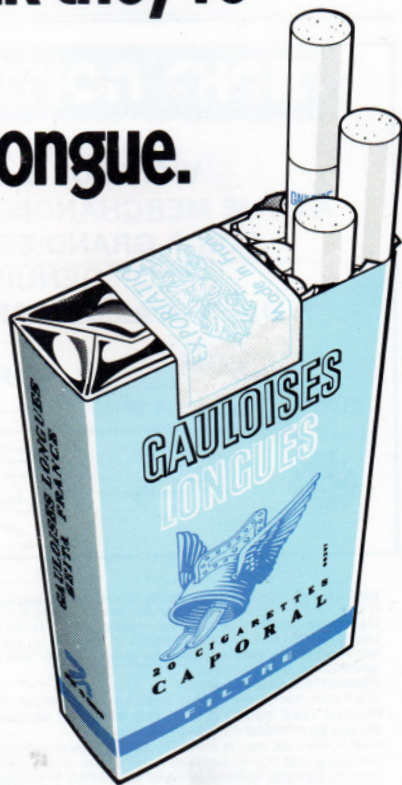


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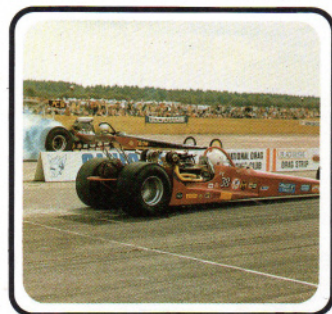
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**DRAG
RACING**



Transatlantic Drag



No 001789

Bike Race



For conditions of admission see inside.



6 LONG MARSTON
RACEWAY
FRI/SAT/SUN
24/25/26th JULY



NATIONAL DRAG RACING CLUB

TRANSATLANTIC DRAG BIKE RACE

LONG MARSTON RACEWAY 24/25/26th JULY, 1981

Welcome to the third event of the 1981 season. All events are promoted and organised solely by National Drag Racing Club Ltd.

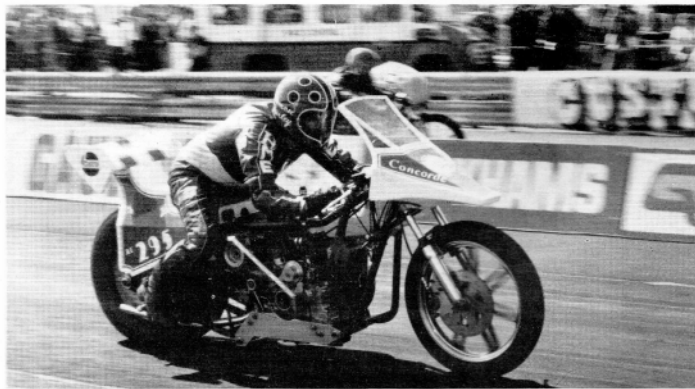
This meeting is organised by the NATIONAL DRAG RACING CLUB and is held under the General Regulations of the RAC Motor Sports Association Ltd. and the Auto Cycle Union under MSA Permit Number , A.C.U. Permit AU 186.

MSA Steward - To be appointed
A.C.U. Steward - To be appointed

MSA Scrutineers - Bill Port, Steve Jowitt

MSA Time Keepers
Clerk of the Course
Secretary of the Meeting
First Aid
Marshalls
Motor Cycle Scrutineers
N.D.R.C. Stewards
Commentators
Doctors

Mr. T. Fahey, Mr. H. Jakes
Mr. K. Brown
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Eamon Hurley with his unique wankel powered bike "Concorde"

Pic: Dick Parnham.



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It is a condition of admission to the Circuit and Car Park that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

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. All efforts are made to ensure that all information in this programme is correct.

Published by the National Drag Racing Club. Sec: Frances Parker, 104 Essex Road, Romford, Romford 60336.

Designed & Printed by C. Andrews (Printers) Ltd., Chelmsford, Essex. (0245) 400743.



