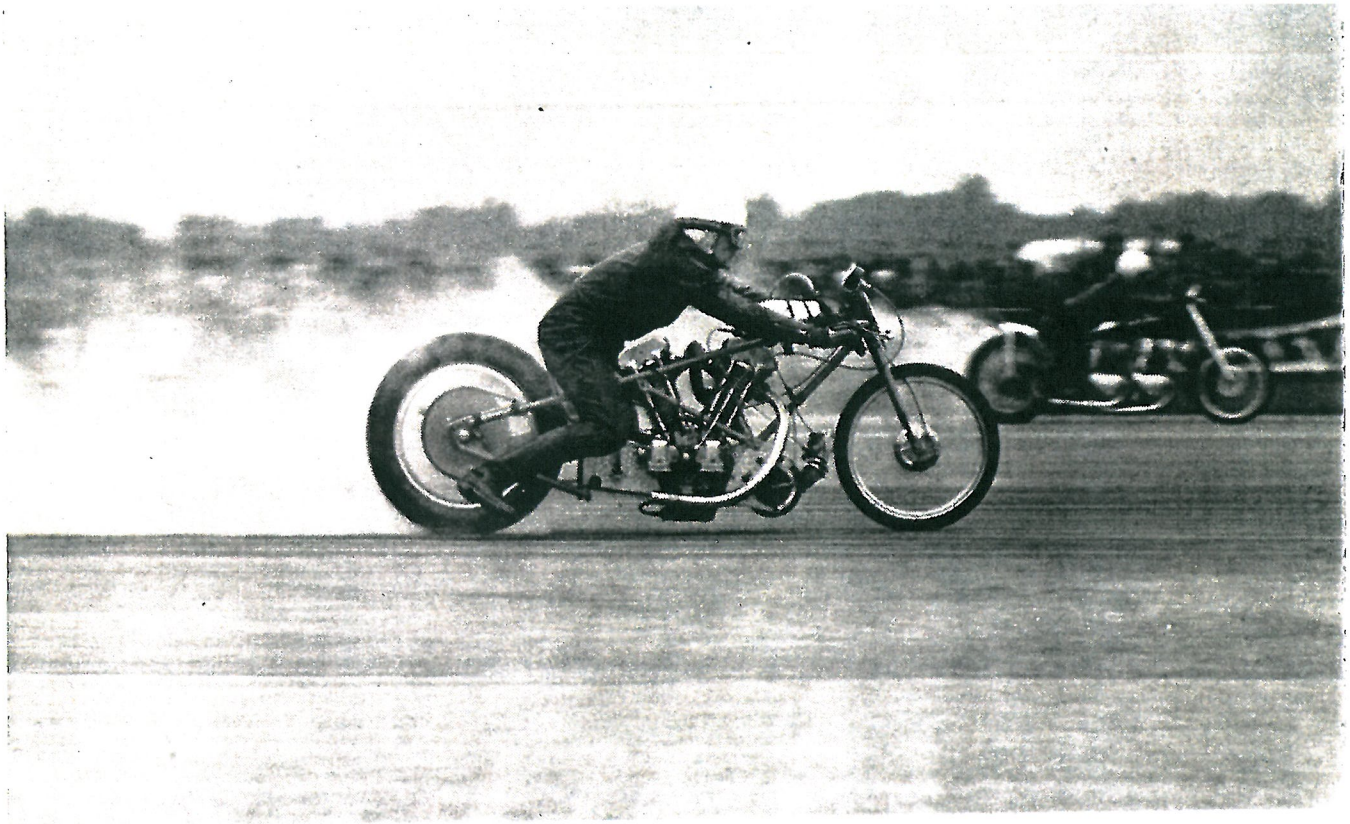
The other British machines in the 1,300 cc class were not so lucky as Hagon. George Brown had endless trouble with his big over-bored Vincent suffering from ignition trouble and was not able to take his normal place on the scoreboard.

In the eliminator contest he was beaten by another supercharged, enlarged Vincent riden by Dave Page. But Dave's machine broke under the strain of defeating Brown. The crankcase opened up at the bottom omening even worse trouble inside the engine.

The other British big-leaguer was Howard German on the Drag Waye, built by aircraft development engineer Clive Waye. This was the machine at which many people, including myself, scoffed a little over a year ago when it was first run.

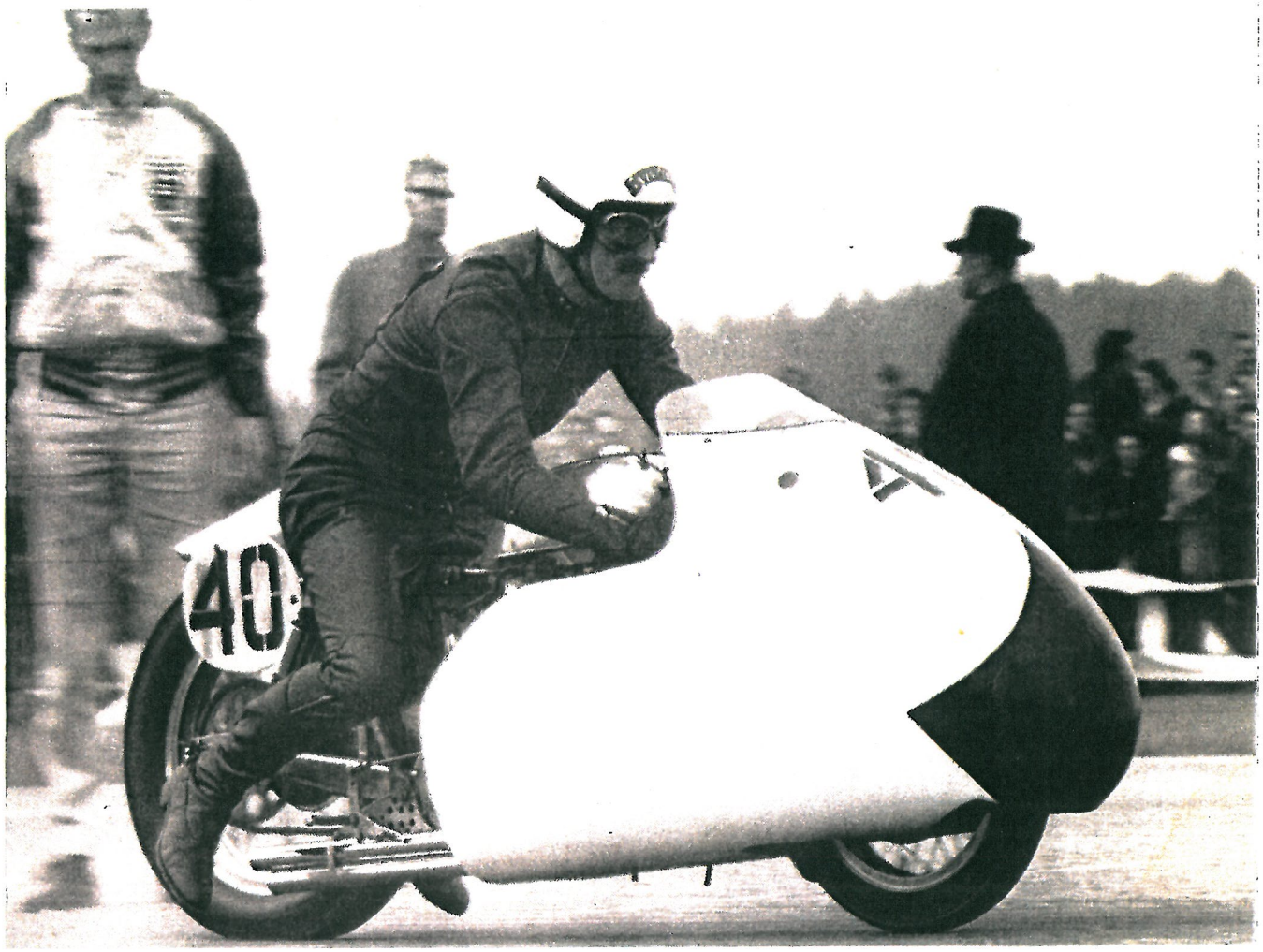
Now it's not so easy to laugh at the 12-foot machine. It still looks a monstrosity, but a Woodvale time of 11.48 seconds can go a long way to turning an ugly duckling into a swan.

