

SANTA POD RACEWAY

The MAIN EVENT

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Budweiser
DRAG SERIES

OFFICIAL PROGRAMME £1.00





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C'mon Feel The Noise!

Welcome....

Welcome to Santa Pod Raceway, England, home of European Drag Racing for the second event in the Budweiser Drag Series for 1994.

The race programme this weekend is splitting at the sides with entries, with the first round of the EFTA Top Fuel Championship for 1994, round one of the Torco RAC British Top Alcohol Championship, the UK Super Gas Championship, the UK IHRA National Bracket Championship and the ACU UK Drag Bike Championship all being held over the three day meeting.

We also see the return of rocket man, Sammy Miller and his famous car, Vanishing Point because of his failure to run at the rained-out Easter Thunderball.

All of us at Santa Pod would like to wish you once again a blast of a time.

*Victoria
x*

Budweiser
DRAG SERIES

R O U N D 2

PRELIMINARY RUNNING ORDER
SUNDAY

QUALIFYING ALL DAY ALL CLASSES.

11.00 am	TOP FUEL
12.00 pm	TOP ALCOHOL
2.00 pm	TOP FUEL
3.00 pm	TOP ALCOHOL
4.30 pm	TOP FUEL

MONDAY

Eliminations from 10.00 am

11.00 am	ROUND 1 TOP ALCOHOL
11.30 am	TOP FUEL PRESENTATION
12.00 noon	ROUND 1 TOP FUEL
1.00 pm	ROUND 2 TOP ALCOHOL
2.30 pm.	ROUND 2 TOP FUEL
3.00 pm.	ROUND 3 TOP ALCOHOL

All Finals in all classes from 3.00 pm.

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Comment...

Safety is the word on everybody's lips this weekend after the recent tragedies in Formula One. The sport of Drag Racing has an incredible safety record and Santa Pod is no exception. Rico Anthes' spectacular 'blow out' at last year's World Finals at Santa Pod is testament to this.

This weekend, with the return of the big boys (and girls) of Drag Racing - the nitro-burning Top Fuelers - for their first round of the season, spare a thought for the Santa Pod Raceway track owners, race directors, marshalls, doctor, and the fire and safety crew - all of whom dedicate their lives to the continuing safety and well being of all the drivers who venture down Santa Pod's famous quarter mile of asphalt.



DRAG RACING AT SANTA POD IS BROUGHT TO YOU BY SANTA POD LEISURE LTD
Unit 6E First Floor, 101 Farm Lane, Fulham, London SW6 1QJ. Tel: 071 386 8777. Fax: 071 386 7342

EUROPEAN TOP FUEL RACING GOING FOR FOURS

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It was a great loss to Top Fuel racing when one of its highest ranking competitors, Tony Bryntesson from Sweden decided to sit out a season.

But thanks to some decent sponsorship funding, Bryntesson returns to the European Top Fuel Series and Santa Pod with JTB Racing and a brand new race operation.

Bryntesson drove an ex-Dennis Forcelle entry in the Series in 91 and 92 (although he didn't make it to England in 92), and ran a best of 5.22 seconds and 275 mph in the then Lenco transmission-equipped car, tuned by American Glen Mikres. During these years, Bryntesson was thought of as the Series most 'winningest' driver.

