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**CASTROL/RAC NATIONAL DRAG RACING CHAMPIONSHIP**

April 8th 1973 — Wroughton, Nr. Swindon Wilts.  
May 6th 1973 — Fulbeck, Nr. Newark, Notts.  
June 24th 1973 — Silverstone Race Circuit  
August 19th 1973 — Blackbushe, Nr. Camberley, Surrey  
September 9th 1973 — Long Marston, Nr. Stratford-on-Avon  
September 30th 1973 — Blackbushe, Nr. Camberley, Surrey

*For further details ring Miss J. Noakes, Hornchurch 56856*

The organisers reserve the right to cancel, alter or amend the programme depending on the number of entries, mechanical failure, weather or any other conditions beyond their control

A qualifying round of the

**Castrol**

**RAC National  
Drag Racing  
Championship**

**Official Programme**



**Organised and  
presented by the**

**NATIONAL DRAG RACING CLUB**

# DRAG RACING IS...

... in simplest terms, an acceleration contest between two cars or bikes racing from a standing start over a straight line, precisely measured, quarter-mile course. The main object for each competitor is to reach the finish line ahead of his opponent.

The quickest UK dragsters are recording terminal speeds over 200 mph in 6 seconds! These speeds and ETs (elapsed time) are only used to determine qualifying positions for racing, performance realised and records — racing to be there first is the name of the game.

Hold on, though! — Drag Racing is not all 200 mph super cars. The very roots of the Sport stem for the Street scene. Drag Racing is for everyone. There is a class for every type of vehicle starting with the day-to-day stock production car or motorcycle. You think your car is fast — the Drag Strip is the place to prove it — and right or wrong, about that performance, there is a whole lot of fun in Drag Racing competition. Maybe the cheapest way to go motor-racing, you do not need scads of money to start, nor Grand Prix driver potential, but later, if you wish, the all-out competition classes offer unlimited scope.

Drag Racing is a sport, a language, power, ingenuity, colour, spectacle, individual expression, a cult and FUN. A normal day of racing comprises practice, qualifying by elapsed time trials to compete in the Eliminations and finally, the racing of the Eliminations. The Eliminations are a simple tournament knock-out method of determining the winner in each class. Round 1 winner advances to Round 2, and so on.

Cars will start in pairs. Start will be made electric light signal (Christmas Tree) in the form a column with a set of lights for each lane. In order to position cars accurately for the start there are three staging lights at the top of the Christmas Tree. Below these separately mounted are the sequential start lights. When the car enters the start stage area, the bottom light of the stage lights will come on. The car should be halted thus properly staged. If the next light above comes on the car is too far forward (overstaged). If the topmost light comes on the car is too far back (understaged). After staging the sequential start lights will run down. The sequence is — AMBER, AMBER, AMBER — GREEN (START!). There is a half second delay between each sequential light. If a competitor starts before the green signal (false start) or rolls out of the staging area whilst the sequential lights are running he will cause the bottom light (RED) to illuminate. A red light means automatic disqualification from the Elimination competition. In the event of both contestants drawing a red light, a re-run will be permitted.

In the event of Christmas Tree starting not being available a flag start will be used. Vehicles will be positioned by the startline marshals. The start marshal standing centrally in front of both cars will place the tip of one of two flags on the ground. With the other flag he will point to each competitor in turn to obtain an indication of readiness to start. The start will be signalled by instant lifting of the first flag from the ground. The start marshal and start line marshals will act as Judges of Fact regarding false starts in these circumstances.

Timing will be electronic, actuated by light beams/photo cells systems and will start directly the vehicle leaves the staging area. The start light system is not connected to the timing apparatus. The finish line will be indicated by white lining and chequer boards.

## ROYAL AUTOMOBILE CLUB ANNOUNCES 'NATIONAL DRAG RACING CHAMPIONSHIPS' FOR 1973 SPONSORED BY CASTROL.

This significant step forward in recognition for the sport has been made possible by the sponsorship of Castrol Ltd. As a truly National championship series, with investigations to all the main bodies involved, and overseen by the controlling organisation in British motor-sport, this advance confers equal status for Drag Racing with other accepted and recognized forms of motor racing.

### *The Championship Meetings are:*

April 8th 1973 — Wroughton, Nr. Swindon, Wilts.  
May 6th 1973 — Fulbeck, Nr. Newark, Notts.  
June 24th 1973 — Silverstone Race Circuit  
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September 9th 1973 — Long Marston, Nr. Stratford-on-Avon.  
September 30th 1973 — Blackbushe, Nr. Camberley, Surrey.

The outright points winner will become the RAC National Champion. Points will be awarded as follows:

### **Points**

(a) In 8 car Eliminations (i.e. 8 starters in Class the following points reduction will apply:—

Winner	10 points
Runner-up	6 points
Two losing Semi-Finalists	3 points (each)
Four first round losers	1 point (each)

(b) In a 7 to 5 car Elimination points will be awarded to winner and runner-up only thus:—

Winner	10 points
Runner-up	6 points

(c) In a 4 to 2 car Elimination points will be awarded to the winner only:—

Winner	10 points
--------	-----------

Prize money will be awarded at the end of the season as follows:—

1st (Highest points)	£250.00
2nd (Next Highest Points)	£200.00
3rd ( — )	£150.00
4th ( — )	£100.00
5th ( — )	£75.00
6th ( — )	£60.00
7th ( — )	£50.00
8th ( — )	£45.00
9th ( — )	£40.00
10th ( — )	£35.00