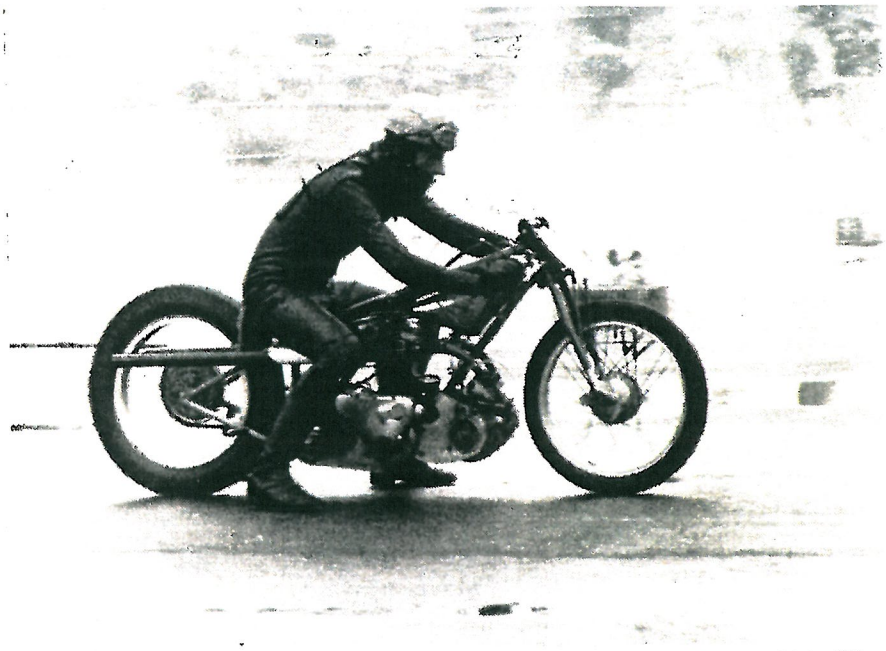
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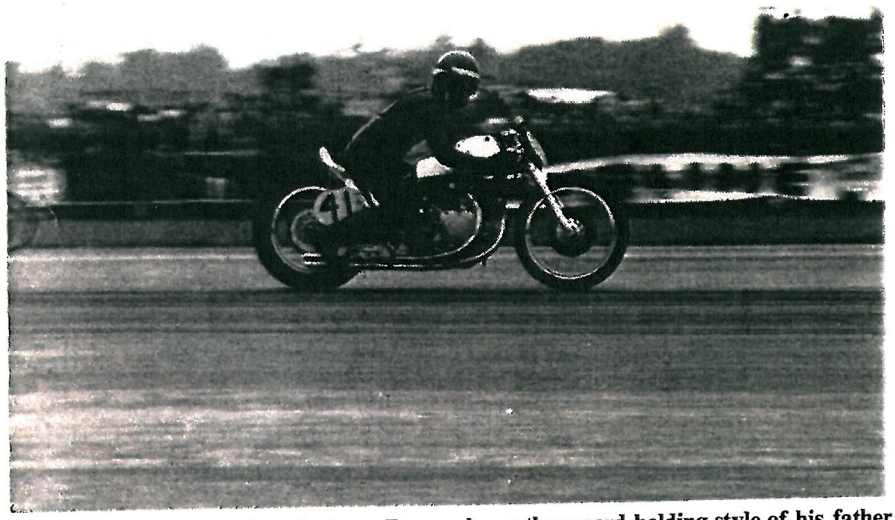
(*Above*) **Although not the fastest man at the Dragfest, Alf Hagon made the quickest run at 10.50 and walked off with the £100 Top Eliminator Trophy.**

(*Below*) **Fastest man at Blackbushe and not disgraced at Woodvale, Neville Higgins on his very fast supercharged 1,000 cc Vincent which he calls Jindivik.**

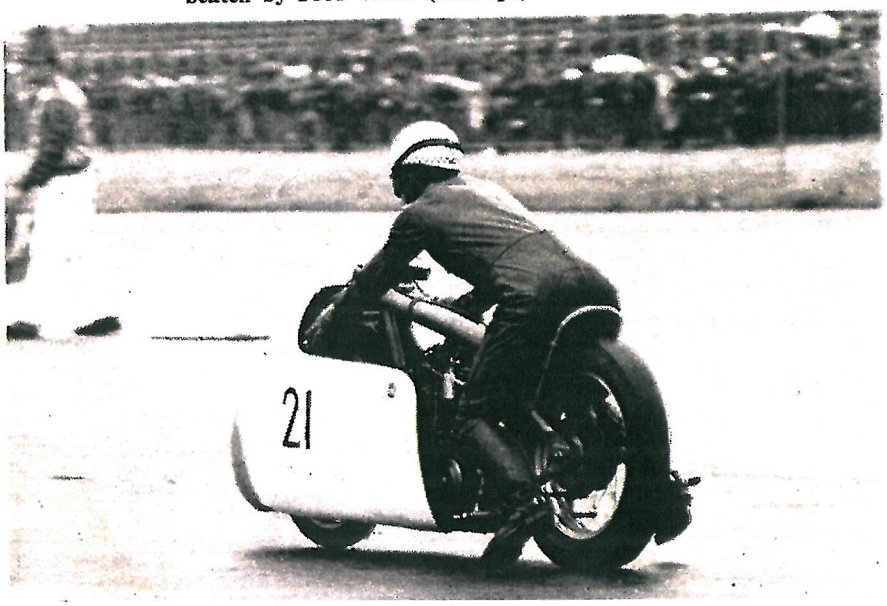




Now going a lot faster than when first purchased from Alf Hagon, Pete Smith's 650 cc Triumph with supercharger won the eliminator class at Woodvale from Bill Bragg on a similar machine.



Small lad on a big machine, Anthony Brown shows the record-holding style of his father George as he rides the 1,000 cc unsupercharged Vincent "Nero". (*Below*) NSA Secretary Jack Terry on his very successful JAP won the 500 cc class at Woodvale but was beaten by Fred Wells (Triumph) at Blackbushe.