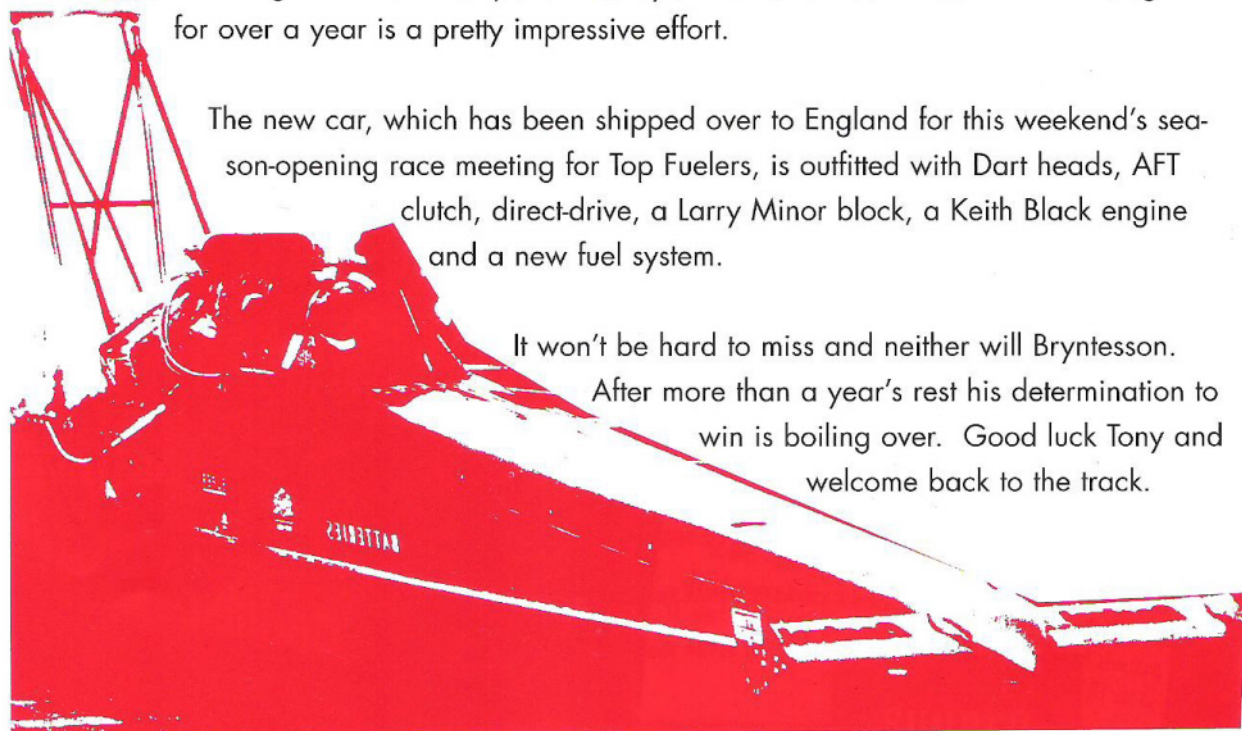
In his absence however, other Fuel teams like Rico Anthes have taken over that role, but Bryntesson is optimistic to say the least. "Hi, I'm going to win" he said after his return from Pomona Raceway in California with his new Brad-Hadman-built car recently.

Bryntesson and his crew were in Pomona to put the finishing touches on the Hadman-commissioned car and to test it at the Chief Autoparts Winter Nationals.

Two attempts were made to make the 16 car field in Pomona, but the Swede's 5.27/237 time slip was way short of the record bump shot of 4.92 seconds. By European standards, a 5.27 run straight off the trailer performed by a man who hasn't been in the driving seat for over a year is a pretty impressive effort.

The new car, which has been shipped over to England for this weekend's season-opening race meeting for Top Fuelers, is outfitted with Dart heads, AFT clutch, direct-drive, a Larry Minor block, a Keith Black engine and a new fuel system.

It won't be hard to miss and neither will Bryntesson. After more than a year's rest his determination to win is boiling over. Good luck Tony and welcome back to the track.



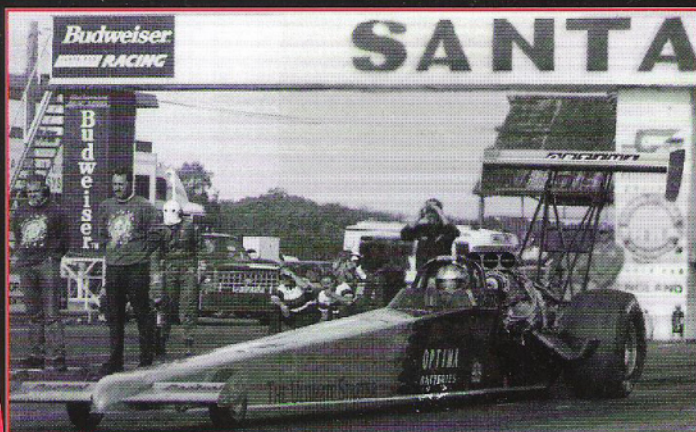
1994 EFTA TOP FUEL SERIE

PETER LANTZ, Sweden :

Started Racing	1980
In Top Fuel	1992
Final standing '93	8th spot
Crew Chief	Agne Jonsson
Car Manufacturer	1991 Peter Lantz Chassis
Car Length	300"
Engine	TFX KB
Sponsors	Optima, Mangda, AMT, NGK, Castrol, Pioneer, Protex.