£1005.00

# HOT CAR AND 2008 LUXEMBOURG

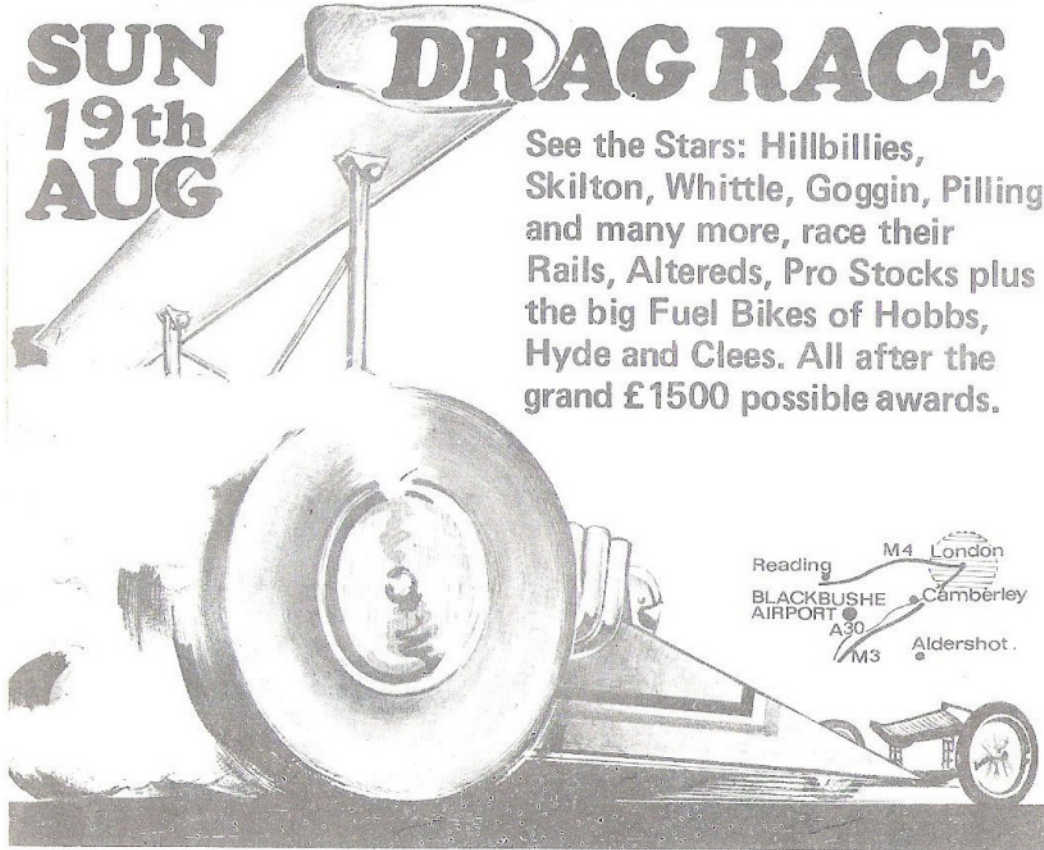
## GRANDNATIONAL Blackbushe 73

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19th  
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### DRAG RACE

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### THIRD ROUND OF CASTROL/R.A.C. NATIONAL DRAG RACING CHAMPIONSHIP

SILVERSTONE CIRCUIT – NR. TOWCESTER, NORTHANTS.

ORGANISED BY NATIONAL DRAG RACING ASSOCIATION  
SUNDAY, 24th JUNE

This meeting is held under the General Competition Rules of the Royal Automobile Club and the Auto Cycle Union incorporating the provisions of the International Sporting Code of the F.I.A. under Permit Number RS9209. A.C.U. Permit No. Q371.

R.A.C. Steward – To be appointed R.A.C. Scrutineer – Capt. T. Hales.

#### Club Stewards

- |                          |  |
|--------------------------|--|
| Time Keepers             | Mr. H. Jakes                             |
|                          | Mr. J. Wolfe                             |
| R.A.C. 2a Timekeeper     | Mr. Kingdom                              |
| Clerk of the Course      | Mr. C. Jones                             |
| Secretary of the Meeting | Miss J. Noakes                           |
| First Aid                | St. John Ambulance Brigade               |
| Marshalls                | Members of the National Drag Racing Club |
| Public Relations Officer | Mr. E.T. Macknight                       |
| Motor Cycle Scrutineer   | Mr. S. Perry                             |
| N.D.R.C. Stewards        | S. Collins, D. Owen                      |
| Commentator              | Mr. A. Wigmore                           |
| Doctor                   | L. Lesley, M.D.                          |

The organisers reserve the right to alter or amend the programme depending upon the number of entries, mechanical failures, weather and other conditions beyond their control.

#### NOTICE – WARNING TO THE PUBLIC –

**MOTOR SPORT IS DANGEROUS.**

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles are absolved from all liability arising out of accident causing damage or personal injury (whether fatal or otherwise) howsoever caused to spectators or ticket holders.

#### PROHIBITED AREA NOTICES

The Public are not permitted in areas where the PROHIBITED AREA notices are displayed.

PLEASE TAKE YOUR LITTER HOME WITH YOU

# Personality Features

**CLIVE SKILTON** is potentially the quickest driver entered today. His car is the fifth in the line of top fuel dragsters he has driven since 1968. He was the first British driver to actually appear on an American drag strip, in January 1973. His present car was imported from Los Angeles, California, after qualifying in one of the toughest fields ever assembled in the world. During qualifying, it was one of the fastest ten cars with a speed of 216 m.p.h. The time was 7.2 secs. which placed him 24th in a field of 75 entries. Clive is a Joint Managing Director of The Skilton Motor Group, which operates in North London and the Home Counties. The Group consists of franchises for Volkswagen, Vauxhall, Bedford and Datsun, and a substantial self drive hire company. His racing team is sponsored by Castrol Oils Ltd.



*Clive Skilton*



*Roland Pratt of the "HILLBILLIES".*

**ROLAND PRATT** and his partner **MIKE DERRY** (alias the Hillbillies) come from Malmesbury, Wiltshire. Although this is Roland's first season in a top fuel car, he is no stranger to the drag strip. His first car, a Chevrolet powered Vauxhall Cresta was followed by a fantastic Fiat Topolino, also Chevy powered, which was capable of covering the quarter mile in 9 secs. In 1972, Roland & Mike built England's first true Funny Car. This was a fibreglass Vauxhall X4/90 powered by Clive Skilton's 1971 Chrysler. This car was unfortunately written off in what must be the most spectacular automobile crash ever seen in the U.K. The car veered off the track, due to wind pressure at 170 m.p.h. bending the body onto the front wheels. Thanks to the extremely stringent safety rules concerning car construction, Roland was virtually unmarked, although not one piece of the car remained more than 48" x 48". However, on his first appearance in the Accles & Pollock Steel Tube Division sponsored car, Roland covered the 1320ft. in 7.7 secs., at 190 m.p.h. He is confident that 6 sec. runs will be attained very soon.

# DRAG RACING

run. A contingent of British drivers — veterans of four years experience! went over in 1968, and swept the board. The Swedish enthusiasts were encouraged because they could see what could be done, and set to work building new cars and modifying existing ones, until they came to Britain in 1970 and took their revenge. A Swedish driver won every major elimination at that meeting, and many of them are here today, with even more experience, and more power.

Drag Racing came alive in this country in 1964 when the late Sydney Allard brought over a team of American cars and drivers to race each other at 'Drag Festivals' that were held around the country. British fans were able to see top American drivers racing side by side for the first time, and the small group of people who had built dragsters based on what they had read in the American 'Hot Rod' magazines were able to race each other and discuss their common interest with the American drivers. Since then the sport has grown at an incredible rate, each year sees more competitors fighting for top honours with more powerful machines, and more spectators cheering them on from the sides of the strip. Not only has Britain now got dragsters that are competitive with American cars, but U.K. drag racing has produced its own breed of dragsters which use the small capacity engines produced in this country, and the power that has been extracted from these engines — far more than in any other form of motor sport — is a tribute to their constructors' abilities.

## READ NATIONAL DRAG RACER MAGAZINE

- we give you.....
- ★ latest news
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  - ★ the best pictures
  - ★ personal interviews
  - ★ great features

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Drag Magazine.



# INTERNATIONAL

This sport, which is now part of a multi million dollar industry in the United States, originated in California just after the second world war, when young men utilising their natural abilities after military training 'souped up' their pre-war cars, often by replacing the engine with a more powerful newer unit. It was inevitable that when two of these cars came side by side at the traffic lights, a challenge was thrown down, and the resulting dash down the highway was a 'drag race'. When the street racing became too prevalent however, a wide awake civic authority backed the idea of a special strip where these races could take place under safe and controlled conditions. From those beginnings has grown an International sport, represented in Sweden, Germany, South Africa, Australia and New Zealand, as well as in Britain with a language and atmosphere that is unique, and from those modified roadsters has evolved the super performance dragster of today that covers the 1320 feet in just 6 seconds and is travelling at over 200 miles per hour at the finish, when the parachute, that is essential to stop these incredible machines, is released.