(Continued from page 194)

If Britain did well to wrest the 1,300 cc honours from the Americans, our 750 cc class eliminator win was nothing short of fantastic.

The American 650 cc engined Triumph machines look all wrong to our eyes. By current British standards they are too heavy and have much too short a wheelbase. But the fact remains that they perform better than the average UK 1,000 cc machine.

Bob Loux with his heavy, iron-engined machine was, from the start, the man to watch. He made best time at the wet Blackbushe meeting and Rios freely admitted to me that, in America, even his 1,300 cc machine was not free from attack by the Loux Triumph.

But at Woodvale the gremlins (American variety) struck and Loux had to hand things over to fellow countryman Jim Cook.

Even Jim's slightly slower machine should have been capable of beating the British challenge from Martin Roberts, Bill Bragg and Pete Smith, all on supercharged Triumphs.

Martin Roberts was knocked out by Pete Smith but not before he had made joint highest terminal speed of 130 mph with Cook. Cook also added fastest 750 cc time to the record book at 10.93 seconds.

But Cook, after making two eliminator runs, failed to make the line again, leaving the final between Smith and Bragg. Smith came home the winner with one of his best-ever times on the ex-Alf Hagon Triumph at 11.06 mph despite a slow terminal speed of 109 mph.

The only other class disputed by the Americans was the 350 cc and here they had but one runner, Denis Manning on a supercharged Honda—an enlarged 305 cc machine.

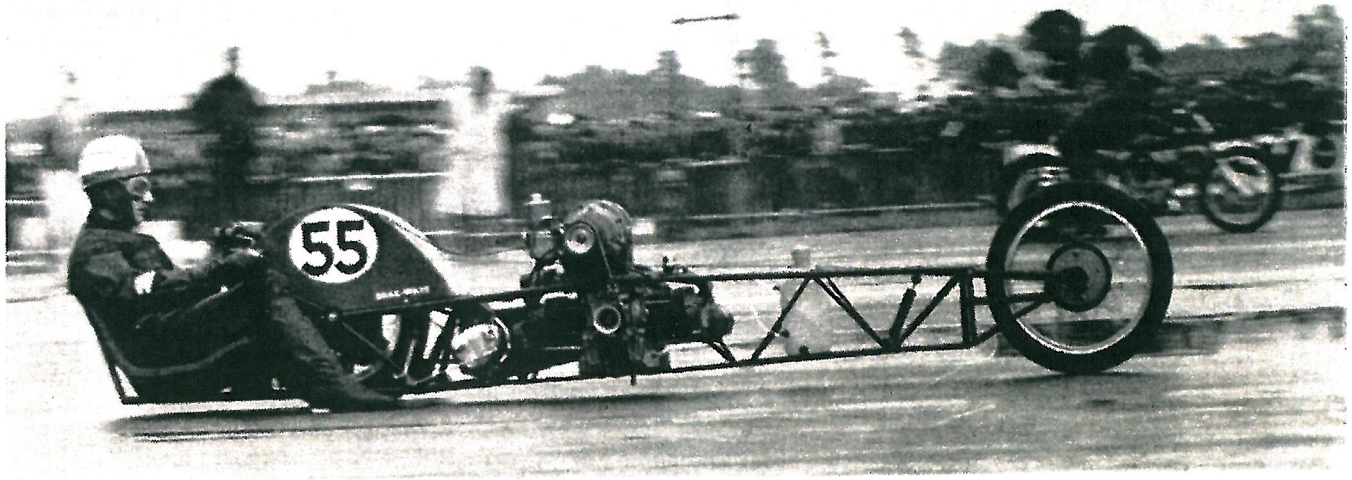
His chief rival was British record holder Eamon Hurley whose Manx Dragster was drinking more nitro in its fuel than ever before.

But it was no contest.

The Honda, beautifully prepared, seemed just too complicated to be true. It was a new machine and obviously a lot more development work will be needed before it achieves the necessary degree of reliability.

After throwing off one supercharger belt after the other the Honda was technically out of the race, having failed to make the line on a couple of occasions. But, despite cracking the supercharger drive casing, Manning was still keen to run—even with his machine held together with wooden wedges and wire.

Eamon Hurley sportingly offered him



Howard German with his ultra unconventional Volkswagen-engined "Drag Waye" is proving a lot of people wrong with his very good quarter-mile times.

a re-run for the eliminator award, but again the Honda failed to perform and Hurley had a walkover.

Although times in the 1,100 cc class were eclipsed by the American 650 cc machines, racing was as keen as ever with Ian Ashwell and Blackbushe winner and hill-climb expert Neville Higgins lining up for the eliminator final.

Again Higgins won with a run in 11.06 seconds and a high terminal speed of 139 mph Neville deserved to take home the gold if only as an extra award for his very brave and hair-raising run on the swamped Blackbushe field a week earlier.

The 250 cc class at Woodvale wasn't really worth running. Only two competitors were left to fight it out for the eliminator title.

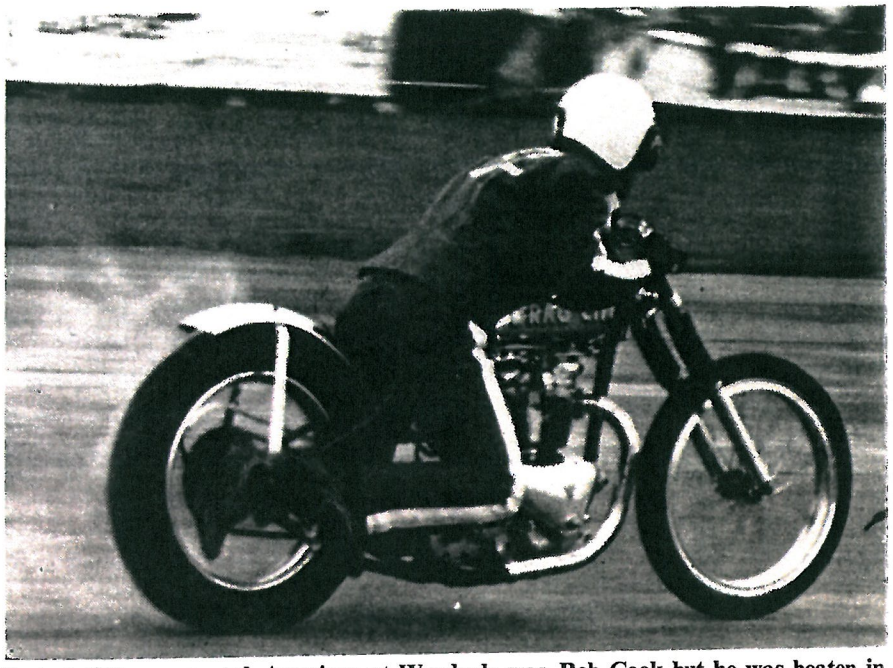
One was Fred Wells—the man with most rides in the festival for he entered three classes—on his 200 cc Triumph Tiger Cub and the other, Anthony Brown on the Reynolds 531-framed Ariel Arrow.