Peter is racing his newly-painted Optima Batteries dragster at Santa Pod this weekend, the same car that won him the World Finals in 1993. He's looking for low numbers and high points in the first round. Lantz, who campaigned in both Top Fuel and Top Alcohol in the past is well known at Santa Pod for his needle-sharp reaction times and consistent competition.

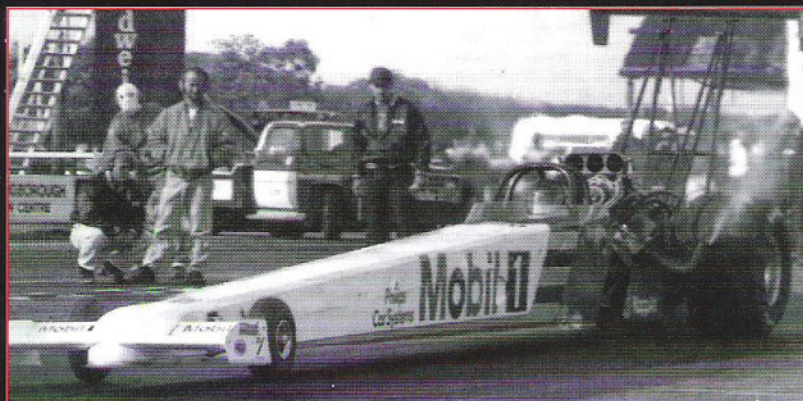


LIV BERSTAD, Norway

Started Racing	1986
In Top Fuel	1988
Final standing '93	4th spot
Crew Chief	Rune Fjeld
Car Manufacturer	1990
Car Length	Swindahl
Engine	300"
Sponsors	Keith Black Mobil 1, Kapp-Ahl



Berstad will be trying to regain her form after a trouble-plagued '93 season. Nobody however, managed to better Berstad's European record set back in 1990 at Santa Pod, a record that Berstad intends to break herself this year. At the 1993 Main Event, it was Berstad who clocked the fastest mph of the meeting, so we all know this gorgeous lady has it in her.

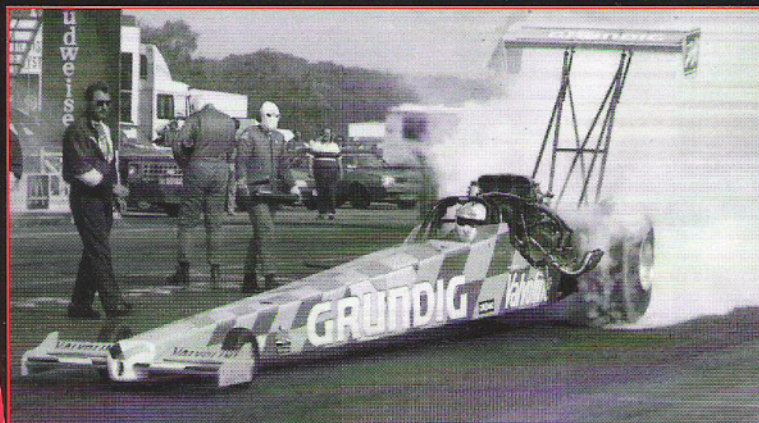


VIVECA AVERSTEDT, Sweden

Started Racing	1987
In Top Fuel	1992
Final standing '93	2nd spot
Chief Crew	Hakan Averstedt
Car Manufacturer	Norm Parker
Car Length	300"
Engine	Keith Black
Sponsors	Valvaline, Schlitz, Cinzano, Autolight, Flygrevyn, Fram Filter



Still the best looking car in the series, Viveca has finally found horsepower thanks to British crew chief John Wright. New sponsor and new body panels for this team and a goal to change their TF 2 to TF 1.