O'BROCHTA PROFILE

O'Brochta's fans may well be disappointed to learn that their 41-year-old idol is neither loony nor suicidal and apparently holds full control of his faculties. He simply has a different point of view. "Racers don't have rollbars" sums up the outlook of the fueler pilots, who, for all their outward bravado, must necessarily have a keen sense of self preservation. In fact, Bo finds the current breed of Funny Cars too far beyond his personal level of bravery to consider driving one. The concept of going nearly 200 mph on two wheels is sheer insanity to most race watchers, but O'Brochta's theory is that there's a matter of visibility involved. Funny Car and dragster drivers are nearly hidden from view, while the bike rider is out there in the wind for everyone to see. "Sure, it has its risks, but if I thought about crashing I'd never have thrown a leg over that Kawasaki. You just keep it in the back of your head and take all the possible safety precautions." The bike has to be in top mechanical shape, the rider has to have faith in the machine, and you have to know when to abort a run gone askew.

Reactions and reflexes are critical. Except for mechanical failures, if you crash, it's your own fault. I've crashed twice at over 140 mph—both times my fault." For those who aspire to follow in his footsteps, O'Brochta offers encouragement. "Really, these bikes are very easy to ride. The big tire has made them far more stable,

and once it's up on the wheelie bar you've got a nice three-point tripod. The shutoff at the top end is more exciting than the run, because so many tracks are real bumpy past the lights."

Try as they might, drag racers and spectators can no longer ignore the Top Fuel motorcycles.

Bo O'Brochta's 7.28-second qualifying shot at the U.S. Nationals made them all sit up and take notice of an eliminator that was previously best known for daredevil riders, spectacular get-offs and blubbering Harley-Davidsons.

The raw numbers don't tell the whole story of O'Brochta's crowd appeal, though. It's his style that makes fans of disinterested on-lookers: arrow-straight runs with the front wheel airborne 800 or 900 feet down the track, setting down with such force that the large puff of smoke emitted from the unturning tire is often mistaken for an expired motor. And then there's his unprecedented consistency. Fremont, August 1980: 7.30 seconds and a new National Record. Indy, Labor Day weekend: the mind-blowing 7.28 pass. Atco, New Jersey in October: 7.27. And then the heart-stopping 7.08 run at the World Finals. To say that Bo O'Brochta is the dominating force in cycle Top Fuel is an understatement.

Bo's own racing career started with straight-eight Buicks in the Stone



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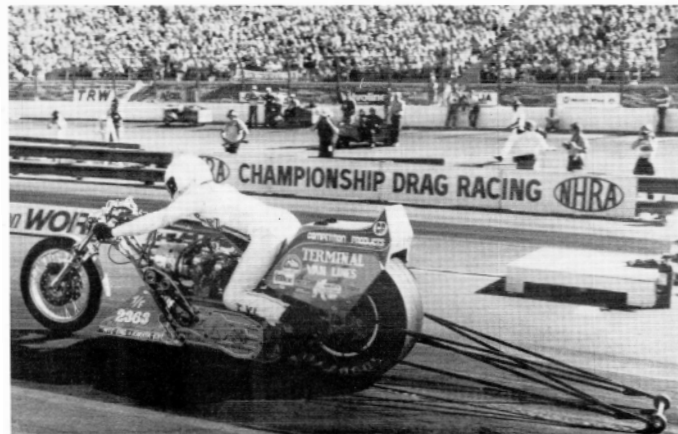
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Pic:
 Dick Parnham.

Age of the sport and progressed through the Max Wedge Chryslers of the early 1960's before settling into the two-wheel side of things, mostly for the economy of building and maintenance it offered. Nineteen-eighty was his first year as a full-time professional racer, thanks to a sponsorship from the enthusiasts that head Terminal Van lines in St. Petersburg, Florida. The season netted # 1 plates (the traditional mark of motorcycle points champions) in NMRA and IDBA competition and the attention of every person who observed the sport in the past year. The basis for all this winning is an 80-inch

wheelbase tubing frame modified by Dan Childs' Competition Products to accept the blower conversion on what used to be an injected A/F bike. Working their way up through un-blown fuel and blown alcohol motors, the team learned the lessons of pro racing and entered their first T/F race at Ontario in 1979. That effort ended with a broken chain in the first round but set the stage for a full-time racing schedule in 1980.