Despite a very healthy proportion of nitro in the tank the 200 cc Cub was no match for the full-250 Arrow which won at 14.95 with a terminal of 87. Fred's terminal was the same but his time was 15.45 seconds.

Everyone was looking forward to a fine battle in the 500 cc class between Fred Wells and National Sprint Association secretary Jack Terry on his single-cylinder JAP.

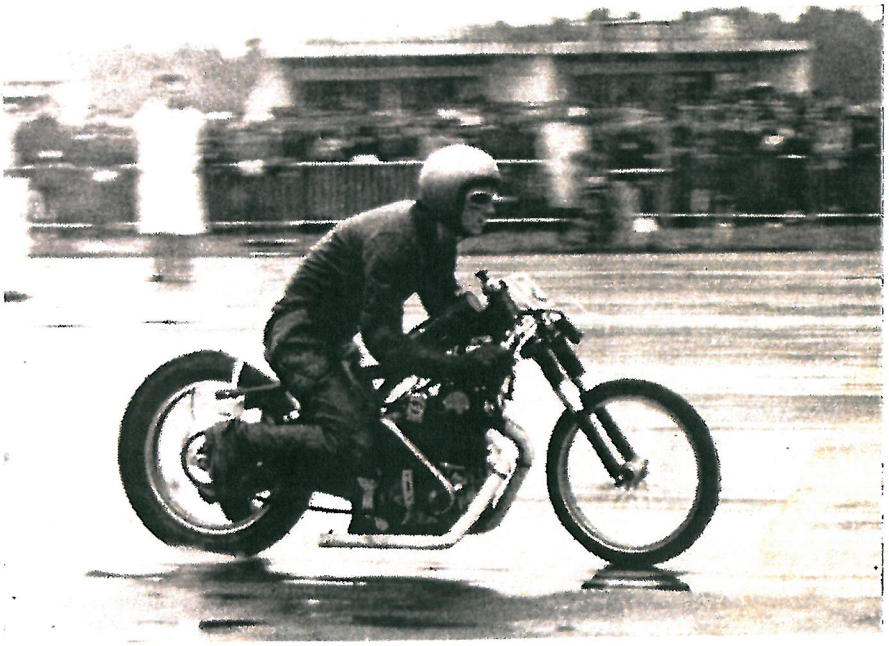
Fred's supercharged Triumph easily beat Peter Harman's Velocette in the first eliminator round but he dropped a valve in the engine as he crossed the finishing line. Terry then took on Tony Gane's Rudge and was first across the line at 12.54 seconds. to repeat his half-litre class wins of last year's Festival.

As the top 16 eliminator runs were not held it was decided to award the top £100 prize to Hagon for his 10.50 second run and win in the 1,300 cc class.



Fastest 650 cc mounted American at Woodvale was Bob Cook but he was beaten in the eliminator contest which was won by Pete Smith (Hagon Triumph).

Man hardest hit by bad luck—Dennis Manning made a 1,200-mile round trip to be at the Festival but his machine didn't get in one trouble-free run.



From the Secretary

GERRY BELTON, BDRA SECRETARY, WRITES ON DRAGFEST, PRACTICE DAYS AND AREA BREAKDOWNS.



Another Drag Festival come and gone —and what a memorable time, from every point of view! The first Saturday's wash-out was, I believe, only the third British sporting event to be abandoned because of rain in the last 15 years. Sunday promised well, but the rains came at 12.03 pm, exactly three minutes after the first run of the day, made by American Team Captain Bob Keith in his beautiful Chrysler-powered fueler, the only run completed on a dry track during that first weekend. For all that, the Americans did us proud, with their near suicidal runs on a streaming track, never having performed in the wet before. And I am sure that those eleven dramatic passes made by the US Drag Racing Team will never be forgotten by any of us who were lucky enough to be at Blackbushe that memorable day.

At Woodvale, the weather really co-operated and we saw action and no mistake, with many runs by the Americans, during which the magic 200 barrier was broken four times. Of those who were able to get to Woodvale, who will forget Danny Ongias' heroic efforts to replace a broken clutch in less than an hour, preparing to meet Buddy Cortines in the Carrol Bros. and Oxman car in the Top Eliminator Final with just two minutes to spare before the RAC steward intended to close the meeting because it was nearly too dark to see the chequered boards at the end of the quarter! After all that, Danny's blower failed as the clutch went home. . . . But Cortines didn't know this and he kept his foot "on the bell-housing" to return that earth-shaking 201 mph run in 7.74 seconds! Next day he was heard to say that he never saw a thing during the final run. He swears he heard Ongias coming up on him which is why he "kept it on all the way". But knowing Buddy, even had he known his opponent was stationary and in flames on the start line, he still would have gone for that low et and top speed!

But there were other aspects of the Festival besides the tremendous show put on by the American cars which must be mentioned. The first-ever 150 mph terminal speed by a motorcycle in Britain was put up by American Lawrence Perry on Sonny Scott's twin Triumph "Stagefright" at Woodvale. What a pity that Perry didn't get his big chance against Alfie Hagon in the eliminations. It seems that BDRA committee-man Alfred, was dispatched prematurely even as Perry approached the start line. This was certainly the most serious of a number of organisational lapses at Woodvale which were brought about once again by the ridiculous situation which requires us to call upon other clubs, totally unfamiliar with drag racing principles, to run our own meetings for us!

Back on the credit side, what a fine showing was made this year by the British dragsters! We should all feel justifiably proud of the great strides made in the past 12 months by our rail-builders. Standards of design and engineering have improved by leaps and bounds and by all accounts many more cars will be completed during the coming winter months. 1966 should be an exciting year indeed!

Practice Days

Still on the subject of British dragsters, several cars entered for the Festival just couldn't make it due to lack of preparational time. At least two of the cars that did reach the start line were completely untried and could not give more than a hint of future potential.

Now rather than ask these hard-working people to wait until next season to see the fruits of their labours, we have decided **not** to close down for the winter completely. So there will be one or two more practice days—weather and venue permitting. The next one will take place, as usual at Graveley, on **Saturday, 23rd October,** starting at 12 noon (the clocks go back that evening). If all goes according to plan we also intend to run a Christmas practice day in December —how about that?—unless of course Jack Frost puts his oar in! We are thinking in terms of a barbecue lunch, etc.—but more details next Newsletter.

Obviously neither of these practice days can be successful unless there is a good turn-out of participants. Throughout the year we have made a considerable financial loss over these events due to lack of support and after the October Day the "10s per driver" fee will have to be increased. For all that, anyone who has attended these events will tell you that they are a wonderful day out for all concerned. The public is not admitted but, of course, all members are welcome. Graveley is five miles as the crow flies due south of Huntingdon and can be approached from either A1, A45 or A14. Nearest town, St. Neots.

October Social

The October social returns to the Norbury Hotel just for this month, the usual third Tuesday being **this** coming Tuesday, 19th October. No films, this time, but a noggin and natter in the bar downstairs.

Annual General Meeting

The 1965 Annual General Meeting takes place at the Abbey Hotel, North Circular Road, London, NW10, on Tuesday, 16th November, at 8.30 pm. It is hoped to have a film show during the evening, details of which will appear in the November Newsletter.