Drag Racing began in Sweden in 1967, when the guys who had been building hot cars for the street, came together — as they always do, and started racing. The inspiration, as in Britain, came from the American magazines, that show the very best of racing machinery, and are full of technical information.

In spite of the usual problems associated with establishing a new sport, lack of facilities, distrust by official bodies, and so on, more cars were built, and regular meetings were

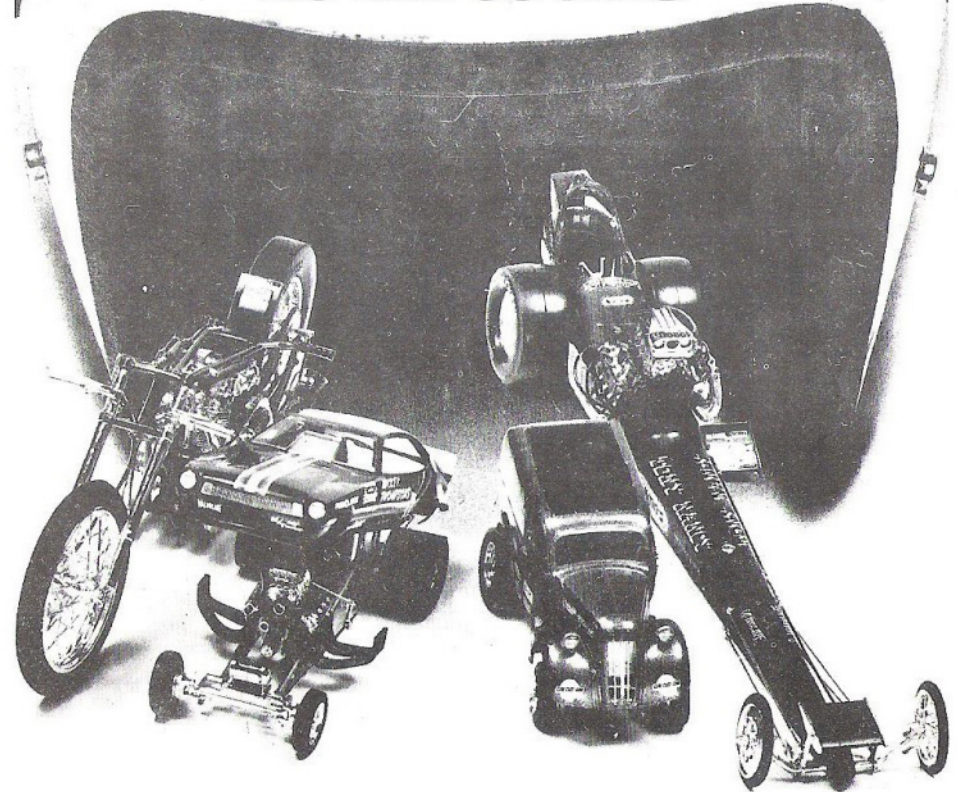
Revell have been bringing the drag scene down to your size for some time now, with our 1/25th and 1/16th scale model kits. But now we're getting in on the act in a big way. We're sponsoring the John Woolfe Racing Team for 1973, Dennis Priddle and all — and in this country they don't come any bigger! They're running three machines — Priddle's brand-new Rail, "Mr. Revell", an Avenger Funny Car and a new Pro-Stock Vauxhall. That lot should set Santa Pod alight! Dennis Priddle's idea of bringing the drag scene down to his size is to do near 6 second runs every go. But the rest of us have to be satisfied with a little less! So, Revell's detailed kits give you all the excitement of drag racing

on a smaller scale. Build Tony Nancy's AA/FD Rail and see what makes a Boss Mustang or a Pinto "Revellaser" tick. Or, if two-wheelers are your scene, try a Harley Knucklehead Dragster or a Drag Triumph Twin. There are many, many more. So wheel down to your nearest Revell dealer and see the full range.



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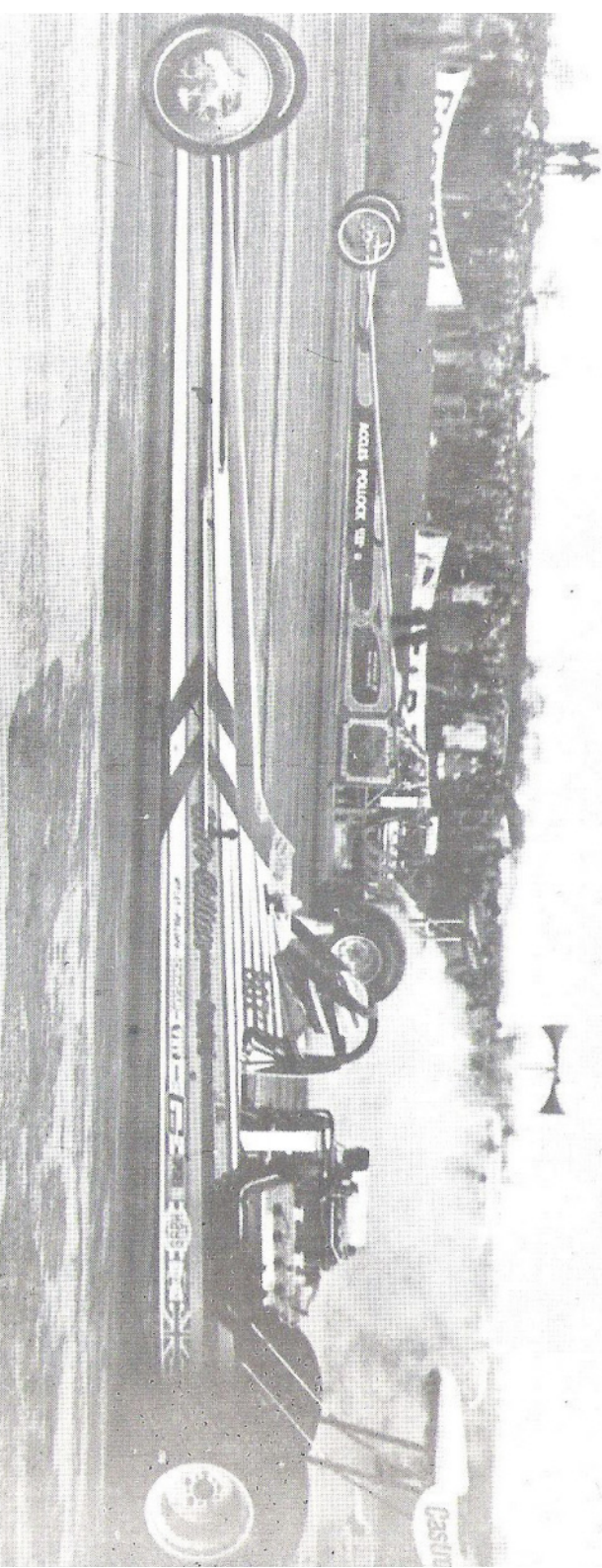
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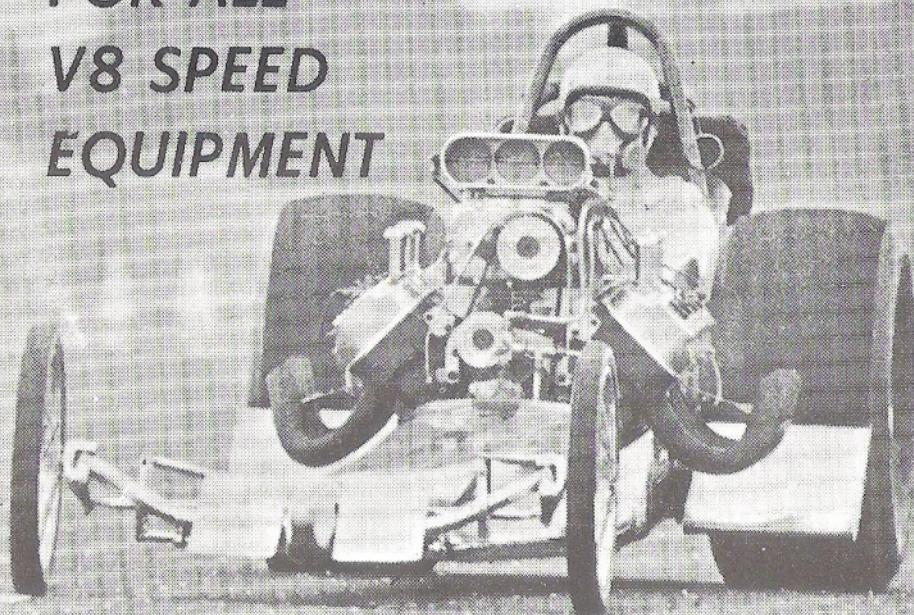