As winner of two NHRA "Best Engineered" awards, the Terminal Van Lines machine bristles with innovations.

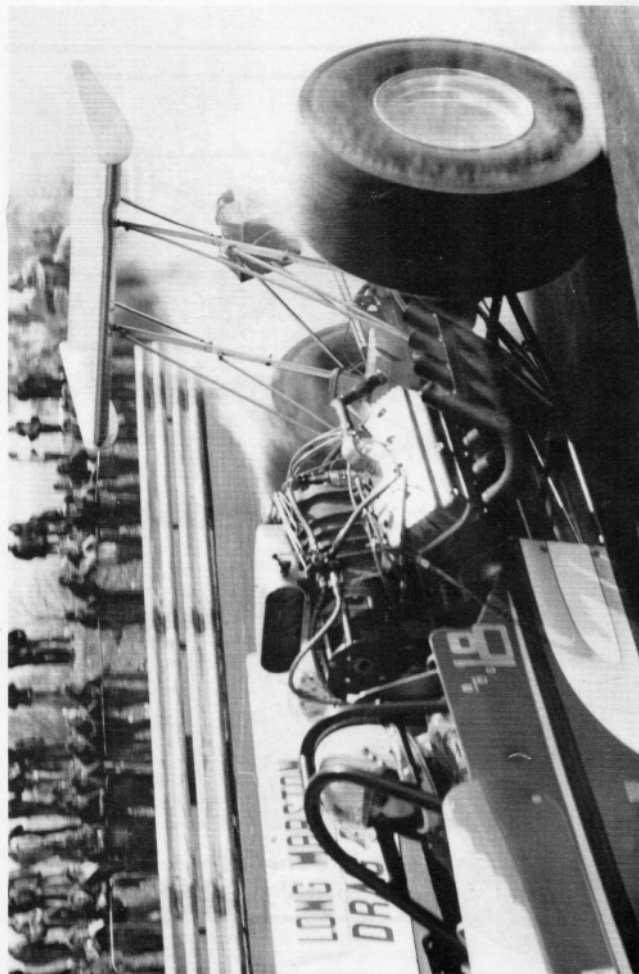
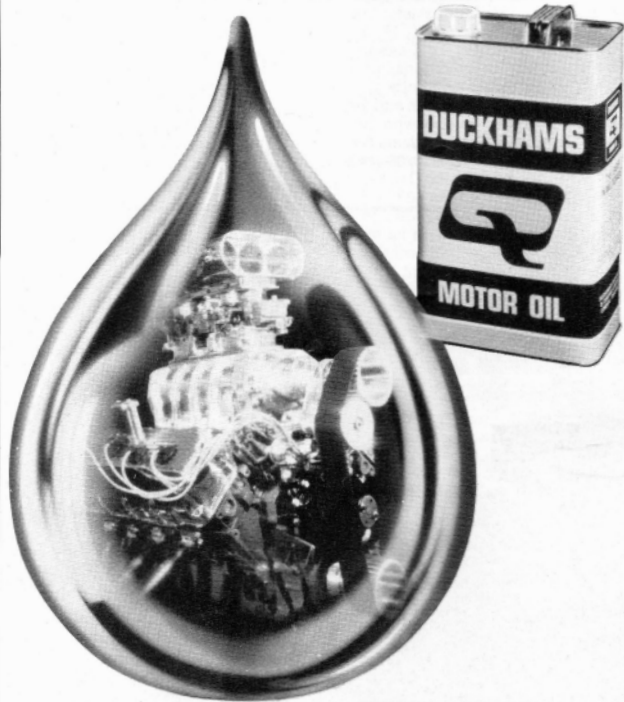


Bo O'Brochta in action at the Winston World Finals.