(Continued on next page)

(Continued from previous page)

Area Breakdown

With membership increasing at an unprecedented rate and moving rapidly towards the 1,000 mark, the long-projected breakdown of the Association into areas is now about to take place.

The pilot scheme provides initially for five major areas: Scotland, Northern, Midlands, Central and Southern. Scotland is the easiest area to define, the Border itself providing the Scotland/Northern Area common boundary. The Northern Area includes Yorkshire, Lancashire, Cheshire, Westmorland, Cumberland, Northumberland and Durham. Area secretary will be Mr. P. J. Jackson, 12 Scriven Grove, Haxby, Yorkshire, who for the time being will be handling the whole area.

The Midlands Area is colossal, including as it does the Principality of Wales, but there are so far insufficient members there to justify a Welsh section as yet. The counties in the Midlands Area are as follows: Warwickshire, Bedfordshire, Suffolk, Huntingdonshire, Herefordshire, Shropshire, Rutland, Gloucestershire, Northamptonshire, Cambridgeshire, Norfolk, Worcestershire, Leicestershire, Staffordshire, Nottinghamshire, Derbyshire, and Lincolnshire. This mighty bundle will be looked after initially by Mr. R. Feltell, 1016 Aldridge Road, Great Barr, Birmingham 22A.

The Central Area will consist of London and the following counties: Oxfordshire, Buckinghamshire, Hertfordshire, Essex, Berkshire, Surrey, Kent and Middlesex (which doesn't exist, or does it?). This area will be coped with by the General Secretary. Finally, the Southern Area will for the moment include Sussex, Hampshire, Dorset, Wiltshire, Somerset, Devon and Cornwall, although clearly here is another area which will warrant a further breakdown when the pilot scheme has got going. As in Scotland, an area secretary has yet to be appointed.

The reasons for breaking the Association down in this way really speak for themselves. The main point being of course that it is impossible to maintain satisfactory contact between London and the many, many active members in other parts of the country. The monthly socials, for instance, have so far had to be held near London and this has been quite useless to members outside the Greater London area. The Graveley practice days have drawn members from all over, but the airfield is out of practical reach of many people who want to try out their machinery. It should now be possible for each area to set about arranging their own social events and, in the fullness of time, to perhaps find a disused airfield for local practice days of their own. Additionally, area secretaries will be encouraged to produce their own newsheet and generally look after the interests of their members, perhaps with a view to eventual inter-area competition on the drag strip itself!

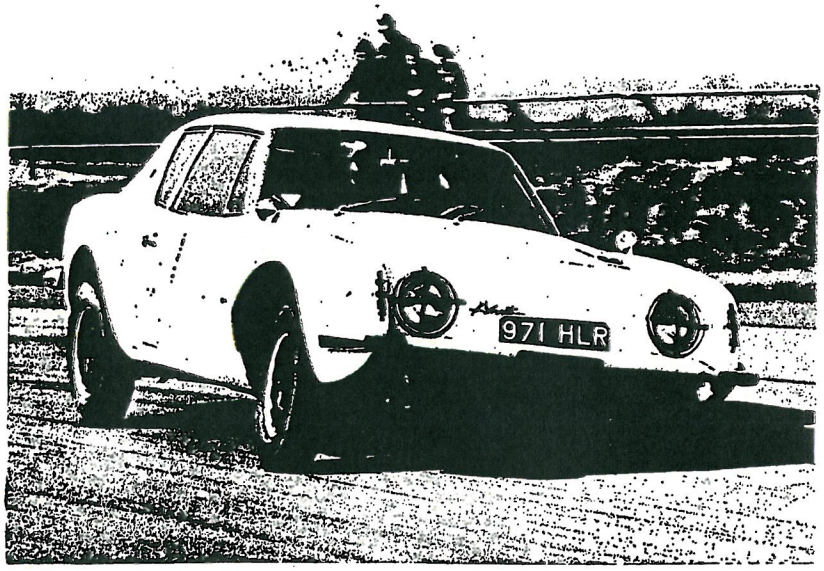
We must stress that this area breakdown is at pilot-scheme stage, and we should welcome comments and suggestions relating to the general proposals, particularly if of a constructive nature.

Obviously, time will be needed before the system begins to work properly, but the committee is confident that every member will do everything to support and assist his area secretary wherever possible.

In this manner we expect the BDRA to grow even more quickly into an effective and efficient organisation by which means our own sport of drag racing will rapidly take the place it deserves among the leading sporting activities of the present day.

GERRY BELTON

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We don't guarantee the magic 100—but one treatment with STP *will* make your racing changes racier, your accelerator more responsive, your steering lighter, your ride sweeter. STP is the pure, clean, golden oil additive—with the scientifically changed molecular structure. Super-lubricates the closest bearing surfaces. Has super-strength, super-adhesion. Peps up all mineral oils. Go ahead and prove it (one 12/6 can is all you should need).

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DRAG-STRIPS

Tony Kinch, whose 1650 cc GT Cortina was a non-starter at Blackbushe, is looking for drives next season. Tony, who last year sprinted and hill-climbed effectively to win 19 firsts, drove the much admired twin-engined Mini at all six Festival meetings.

If you have a car, are buying or building a car and want an experienced driver—please contact Tony c/o BDR magazine office.

* * *

Specialist drag race photographer Jim Kelly, who covered the Dragfest for a number of American journals, has joined "Speed Sport News". Jim, whose pictures have appeared in BDR magazine, was previously staff man with the monthly "Super Stock Magazine" and the weekly newspaper "Drag News".

* * *

BRITISH DRAG RACING magazine wishes to acknowledge with warmest thanks the gift by George Wells, to the magazine library, of back numbers of "National Dragster", "Drag News" and "Drag Sport Illustrated".

* * *

Some readers were sceptical of the report (£100,000 drag strip for Britain) which appeared exclusively in the June issue of BRITISH DRAG RACING magazine. Whispers are reaching BDR magazine offices that a company is in the process of formation for the purpose of "promoting drag race meetings" and that a venue has already been obtained. Furthermore the reference, in the earlier report, to "control tower, restaurant, workshops, etc." is part and parcel of the company's future planning.

* * *

You just cannot keep bearded Peter Jackson from Haxby (Yorks) out of the news.

Barely a week goes by without news-clippings arriving at BDR magazine office, featuring this out-and-out drag enthusiast.

Peter, who is an aircraft inspector, wants a local track to develop a Yorkshire drag race centre.

BDR magazine readers will remember Allen Friedrich's article in the September issue which featured Bob and Bill Summers' "Goldenrod" racer.

The car was built for an attempt on the land speed record for wheel-driven cars, the record currently held by Donald Campbell at 402.1 mph.

Their hopes were dashed when a damaged gear and wheel bearing made continuation of their practice runs impossible. A recent two-way run averaged 390 mph.

If you have difficulty obtaining your copy of British Drag Racing magazine, please tell us.

At the same time, give us the name and address of your nearest newsagent. We will do the rest.

Jack Stillwell made many friends for himself and Wynn's Friction Proofing when, at the end of a very long, wet day, he put on a "Midnight Matinee" showing of racing films for those staying at Blackbushe overnight. A nice gesture, Jack, much appreciated by all present.