2 of Britain's leading top fuel competitors Clive Skilton and Roland Pratt duel at the 2nd Round of the Castrol RAC Championship at Newark during May.

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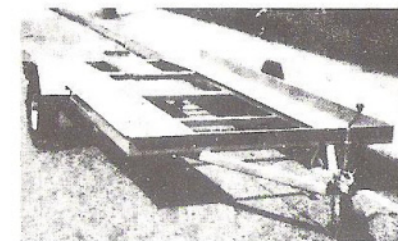
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NATIONAL DRAG RACING CLUB runs meetings around the country showing the Sport to as many fans as possible and promoting the concept of permanent local Drag Strips

- To go racing you need, beside your car or bike:-
- Membership of NDRC-
- RAC 'Speed' Licence (Restricted)
- Recognised Crash Helmet to BS1869 or BS2495-
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I, the undersigned wish to make application to join the National Drag Racing Club and if my application is accepted I agree to abide by the Rules of the Club. I enclose remittance of £2.50 (payable to National Drag Racing Club) for one years subscription dating from the month of acceptance.

Signature .....

Name .....

Address .....

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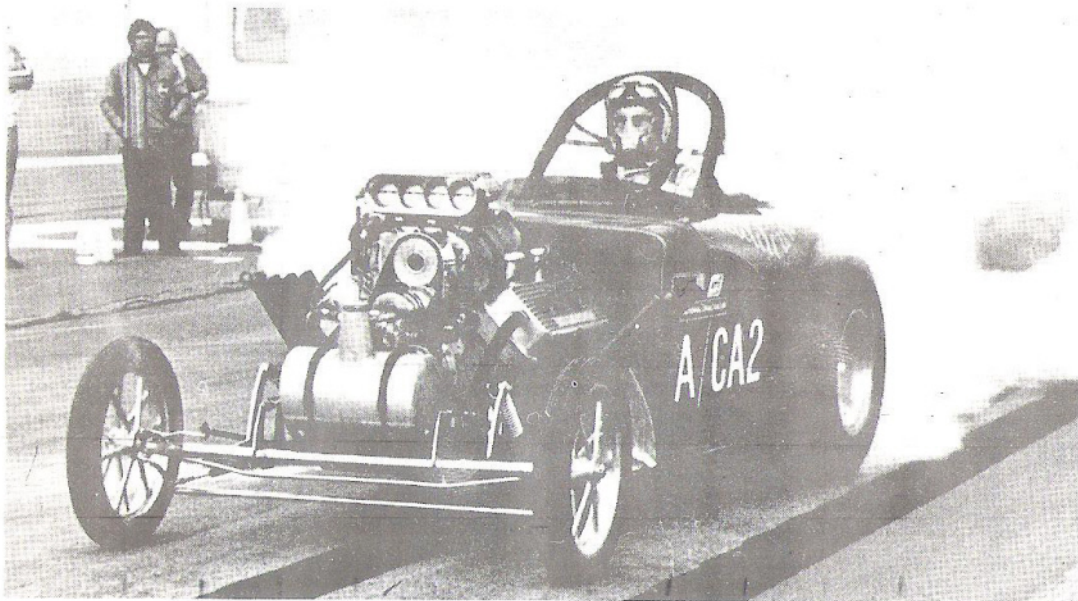
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**FREEMAN RODGERS** hails from Las Vegas Nevada, U.S.A. and is known to all as "Rog". However the nickname for his Ford powered competition altered is even more unique. It has been christened the AARDVARK as this is the name given to the U.S.A.F. swing wing F111 fighter plane. Twenty six year old Rog is a jet aircraft mechanic by profession and is rightly proud of the performance of his 10 second car which is the quickest petrol powered altered around.



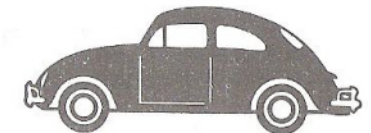
One of today's favourites Freddie Whittle with his unbelievable Super charged V8 powered Bantam bodied Altered.

**FREDDIE WHITTLE** and his incredible 6.3 litre supercharged 1926 Ford Bantam Roadster must be one of the most unbelievable combinations in motor sport on our small island. This competition altered has not yet reached its full potential, although it has run 8.59 secs. at 185 m.p.h. This is only 0.07 secs. off the National record which Freddie hopes to smash this week-end. He hails from Manchester, and is sponsored by Auto Enthusiast Magazine.