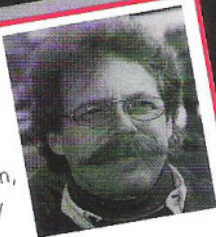
S ROUND 1 COMPETITORS

RICO ANTHES, Germany TF5

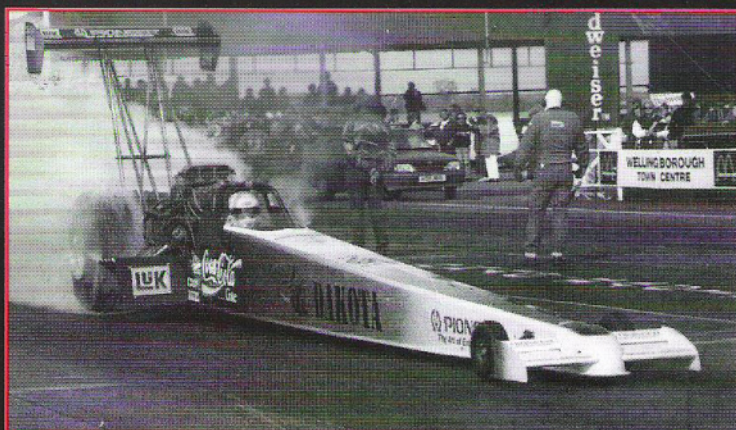
Started Racing 1980
In Top Fuel 1992
Final standing '93 5th spot
Chief Crew Dal Denton,
Paul Berry

Car Manufacturer 1993
Swindahl ex Amato

Car Length 300"
Engine TFX Keith Black 498 ci
Sponsors Dakato Leathers, MOTO MEDA
Motorsport Service, LUK
Clutches, Coca Cola, Pioneer



Rico is the unofficial European Top Fuel ET record holder at 5.11 seconds. He's racing a new dragster purchased over the winter from American NHRA Champion Joe Amato complete with a Jim Prock (Amato's crew chief) tune up. With this winning combination, he'll be the man to beat at the Main Event. One to watch also for the first four in Europe.



ROLF IVERSEN, Denmark TF 6

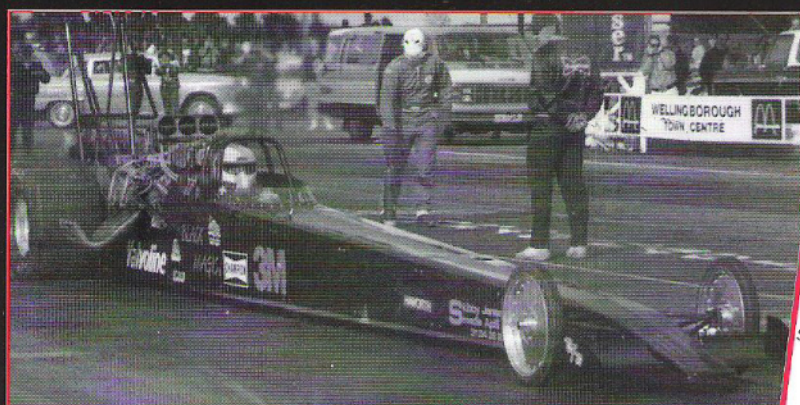
Started Racing 1985
In Top Fuel 1990
Final standing '93 6th spot
Chief Crew Jon Iversen
Car Manufacturer 1990

Black Magic
Racing

Car Length 300"
Engine Keith Black
Sponsors Black Magic, 3M, Ray Ban,
Champion, Valvoline, Simpson
Race Products



This Danish budget racer competed in more races than a few of the teams last year, including Lantz so in the track time stakes he's way ahead.



TONY BRYNTESSON, Sweden TF 9

Started Racing 1975
In Top Fuel 1989
Final standing '93 Didn't

Chief Crew compete

Car Manufacturer 1994 Brad Hadman

Car Length 300"
Engine JP1 KB

Sponsors CD cardic, Bilsport magazine,
Quaker State, Road-Line, Bernt
Pioneer, California Shipping.



Find out more about Tony on page 3.