* * *

Allen Friedrich, BDR magazine's US contributor, writes to say that thanks to some slick work by Brian Sparrow, "Drag World" was the only American publication to carry a complete story of the Festival.

* * *

Sydney Allard, President of BDRA, has been in Middlesex Hospital since the Festival for a "check-up". Appears Sydney had been experiencing quite a bit of pain during the Festival but, running true to character, refused to quit. Readers of BRITISH DRAG RACING magazine, its staff and contributors wish him a speedy and complete return to health.

* * *

Favourite BDR magazine contributor Denis Jenkinson writes in the December issue on "The Future Development of Drag Racing in Britain".

NEW RACING OIL FROM VALVOLINE

Valvoline introduce a special new high performance racing oil which, it is claimed, reduces friction and improves performance in competition engines.

The new racing motor oil was developed after extensive research and testing with engines ranging from those used in the Indianapolis "500" to those now competing on the racing circuits.

The Valvoline High Performance Racing Oil was used by the US Drag Racing Team competing in the recent British International Festival. Laboratory engine tests show that up to three per cent more revolutions per minute have been achieved with the new 50 weight racing oil as compared with regular 50 weight motor oils.

The makers state that independent tests show that there are also measurable gains in horsepower.

WHAT THE MANUFACTURERS SAY:

(Continued from page 189)

or entrance tickets for the majority of our staff and vehicles yet we were not questioned once about this).

A completely different system is required for trade stands such as ours so that we can be both inside the paddock and yet have easy access to the general public. It is essential that special areas should be alloted to all trade exhibitors or stand holders so that one does not have to arrive at the crack of dawn in order to stake a claim for a desirable area.

Although Blackbushe was controlled very well in the start area, Southport turned out to be just as big a shambles as it was last year when numerous unauthorised people were wandering around making it difficult for official starters and commentators to do their jobs properly.

Whilst on the subject of commentators I feel I must say that the standard of commentary was far below that of last year. I feel rightly, or wrongly, that this is one of the most important jobs at a meeting of this sort especially when one is considering the newness of drag racing to the general public.

Even with all the above criticisms, which are intended as constructive criticisms, I must say that both myself and my staff and the section of the general public we came into contact with thoroughly enjoyed the meeting and we are all looking forward to next year when we should like to see six days racing, rather than three days.

BRITISH DRAG RACING ASSOCIATION

The Annual General Meeting of the BDRA will be held on Tuesday, 16th November, 1965 at the Abbey Hotel, North Circular Road. Meeting commences 8.30 prompt. All members are urged to make every effort to attend this important AGM.

BRITISH HOT ROD ASSOCIATION

B.H.R.A. THIRD ANNUAL GENERAL MEETING 'BEST YET'

Nearly one hundred members, fifty of them from the south, attended the 3rd Annual General Meeting of the British Hot Rod Association, held at the Hednesford Raceway, Cannock, Staffs., on Sunday, 24th October, 1965.

Healthy membership

The Chairman, John Bennett announced that the paid-up membership of the Association totalled "over 250" and that in the last eight weeks, over 70 new members had enrolled.

The following resignations of committee-members was announced: Brian Sparrow, Allan Herridge, Rick Goodale, and David Kipling. The Chairman paid tribute to the work done by these members and stressed that their resignations were due entirely to personal and business reasons.

New Committee

The following officers were re-elected unanimously: John C. Bennett, (Chairman), E. C. Jennings (vice-Chairman) Ann Bennett, (Secretary), Roger Wayne (motor cycle Secretary), Pete Bartlett (Treasurer), Vic Outen (PRO).

Newly elected members were Dick Lawrence (Competition Secretary) and Paul West (Model Secretary).

The Chairman stressed that all the officers carried out their duties on a completely unpaid basis and many did not even claim the expenses to which they were sometimes entitled.

Divisional Secretaries for Scotland, N. England and the Midlands were appointed.

Association finances were "very healthy" and showed a credit balance of £250.

BHRA "to run British Championships"

The Chairman stated that the Association would run at least six competitive meetings next year, including the British Drag Racing Championships and that "August dates had been secured for these". These National Championships would run in classes specified by the BHRA and they were forming a technical sub-committee to decide these.

Following a brief discussion on American dragsters imported to this country, such as the Croft Dos Palmos, members felt that these should not be eligible for the Championships.

Roger Wayne, motor cycle Secretary, spoke of the overwhelming number of complaints from motor cyclists regarding the way their section of the Festival had been organised.

Drag Race Drivers Association?

He also announced a meeting of drag race drivers to be held at the Abbey Hotel on the evening of 3rd November. "Drivers", he said, "were fed-up to the teeth after Blackbushe and Woodvale didn't improve matters."

He instanced drivers being rolled to the line and then left "ticking over" for ten minutes. "Some of these scrutineers", he said heatedly, but to the obvious approval of the members present, "think that a dragster goes by just pressing a starting button".

Other complaints included a "three and a half hour wait". There were, he said, no such complaints from drivers at BHRA meetings.

New Look Mag

"Kool Kams" the official journal of the Association was to appear monthly and in newspaper format in the future. An appeal was made to members for editorial material.

The meeting ended on an enthusiastic and confident note.

CREW CHIEF

by

JACK HART

Jack Hart's "Crew Chief" column which appears regularly in NHRA's National Dragster recently covered an aspect of our sport which, with more and more enthusiasts building their own cars, is particularly pertinent at this time.— EDITOR.

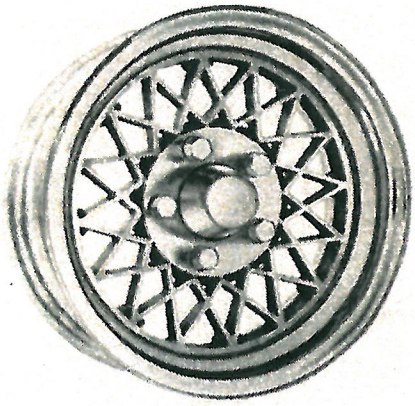
How important is reaction? To a boxer it's as all important as it is to the champion half-back, but what about the top flight dragster pilot. Travelling over three hundred feet per second within safe boundary lines of thirty feet, it's mighty important. Or the time that the chute fails to open and the dragster driver is using up that valuable shut-off length at the same three hundred feet per second waiting until his reactions drive his hand to the brake. How can a highly skilled driver keep that high speed big number machine in the thirty foot slot yet miss the boat when the chute doesn't open for hundreds of feet? **Let's examine the thing called reaction time.**

Investigation shows us that a person's untrained reaction time varies from two tenths of a second to almost a half second. However, this score can become much better with training. Witness the instantaneous correction of the dragster pilot's front wheels when his high powered steed dances sideways on the strip under power. He doesn't have to think because his hands are trained. Otherwise he would travel from ten to twenty car lengths which would put him many times into big trouble.

On the other hand, the situation where his drag chute fails to open as expected can leave him in the situation where he has had no previous training and he can use up from six hundred to a thousand feet of vitally needed shut off room before he reacts.