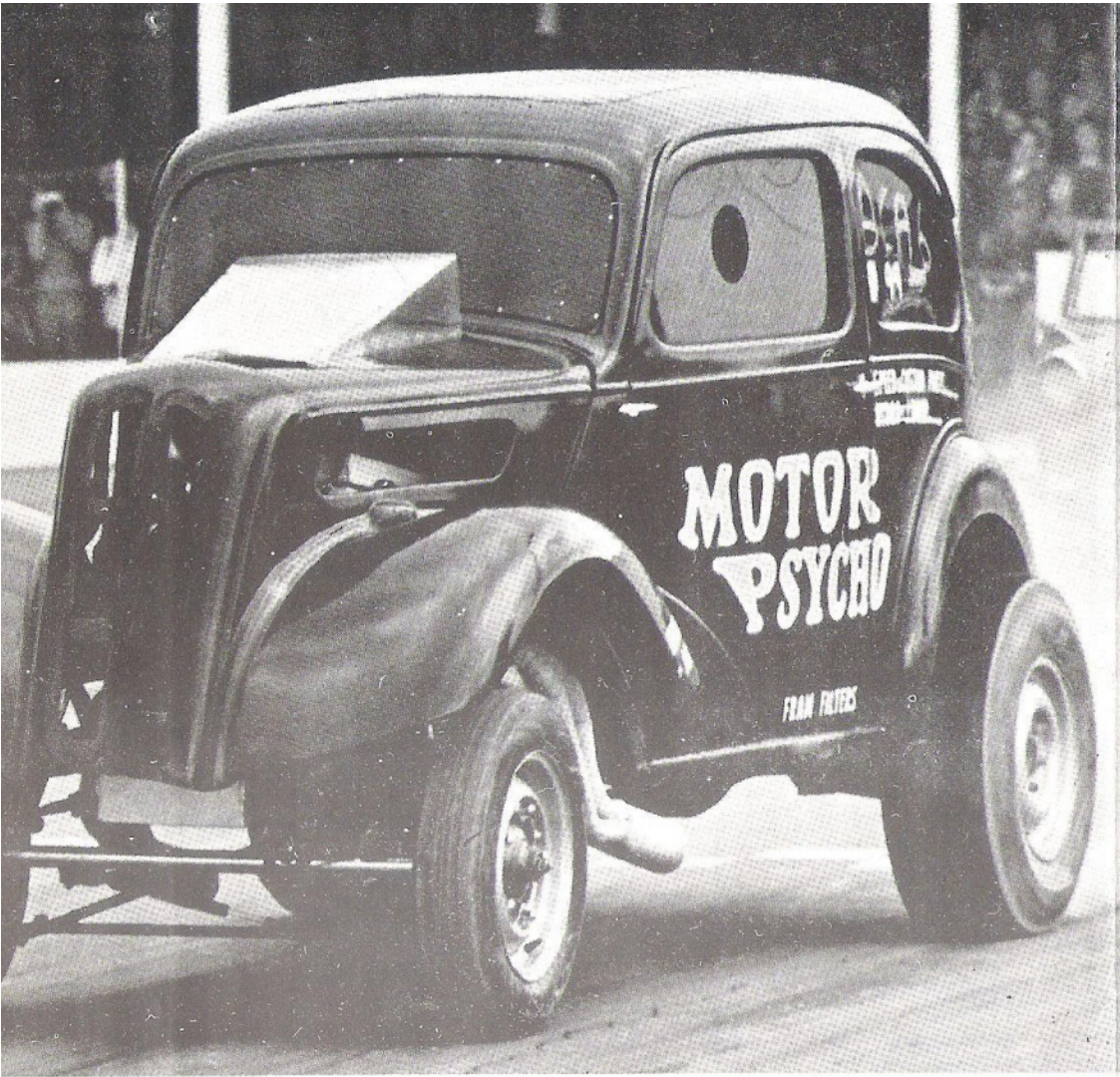
**GARY GOGGIN** Sales Manager for a freezer company and pro stock driver extraordinaire. His motto must be "If you can't beat 'em - buy 'em"! After building the fastest road car in England, a Chevrolet Corvette Stingray, Gary was beaten by a Swede with a similar model, built purely for the strip. This prompted him to cross the Atlantic and return with his present steed. A new engine fitted this week has yet to bear its teeth to the opposition in this ever growing popular class. He will be contested by Kevin Pilling - Hemel Hempstead Volvo dealer, John Dickson - Stock Exchange man and Keith Harvey - Container Haulage Contractor from Essex. All these showmen will be driving American imported muscle cars, whereas the Swede, Gunne Back has built his own machine, in which he hopes to conquer the British once again.

# Current Points Position

Dragsters	NDRC points	RAC points	Bikes	NDRC points
Ray Hoare	10	0	B. Howells	1
John Whitmore	20	10	B. Smith	3
Brian Parkins	10	10	B. Elson	1
Ken Penfold	10	10	N. Hyde	11
Gerry Cookson	16	6	P. Miller	11
G. Masters	6	6	M. Wildash	2
C. Skilton	20	20	I. Wileman	3
			C. Harrison	3
			J. Byne	1
<b>Street</b>			M. Warne	6
D. Grady	10	10	A. Marsh	2
I. Fryer	12	12	D. East	6
R. Tallis	20	20	C. Russell	10
S. Clark	12	12	J. Clift	13
Mrs J. Cheesman	6	6	R. Cheesman	9
E. Shaver	10	10	A. McPhail	1
R. Gillmore	3	3	P. Harman	1
B. Bucknell	20	20	E. Lloyd	1
R. Cullen	1	1	P. Eastbury	7
T. Lee	1	1	D. Clee	6
T. Roberts	1	1		
G. Read	1	1	<b>Manufacturers Trophy</b>	
I. Fraser	6	6	<b>Make</b>	<b>Points</b>
J. Merchant	3	3	Ford U.K.	410
M. Collingham	0	6	Ford USA	
R. Oram	10	10	Lotus	200
Mrs C. Skilton	0	10	Mini	
			Holden	
<b>Competition</b>			Chevrolet	100
P. Smith	13	13	Jaguar	
R. Fielding	10	0	Mercedes Benz	
F. Whittle	20	20	Mallock	
C. Page	1	1	Volvo	10
R. Skinner	6	6	Plymouth	
R. Clark	3	3		
M. Sharp	0	1		
C. Ison	0	1		
F. Rogers	0	10		
K. Berry	1	1		
<b>Pro Stock</b>				
G. Goggin	10	10		



Who will be the proud owner of this new V.W. at the end of the 1973 NDRC Championship Trail?