Pic: Andy Willshire.



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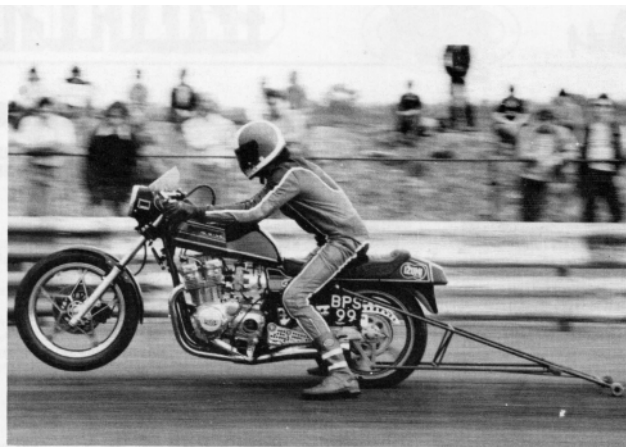
A close-up of Trevor Young — in the No. 1 spot — Gauloises/NDRC Open Top Fuel Championship.

Pic: Dick Parrham.

Henk Vink — Team Big Spender — celebrates his birthday at Long Marston Raceway this weekend.



Pic: Dick Parnham.



Alan Thompson on his 1200cc Suzuki Pro Stock "Tarantula"

Pic: Dick Parnham.

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COMPETITORS



Pre entry list of Competitors Monday 13th July, 1981

Transatlantic Drag Bike Race

National Drag Racing Club 24/25/26th July, 1981

3rd ROUND
4th ROUND

GAULOISES/NDRAC TOP FUEL CHAMPIONSHIP
ACU BRITISH DRAG BIKE CHAMPIONSHIP

COMPETITION

TF 1	Bo O'Brochta (USA)	1200cc Kawasaki
	Henk Vink (Hol)	1200cc Kawasaki
H 4	C. Dongen (Hol)	1400cc Honda
H 5	Jos Smit (Hol)	1200cc Kawasaki
H 6	Ton Peis (Hol)	1700cc Kawasaki
H 11	Rob Janssen (Hol)	Bulletproof
H 31	Rob van Beelen (Hol)	350cc Triumph
H 66	Jan Nansen (Hol)	Janton Kawasaki
AAC 15	Rob Pallant	Heavy Metal
AAC 250	Bob Webster	Daytona Kawasaki
AC 7	Jonny Munn	Hobbess Hobbit
AC 34	Jeff Byne	Hurricane
AC 208	John Charlton	Silver Machine
AC 295	Eamon Hurley	Concorde
BC 6	Brian Chapman	Super Mouse
BC 11	Steve Woolfitt	The Dealer
BC 62	Philip Brachtvögel	Quarter Scorcher
BC 170	Geoff Matthews	Divine Madness
BC 247	Pip Higham	Suzuperbike
BC 270	Nigel Patrick	The Drag Specialties
CC 2	Mick Butler	Cyclops
CC 3	Ron Hughes	Owain Glyndwr
CM 82	Paul Willis	Silver Streak
CC 118	Keith Porter	Stalin's Organ
CC 152	Martin Hurll	The Probe
CC 167	John Cliff	The Co-Respondent
CC 204	Terence Fisher	996cc Triumph
CC 222	Alan Ing	1000cc Jawa
CC 251	Pete Field	Saabrina
DM 51	Tom Vivian	Tomfoolery