Ah, but there is an answer—pre-training of reaction time for such a situation. The method is simple and since it could literally mean your neck, let's all pay attention. In the case of chute failure train yourself this way. Each time you prepare to drive, stop and think this may be the time and I must do the following things if it happens. What you will be actually doing is fixing in your mind so firmly the proper procedures for emergency that when, and if, such an emergency arrives you can react with pre-trained moves instantly. This check list of what to do in an emergency should be a part of every driver's stock in trade. What to do when there's fire, the throttle sticks, the car leaves the track, an axle snaps, etc. Start to work on your list now regardless of where and what you drive—the neck you save may be your own!

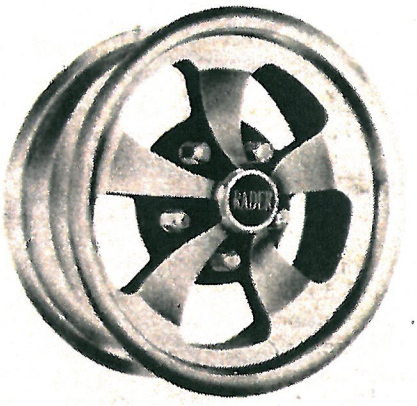
MANUFACTURERS' NEWS



TWO NEW RADER WHEELS

Wheel Corporation of America has announced two new Rader wheel designs . . . the wire wheel look Rader . . . the new one piece Rader charger wheel.

The wire wheel look mag, called the DBR-1200, boasts a spider cast of aerospace alloys. The spider is machined and polished to a high lustre. Its series of triangles gives the definite appearance of a wire wheel. The rim is fully chromed. The wire wheel look Rader mag is being manufactured in 14 inch and 15 inch sizes to fit all popular cars. Carries a $49.50 list price.



The one piece Rader charger wheel is precision moulded of the finest available aluminium alloys. Won't rust ever. Strong. Light. Heat treated for extra strength. Precision machined for perfect balance and concentricity. The Rader charger, model number FCA-103, is reported to be 57% lighter making it ideal for competition as well as street use. The FCA-103 is made in all popular sizes and bolt patterns, is now ready for immediate delivery. List price, including fasteners is $62.50.

Complete details on all Rader wheels, valve covers, cheater pipes and other Rader products are available from the manufacturer, Dept. B.D.R.M., Wheel Corporation of America, Long Beach, California 90802.

BLOWER IDLER PULLEY BRACKET

Crower Cams and Equipment Company, manufacturers of the exclusive Imperial fully rollerised camshaft, have announced a beefed blower idler pulley bracket engineered to retain the blower belt at ultra high rpm's.

In keeping with their policy of constant research to develop high performance engine components, Crower has constructed this unit of Billet 7075 T-6 aluminium which positively eliminates flexing of the idler pulley at high rpm and the possible loss of the blower belt which could result in severe engine damage.

The idler pulley bracket comes ready to bolt on and run, is available for all Chevrolet V-8s and 1955-58 Chryslers.

All brackets are highly polished to enhance engine appearance. The unit is suggested as a replacement for thin steel or cast aluminium.

The Crower blower idler pulley bracket lists at $45.00 complete. Details are available from Department B.D.R.M., Crower Cams and Equipment Company, 3333 Main Street, Chula Vista 21, California.

* * * *

Now ready for immediate shipment is the **Chevrolet 396 Performance Handbook** written by Bill Thomas.

It is reported that the new handbook now contains supplemental information on the 427 Chev engine as well as the popular 396.

Fully illustrated, the 132 page book has complete information on how to get the most out of this new engine, with complete detail on such points as cams, manifolds, valves, pistons, etc. An early chapter in the handbook covers the blueprinting of the engine, where a horsepower increase of 44 was obtained over the stock out-of-the-crate output.

Additional chapters cover tune-up, component replacement and adjustments, cooling, engine fuel, carburettors, complete specifications, special tools and much more including special bulletins.

Complete test results of dynamometer research are given in the handbook including definite recommendations on performance equipment. For those interested in this new engine and in getting the maximum from it, the 396 Performance Handbook could well be a very valuable reference and working tool. The book is now available from the manufacturer for $5.00 Please write to: **Dept. BDR magazine, Bill Thomas/race cars, 510 East Julianna Street, Anaheim 21, California.**

* * * *

Culbert Automotive Engineering of San Diego, Calif., manufacturers of the well-known line of CAE racing products, now offers for immediate shipment a group of drive line components for race cars which have heretofore been in the "hard-to-get" category.

Culbert's custom-machined drive lines are engineered to withstand tremendous torque outputs of modern racing engines without fear of failure. They are made from aircraft certified 4130 chrom-molybdenum steel, heat treated for maximum toughness without embrittlement. These drive shafts are available in any length, and the ends are splined to any configuration desired by the customer.

Metallurgical research entered deeply into design of Culbert's new Torque Collar for differential mounting, to contain the torque tube in closed drive line installations. Final selection of material for the new torque collar was meehanite, a cast "semi-steel" noted for extremely close grain, toughness, and high degree of elasticity. This eliminates, the makers say, possibility of drive line weakness at the crucial rear end connection. The collar is made with both six and eight hole patterns to fit all popular racing centre sections.

The new Culbert Torque Tube is a must for all race cars running a closed drive line, now the most popular installation because of its safety features. The torque tube is made from first grade mill-new chrome-moly steel alloy seamless tubing, and is precision ground over its full length for extremely close fit with torque collar and U-joint housing. Lengths of 24 ft. are customarily furnished but the factory will supply to any specified length.

Further information on these and many other race car items may be obtained from the manufacturer: **Dept. BDR magazine, Culbert Automotive Engineering, 6580K Federal Boulevard, San Diego, Calif. Phone (714) 286-2444.**

STOP PRESS

TWO NEW DRAG RACE PROMOTION COMPANIES ANNOUNCED WITHIN 48 HOURS

Within 48 hours of each other, two press releases were received announcing the formation of new companies to promote drag racing in this country.

(A company, Drag Festivals Ltd., already exists, the main purpose of which is to organise and promote the annual British International Drag Festival).

The first company, Drag Racing Promotions has been formed to "promote drag racing in Britain", and sites are being sought in the Midlands, the West and South of England. The first directors are inviting a national newspaper, as well as existing motor circuit organisations to appoint members to their board.

The second company, announced by John C. Bennett, at the BHRA Annual General Meeting, is to be called National Dragways. Probably the greatest immediate asset of this Company is the fact that it is already in possession of an existing strip close to the M1 "not more than 60 miles from London".

The strip, to be called the Santa Pod Raceway, consists of a three-quarter mile long by 150 foot wide stretch of tarmac with hard stand areas for paddock and service vehicles.

The owners intend constructing grandstands, time-keeper and control tower, restaurants, changing rooms and workshops.

In addition to drag race meetings, the strip will be used for driving tests, sprinting, kart racing, performance testing and slaloms.

The directors of the Company are named as John C. Bennett (Chairman and Managing Director), E. R. Peddle, E. C. Phelps and E. W. Braddick.

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WORDEN DRAGSTER for sale complete and ready to race £425 or, less engine and gearbox, £125. Enquiries to 80 Ruden Way, Epsom Downs, Surrey.