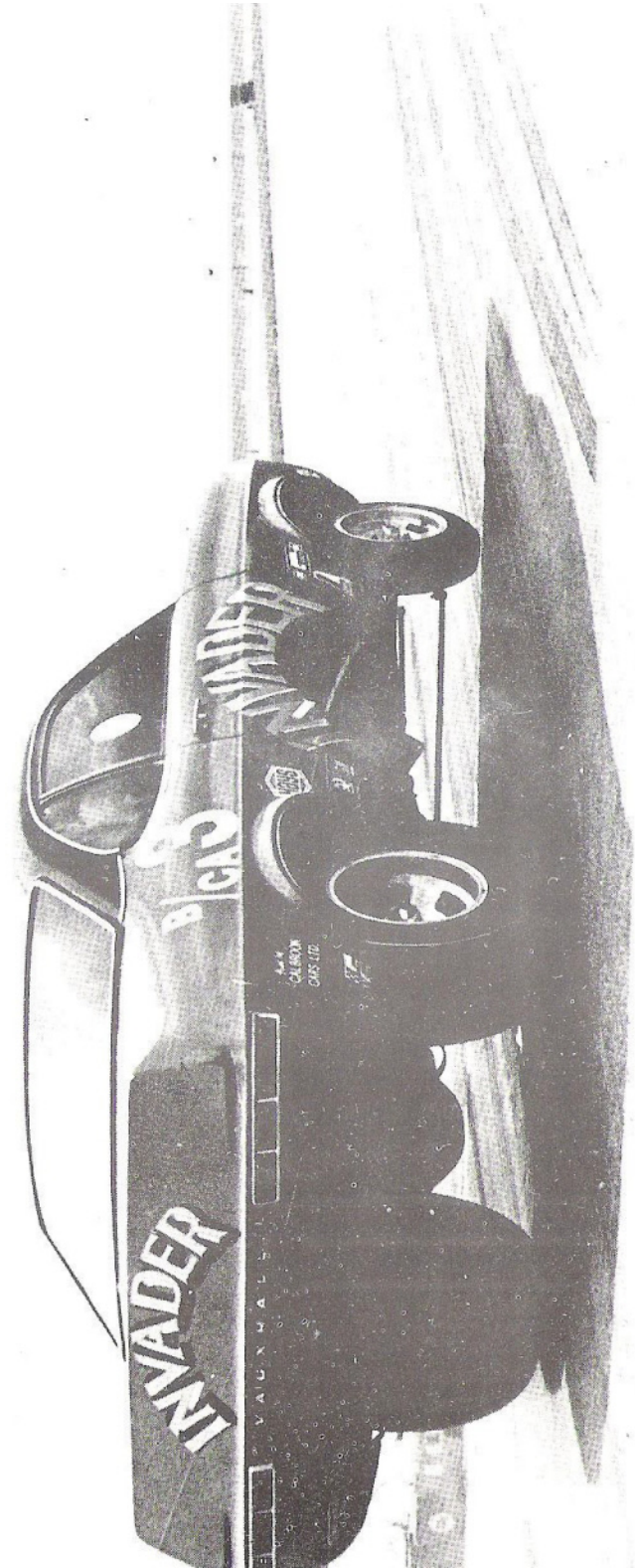
*Mick Gleddon returns to the strip this weekend after a years absence with Motor Psycho his Chevrolet powered Popular.*

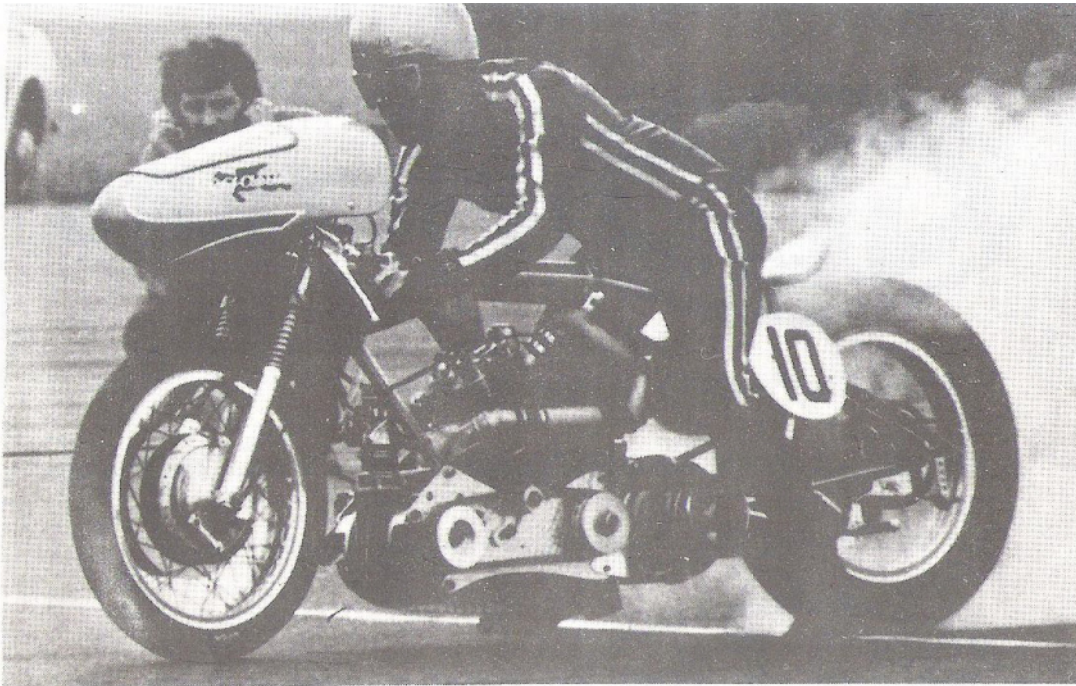
### **25 LUCKY MAGAZINES!**

When you purchase your copy of NATIONAL DRAG RACER MAGAZINE at this meeting check inside and if you have one of the lucky number stickers you can have a years FREE subscription to NATIONAL DRAG RACER MAGAZINE worth over £2!

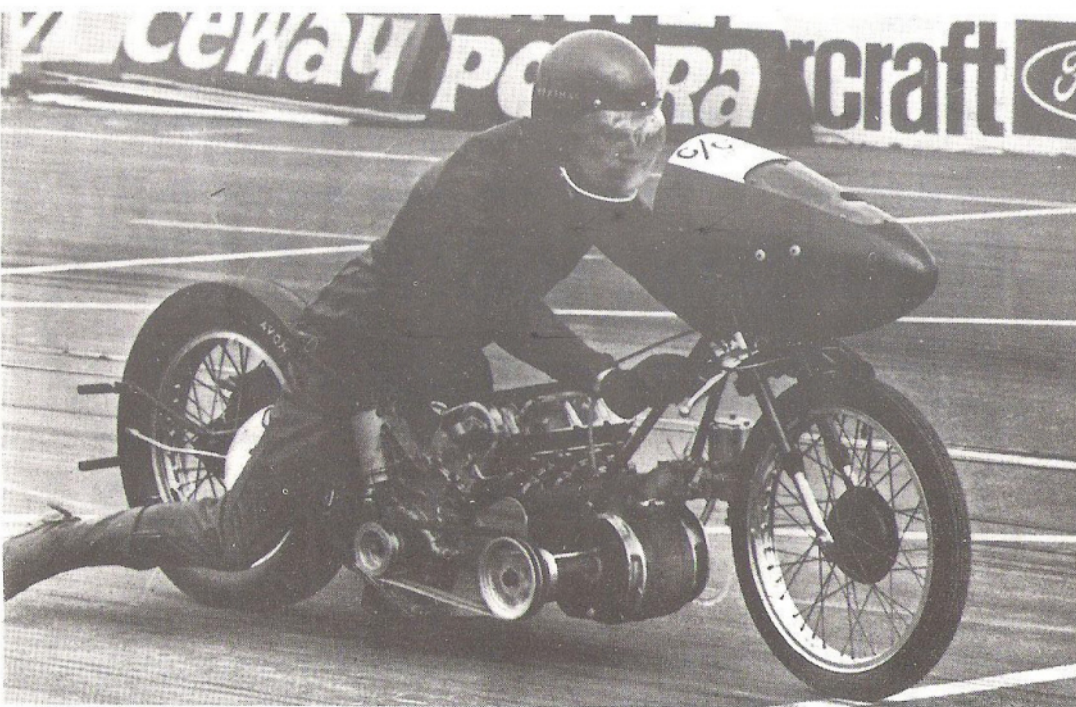
Just send the sticker together with your name and address to N.D.R. Subs Dept., 4, Montague Close, Walton-on-Thames, Surrey, and we will send the magazine starting from the next issue.