BEST ET & MPH TOP FUEL DRIVERS

Rico Anthes (Germany)
Best ET 5.11 sec Best MPH 266
Viveca Averstedt (Sweden)
Best ET 5.30 sec Best MPH 263
Monica Oberg (Sweden)
Best ET 5.17 sec Best MPH 277 (Record)
Liv Berstadt (Norway)
Best ET 5.13 sec (Euro Record) Best MPH 272
Pelle Lindelow (Sweden)
Best ET 5.30 Best MPH 270
Risto Poutiainen (Finland)
Best ET 5.17 sec Best MPH 276
Peter Lantz (Sweden)
Best ET 5.33 sec Best MPH 271
Rolf Iversen (Denmark)

**TOP FUEL DRAGSTER SERIES
POINTS AFTER THE 5TH ROUND**

Pelle Lindelow, Sweden 4778
Viveca Averstedt, Swede 3366
Risto Poutiainen, Finland 2044
Liv Berstadt, Norway 1993
Rico Anthes, Germany 1938
Rolf Iversen, Denmark 1746
Monica Oberg, Sweden 1292
Peter Lantz, Sweden 104



TOP FUEL

TF2	Viveca Averstedt (Swe)	Dragster	Valvoline	KB	312
TF4	Liv Berstadt(Nor)	Dragster	Mobil 1	KB	1
TF5	Rico Anthes(Ger)	Dragster	Dakota Leathers	KB	49
TF6	Rolf Iverson(Den)	Dragster	Black Magic	KB	87
TF8	Peter Lantz(Swe)	Dragster	Optima Batteries	KB	249
TF9	Tony Bryntesson(Swe)	Dragster	JTB Racing	KB	331

TOP FUEL FUNNY CAR / ALTEREDS

AFC2	John Spuffard	Pontiac Trans-an	Showtime	500ci
AFC205	Harlan Thompson	Dodge Daytona	Budweiser	500ci
AFC209	Stefan Jonsson	Vauxhall Calibra	JF Racing	500ci
AAFA267	Clive Nechaell	Ford Model T	California Kid	500ci

TOP ALCOHOL

TAF122	Tony Betts	Nissan 300ZX	-	526ci
TAF114	Bernie Hepworth	Dodge Daytona	-	540ci
TAA130	Frank Bennett	Fiat Topolina	-	427ci
TAD8	Barry Sheavills	Dragster	Stagecoach 6	432ci
TAD112	Doug Bond	Dragster	-	438ci
TAD118	Lindsay Deuchar	Dragster	-	-
TAF134	Alan Jackson	Chevrolet Beretta	-	518ci
TAD5	Robert Turner	Dragster	Turner Racing	438ci
TAD10	Craig Lowes	Dragster	Team Kaizen	496ci
TAD106	Andy Hill	Dragster	-	392ci
TAA108	Mickey Moore	Altered	Over the Hill Hob	477ci
TAF120	Ken McCormack	Corvette	Car Care Corvetta	484ci
TAD115	David Wilson	Dragster	Krypton	484ci

SUPER GAS

SG200	Frank Mason	Chevrolet Vega	-	-
SG68	Jason Savory	Chevrolet Nova	-	481ci
SG594	George Chiarella	Opal Manta	Straight to the Point	360ci
SG10	Mark Flavell	Chevrolet Monza	Performance Unlimited	436ci
SG30	Dave Clarkson	Ford Escort XR3i	Rat Infested	427ci
SG90	Jim McGhee	Vauxhall Cavalier	Nitemare	454ci
SG7	Al O'Conner	Ford Pop	Al's Gasser	355ci
SG48	Paul Watson	Dodge Dart	Grumpy's Gasser	452ci
SG9	Pete White	Ford Capri	Up in Smoke	400ci
SG56	Ray White	MK1 Ford Zephyr	Pro Zephyr	468ci
SG999	Alex Nicol	828 Camaro	Just "A" Rat	468ci
SG490	Simon Oxberry	Ford Maverick	-	355ci
SG24	Paul Letchford	Chevrolet Camaro	-	407ci
SG50	Brian Pateman	Pontiac Firebird	Quartermaster	455ci
SG4	Phil Drewit	Ford Escort XR3i	Psycho	481ci
SG60	Trevor Graves	Ford Sierra	Bristol Doorslammer	380ci
SG222	Martin Harris Jnr	1967 Chevrolet II	-	427ci
SG82	Mark Anderson	Ford Falcon	-	460ci
SG2	Bill Macdermid	1969 828 Camaro	"Billy the Kid"	427ci

SUPER PRO E.T.