DC 54	Terry Sidebottom	751cc Morgo/Triumph
DC 66	Philip Whiteley	650cc Triumph
DC 69	Martin Newton	Black Jack
DC 88	David Emmerson	Moonlighter
DC 96	Mike Butters	Mercury
DC 102	Dave Knowler	Wild Dream
DC 166	Simon Glover	Born To Run
DC 177	Harry Fitzpatrick	Mini Monster
DC 186	Jeff Young	Bad News III
DC 193	Barry Eastman	Voyager
DC 196	Jim Challenger	Poltgeist
DC 215	Otly Thatcher	Santalia
DM 218	Martin LeRoux	Omega II
CM 221	Pete Smith	The Contender
DC 283	Tony Murphy	Sidewinder
DC 309	Barry Phoenix	Phoenix II
EC 26	Paul Grosvenor	Racing Worm
EC 111	Pete Le Gros	Sorcerers Apprentice
EC 314	Lawrence Bonnici	Mr. Bonny
FC 28	Nigel Tee	Frontiersman
FC 74	Rob Martin	Layla's Bad Company
FC 87	Paul Eastbury	Samuuri
FC 192	Vincent Cheesman	Unicribable Two
FC 206	Jim Balchin	Double J B.S.A.
FC 248	Michael Turvey	Overland Hustler

TOP GAS

AAG 20	John Lloyd	2250cc Kawasaki
BG 197	Brian Simpson	110cc Kawasaki
BG 216	Robbie Dobbie	1124cc Peugeot
CG 74	Nigel Tee	870cc Suzuki

PRO STOCK

H 97	Jos Smit (Hol)	Bulldog Suzuki	1230cc Suzuki
H 50	L. Hoff (Hol)	Pacemaker	1176cc Suzuki
H 88	Erik Bauer (Hol)	Kawasaki	1196cc Kawasaki
H 93	R. Van Ginneken (Hol)	Pro-Jeck Kawasaki	1200cc Kawasaki
H 99	Cialt Toerson (Hol)	Mobil Kawasaki	1200cc Kawasaki
H 189	Bert Voorthois (Hol)	Vapotherm Kawasaki	1200cc Kawasaki
H 111	Rob Janssen (Hol)	Nimsp-Suzuki	1176cc Suzuki
BPS 70	Brian Johnson	Imperial Wizard	1265cc Kawasaki
BPS 99	Alan Thompson	Tarantula	1200cc Suzuki
BPS 161	Pip Higham	The Deuce	1198cc Suzuki
BPS 180	G. Nash	Suzuki	1230cc Suzuki
BPS 259	P. J. Andrews	Crusader Mk. II	1197cc Kawasaki
BPS 234	John Knight		
BPS 281	Geoff Stilwell	Kawasaki	1200cc Kawasaki

STREET

BS 39	Alan Hughes	Nice Time	1015cc Kawasaki
BS 97	Martin Hill	Instyle	1085cc Kawasaki
BS 116	P. Sealey	Seventh Heaven	1200cc Kawasaki
BS 176	David Alexander	Z Million	1089cc Kawasaki
BS 242	Peter Morrison	Kawasaki	1200cc Kawasaki
BS 401	Ron Cheesman	Kawasaki	1015cc
CS 245	Peter Scott	Blowpipe	903cc Kawasaki
DS 146	Paul Smith	Honda	570cc Honda
DS 271	Richard Downham	Hell For Leather	748cc Kawasaki
ES 112	Peter Burch	Green Light	500cc Kawasaki
ES 297	S. G. Talbot	Awaiting Confirmation	398cc Yamaha

TOP FUEL - CARS

AD 2	Alan Ritmeisters	Backfire	471ci Donovan
AD 3	Tony Boden	The Hit Man	471ci Keith Black
AD 18	Trevor Young	Competition Products	471ci Donovan
TF 31	Jim Read	Le Patron	428ci Donovan
AD 51	Andy Craddock	Front Line Video	484ci Milodon

FORTHCOMING MEETINGS AT LONG MARSTON RACEWAY:

Drag Race August 29/30/31

Drag Race October 10/11

Drag Race September 12/13

Firework Spectacular Oct 31/Nov 1

Blackbushe Airport - date to be announced.

We would like to thank the following for their contributions towards the Prize Fund:

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