*Colin Mullian leaves the line with his excellent interpretation of the American Funny Car idea with his British bodied Firenza Chevrolet.*





Popular John Hobbs warming the slick on the Vincent engined Pegasus prior to attempting a 9 second run.



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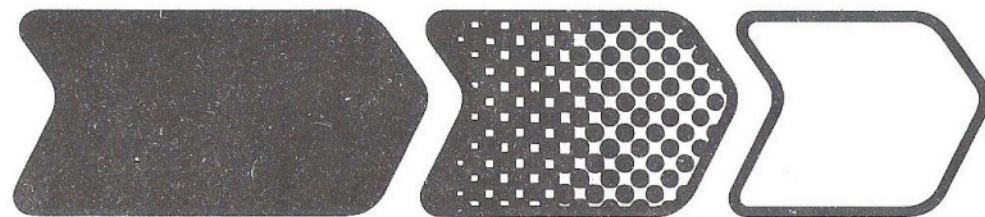
... mean Top Protection on Street or Strip!

You may not drive a Top Fuel Dragster like Clive Skilton, but you can  
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The Top Fuel Elimination today is kindly sponsored by G.U.D. both  
for prize money and Trophy.

Custom Car Magazine post additional £426 target time awards. At time of going to press the first car to beat following times collect the money.

TOP FUEL DRAGSTER	6.70 SECONDS	£50
TOP DRAGSTER	8.80	£35
SNR. DRAGSTER	9.80	£25
MID. DRAGSTER	9.40	£18
JNR. DRAGSTER	11.56	£10
TOP COMPETITION	8.77	£45
SNR. COMPETITION	10.88	£25
MID. COMPETITION	11.47	£18
JNR. COMPETITION	12.77	£10
PRO STOCK	11.02	£35
TOP STREET	11.68	£30
SNR. STREET	11.98	£20
MID. STREET	13.34	£15
JNR. STREET	14.12	£10
TOP BIKE	9.80	£25
SNR. BIKE	10.54	£18
MID. BIKE	11.20	£12
JNR. BIKE	12.17	£10
TOP STREET	12.27	£15

**SPONSORS AWARDS** kindly donated at this 1st Silverstone International Drag Race include –

**G.U.D. Filters.** Lap Fuel Elimination Awards. Total sponsorship of this the most exciting race of the day.

**Allard – Shorrock.** Super charger award. Sponsoring the top fuel bike division.

**Custom Car.** Elapsed Time awards. See full details elsewhere in programme.

**The National Drag Racer Magazine.** Merit Award. £25.plus a trophy to the car or bike that is considered to have put up the outstanding performance or most effort into the days racing at Silverstone.

**John Wolfe Racing / Mr. Gasket.** Contingency awards £100 pay out.

**Sperex Award.** £10 for best performance by a lady driver. Plus trophy at the end of season.

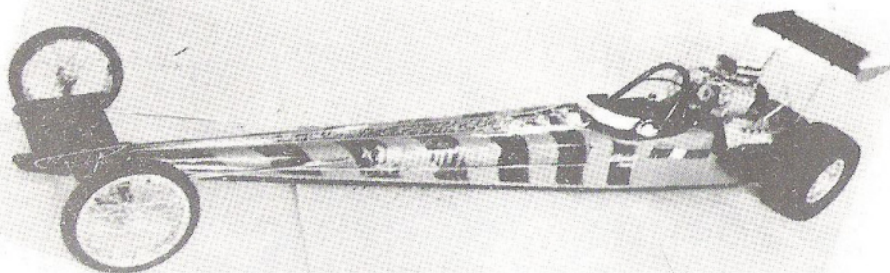
**Queensway Travel.** Long distance award and £35 cash for furthest travelling contestant. Best appearing car award and £10 cash. Best appearing bike award and £10 cash.

**Radio Luxemborg.** £208 donation to N.D.R.C. prize money fund.

**Shilton Motor Group.** A new Volkswagen 1200 Saloon to N.D.R.C. Champion. (Excludes employees and relatives of Shilton Motor Group).

**A.M.D. Magazine Distributors.** A trophy and £10 cash to both the best Street Rodder and Street Chopper in the National Street Rod Association display.

## Spotlight on SWEDEN



*Valkyrian, Swedens fastest top fuel dragster owned and driven by John Andersson.*

### JOHN ANDERSSON – VALKYRIAN

John is an unmarried 24 year old Government research projects engineer. He totally destroyed the first 'Valkyrian' when he ran off of the short Mantorp strip in Sweden, two years ago. The new car, – built with the aid of Bo Carlson, who built the first car, features the latest American design trends and promises to be a strong contender.

### BJORN ANDERSSON – 2nd INVENTION

Bjorn, (not related to John) is a 30 year old mechanic, and with his partner, Tage Hammerman, built the first Swedish dragster, 'Sub Sonic', in 1967. They ran the dragster successfully for two years, then stripped the engine out of it to build into the Opel 'Funny Car'.

### GUNNE BACK – CAMARO

Gunne is 27 years old, married with two children and works as a Vehicle Inspector. He is one of Sweden's most determined drivers, and has long been associated with strong running cars. He has taken the trophies home twice before when running his Chevrolet Corvette 'Frighten Chicken' in this country and will be looking for the hat trick with his powerful new car. He has a most professional approach, always using the best available speed parts, and putting them together properly. The basement of his home is a fully equipped workshop.

### ANDERS LANTZ – 1933 PLYMOUTH

Anders, who is 24 years old and unmarried, first built his car for street use, but when he found out that others were racing similar cars, he teamed up with Tony Jonsson and they developed the car for competition. He has run pretty close to Gunne Back in the past, and has added fuel injection this year for even more power.

## HAZZE FROMM – ROARING VIKING

Hazze is a veteran who has been modifying cars for many years, he is a 45 year old Advertising Manager, married with two children. He first built the Capri 'Funny Car' in 1969, and it was driven to victory by Lars Nigell at the 1970 meeting. Since then it has been completely stripped down and radically changed.



The Roaring Viking Hazze Fromm's Chrysler powered Capri funny car.

# Stop Press · Stop Press ·

THE NATIONAL DRAG RACING CLUB POST £1400 PLUS PRIZE FUND AT SILVERSTONE INTERNATIONAL DRAG RACE, JUNE 24th, 1973, FORMING THIRD ROUND OF THE RAC/CASTROL NATIONAL DRAG RACING CHAMPIONSHIP AND NDRC POINTS CHAMPIONSHIP.

£1400.....£1400.....£1400.....£140.....£1400.....£1400.....

Over £1400 could be won by a full field of competitors in addition to trophies and contingency awards.