G.M.C. 3/71 reconditioned supercharger ready to fit £40 o.n.o. 80 Ruden Way, Epsom Downs, Surrey. Burgh Heath 51822.

STEEL TUBE for all types of construction. C. S. Harbour Ltd., 322a London Road, Isleworth, Middlesex.

DRAGSTER DEVELOPMENTS can now accept orders for narrowing rear axles. Customer provides axles—quotation on request. 57 Weald Way, Hayes, Middlesex.

FOR SALE: Supercharged 1,500 c.c. Riley Dragster. Class second place at Blackbushe and Woodvale. Complete with spares and trailer. £110. L. Moss, 13 Durham Avenue, Willenhall, Staffs.

NEWLY FORMED drag racing syndicate would like to hear from auctioneers, estate managers, farmers, etc., having 80-100 acres land, with tarmac of not less than 1,000 yards long and 90 feet wide. Ample funds are available for sites in the Midlands, West Country and Southern England. Details, Box 110.

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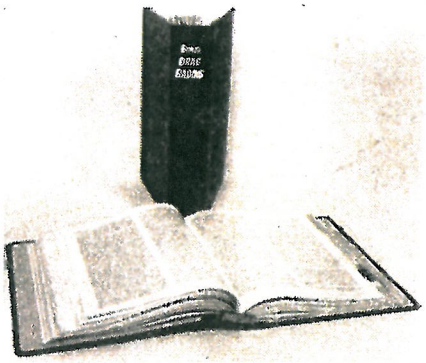
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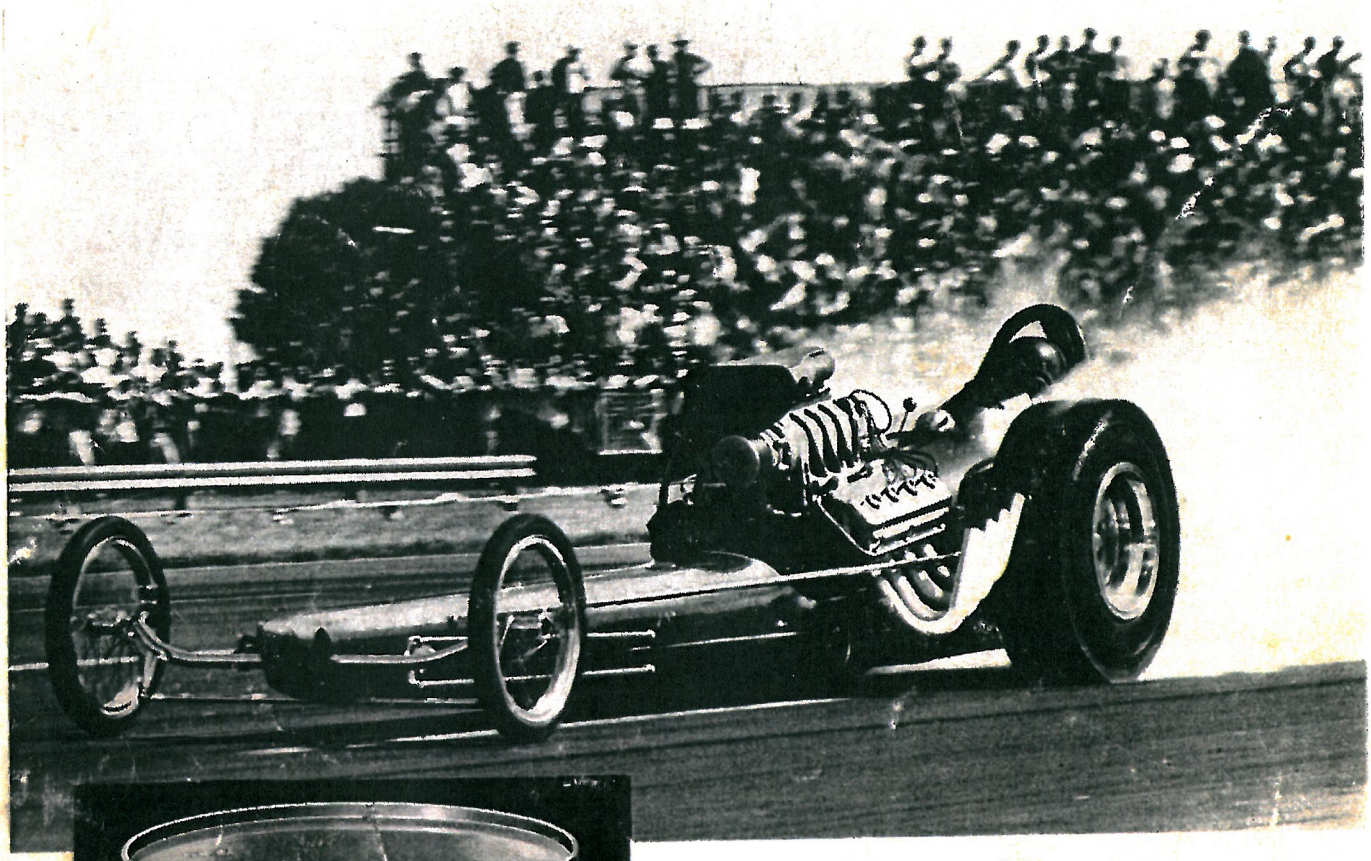
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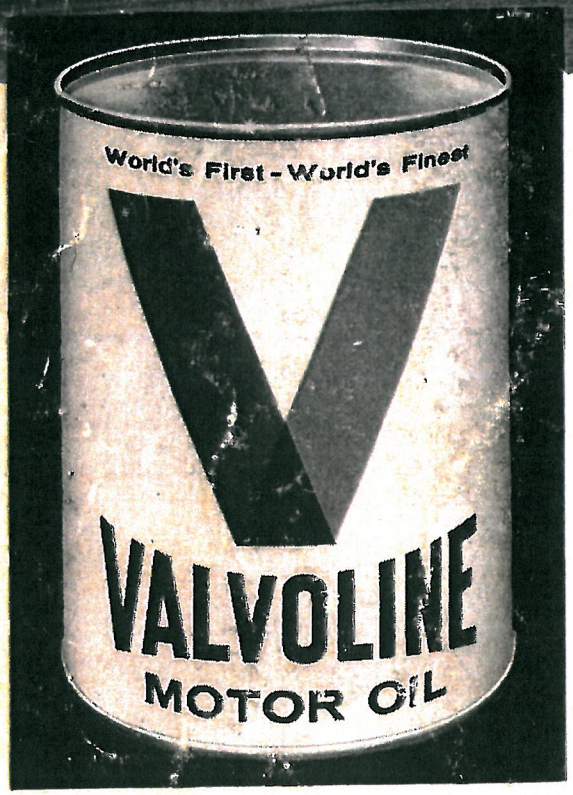
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Paul Hicks Pics -- The Moonshot fueller was sold to a local racer in California after the Dragfests who repainted it and ran it under a different name. Merek Cherkow carried on racing in the States until 1966 when he was driving the Ramchargers Fueller

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Merek Chertkow
1492 W Jade
Saint George, UT 84770-6052

1965 U.S. DRAGRACING Team.
Merek Chertkow