### POSTED PRIZE MONEY

	Winner	Runner up	S/Final losers	1st Rnd. Losers
Top Fuel Dragster	£200	£125	£100, £75	£50 (4)
Top Dragster	£35	£15	£10 (2)	£3 (4)
Senior Dragster	£20	£10	£5 (2)	£2 (4)
Middle Dragster	£12	£6	£3 (2)	£1 (4)
Junior Dragster	£7	£3	£2 (2)	£1 (4)
Top Competition	£100	£50	£25 (2)	£15 (4)
Senior Competition	£20	£10	£5 (2)	£2 (4)
Middle Competition	£12	£6	£3 (2)	£1 (4)
Junior Competition	£7	£3	£2 (2)	£1 (4)
Pro Stock	£50	£30	£15 (2)	£5 (4)
Top Street	£20	£12	£6 (2)	£2 (4)
Senior Street	£18	£9	£4 (2)	£1 (4)
Middle Street	£12	£6	£3 (2)	£1 (4)
Junior Street	£7	£3	£2 (2)	£1 (4)
Top Bike	£30	£14	£7 (2)	£2 (4)
Senior Bike	£16	£8	£4 (2)	£1 (4)
Middle Bike	£10	£5	£3 (2)	£1 (4)
Junior Bike	£7	£4	£2 (2)	£1 (4)
Top Street Bike	£6	£2.50	£1 (2)	£0.50 (4)
Senior Street Bike	£4	£2	£1 (2)	£0.50 (4)

Trophies will be presented to the winners of all the above Eliminators, in addition. Please ensure that all decals are collected when signing on and subsequently displayed to qualify for full prize money.



**CAR CLASSES:** All competing vehicles will be divided into the following capacity classes within their appropriate divisions:—

Class 'A' — 8001cc and over	Class 'E' — 1501–2000cc
Class 'B' — 5001–8000cc	Class 'F' — 1101–1500cc
Class 'CC' — 4001–5000cc	Class 'G' — 751–1100cc
Class 'C' — 3001–4000cc	Class 'H' — 501– 750cc
Class 'D' — 2001–3000cc	Class 'I' — Up to 500cc

**DIVISIONS:—**

'P' — Stock Production. — Factory original saloons and sports cars. Must be fully road legal to current Ministry of Transport requirements. Certain modifications are allowed. Earlier similar models may be up-dated to current specifications.

'M' — Modified Production. — Saloon cars and Sports cars whose engines or suspensions have been modified by either the manufacturer or woner outside those modifications permitted in Stock Production. Cars in this Division must be fully road legal to current M.O.T. requirements. Moderate customising and the use of lightweight panels is permitted.

'SA' — Street Altered. — All types of cars, saloon and sports, in which a more powerful engine has been substituted for the original. Cars in this Division must be fully road legal to current M.O.T. requirements.

**NOTE:** In the above divisions, the term 'Fully Road Legal' does not imply that the car is required to be taxed and insured. It must, however, be capable of meeting all requirements laid down in the Road Traffic Acts for the use of the vehicle on the public highway.

'PRO' — Pro-Stock. — Extensively modified full-bodied production saloons and coupes prepared to professional standards and complying with specified performance and weight rules. Any engine may be fitted with no limit to modifications providing it is in the original location and is not supercharged. Tax and insurance is not required and pump petrol only may be used.

'CA' — Competition Altered. — Cars constructed for all-out competition and fitted with a body (or replica) originally produced by a manufacturer.

'FC' — Funny Car. — Cars constructed for all-out competition and fitted with a saloon or coupe body (or replica) not more than 5 years old, and originally produced by a manufacturer. Engine location at builders discretion, but must be of 'A' class capacity.

'D' — Dragster. — Cars designed and constructed for all-out racing in a straight line over 440 yards. This Division includes single seater circuit racing cars designated Groups 7, 8 & 9, Formula and Formula Libre types as RAC/FIA classifications.

**MOTOR CYCLE CLASSES:** All competing vehicles will be divided into the following capacity classes within their appropriate divisions:—

Class 'A' — 1301–2000cc	Class 'D' — 501–750cc
Class 'B' — 1001–1300cc	Class 'E' — 351–500cc
Class 'C' — 751–1000cc	Class 'F' — 240–350cc

This capacity classification letter will prefix the Division letter which will prefix the competitors number.

e.g. F/S/101 — indicates a 300cc Street Solo — number 101.

**DIVISIONS:** There will be two Divisions for all competing vehicles:—

'S'	—	Street Solo
'C'	—	Competition Solo

'S' — STREET: Open for all motorcycles which are street legal, taxed and insured. Proof of both these latter two must be produced.

'C' — COMPETITION: Open for all motorcycles designed and constructed for out and out racing.

Elimination racing will be constituted as follows with eligibility determined by elapsed times recorded during the Qualifying timed runs held prior to the Eliminations:

There will be four main divisions of Eliminations:—

1	DRAGSTER
2	COMPETITION (INCLUDING FUNNY CAR AS NECESSARY)
3	PRO STOCK
4	STREET

Each main division comprises four sub-divisions, with the exception of Pro Stock.

#### DRAGSTER DIVISION

TOP DRAGSTER	—	Comprises the fastest eight qualifiers.
SENIOR DRAGSTER	—	Comprises the next fastest eight qualifiers, with no car over Class CC.
MIDDLE DRAGSTER	—	Comprises the next fastest eight qualifiers, with no car over Class D.
JUNIOR DRAGSTER	—	Comprises the next fastest eight qualifiers, with no car over Class F.

#### COMPETITION ALTERED DIVISION

TOP COMPETITION	—	Comprises the fastest eight qualifiers (including Funny Car until there are sufficient for their own division or as necessary).
SENIOR COMPETITION	—	Comprises the next fastest eight qualifiers, with no car over Class B.
MIDDLE COMPETITION	—	Comprises the next fastest eight qualifiers, with no car over Class C.
JUNIOR COMPETITION	—	Comprises the next fastest eight qualifiers, with no car over Class E.

**PRO STOCK DIVISION** — Comprises a single Eliminator of the fastest eight qualifiers.

#### STREET DIVISION

TOP STREET	—	Comprises the fastest eight qualifiers from Classes A/P, B/P, A/M, B/M, CC/M and A/SA, B/SA, CC/SA, C/SA.
SENIOR STREET	—	Comprises the fastest eight qualifiers from Classes CC/P, C/P, C/M, D/M and D/SA, E/SA.
MIDDLE STREET	—	Comprises the fastest eight qualifiers from Classes D/P, E/P, E/M, F/M and F/SA, G/SA.
JUNIOR STREET	—	Comprises the fastest eight qualifiers from Classes F/P, G/P, H/P, I/P, G/M, H/M, I/M and H/SA, I/SA.

#### MOTOR CYCLE SUBDIVISIONS

TOP COMPETITION	—	Consisting of the fastest eight qualifiers.
SENIOR	—	Consisting of the next eight qualifiers.
JUNIOR	—	Consisting of the next eight qualifiers with no motor cycle over Class E.
TOP STREET	—	Fastest eight qualifiers.
SENIOR STREET	—	Next fastest eight.

Further elimination brackets in Street Motorcycle will be considered as entries demand.