451	Henry Joosten	Chevrolet Camaro	-	572ci
453	Martyn Jones	Dragster	-	482ci
200	Steve Johnson	Dragster	Motormouse	509ci

PRO E.T.

462	Jerry Clayton	Ford Sierra	-	427ci
565	Chris Worsell	Dragster	Low Duck Special	468ci
1	Rob Emmett	Altered 23 T	Yorkshire "T"	427ci
268	Steve Warner	Dragster	Blue Blazer	355ci
103	Chris Orthodoxou	1967 Dodge Dart	Chaos Bros	512ci
184	Dennis Hawkins	Dragster	Wicked Lady	355ci
68	Stephanie Milan	Dragster	She Devil	400ci
319	Eric Humphrey	Chevrolet Monza Funny Car	City Electrical Factors	400ci
590	John Powis	Altered 23 Model T	Henry's Revenge	351ci
67	Jim Seward	Dragster	Harry the Spider	460ci
164	Ivan Birch	Altered 1934 Plymouth	Snapdragon IV	327ci
284	Ian Giles	Dragster	All Fired Up	306ci

MODIFIED E.T.

Chris Isaacs	Ford Prefect	Bad Attitude	468ci
Gordon Smith	Plymouth Duster	Ghostduster/Mopar Bruvvers	454ci
Steve Young	Dragster	Autocat	215ci
Ray Barrow	Chevrolet Vega	Berzerko Racing	327ci
Craig Lewis	Dragster	Pegasus	153ci
Michael Ismail	Vauxhall Firenta	-	460ci
Martin Rolgate	Jaguar Comp Altered	Alcoholic Kat	3.8
Ray Poole	Vauxhall Firenta	-	350ci
Alan Golding	Vauxhall Firenta	Grounds for Divorce	452ci
Tony Guy	Ford 1932 Model B	Guy Bros 32	355ci
Trevor Capewell	Fiat Topolina	Southern Rebel	350ci
Steve Brown	Ford Pinto	Crazy Horse	452ci
Danny Hearn	Dragster	Blue Movie 3	302ci
Fay Fischer	1923 Model T Altered	Lucky-Fisch	383ci
Simon Hall	Ford Model B Roadster	-	460ci
Brian Huxley	Colt	Can Do	460ci

SUPER E.T.

130	Martin Wicker	Austin A30	Little Devil	390ci
156	Chris Carner	Ford Cortina	-	355ci
194	Jon Evans	Toyota Celica	Tokyo Toy	331ci
315	Robert Doyle	Datsun 260Z	-	305ci
1	Lorraine Payne	Dodge Challenger	-	440ci
409	Rob Lees	Ford Mustang Grande	Yellow Peril	466ci
197	Rick Swatzki	Opel Manta Coupe	Livin' On A Prayer	3500cc
32	Graham Jones	Ford Mustang II	Ozone Deadly	306ci
661	Simon Farmer	1955 Chevrolet	Belmont Racing	424ci
121	Tony Grayston	MKII Ford Zodiac	-	360ci
132	Stuart Cree	Chevrolet Monza	-	402ci
259	Dave Worrion	Ford Escort Mexico	-	4000cc
322	Dave Day	Ford 32 3 window Coupe	Days of Thunder	460ci

STREET E.T.

318	Glenn Rees	75 Camaro	Don't Panic	355ci
258	David Ward	Ferrari 308 GT4	-	3000cc
225	Phil Walker	Pontiac Firebird	Royal Ragtop	400ci
517	Carl Pittay	Chevrolet Canaro	Heaven & Hell	350ci
279	Martin Lewis	Vauxhall Nova SR	Nova Blaze	1300cc
E520	Dean Chart	Ford Escort	Vibes	2400cc
E53	Trevor Langfield	Rover Vitesse SD1	Highpower	2600cc
RC23	Mark Watkins	Mazda RX -7	-	1300cc

TOP FUEL BIKE

ST1	Adam Hewitt	Harley Davidson	Southern Rock 2	2400cc
TF1	Phil Bainbridge	PBR Puma	-	1325cc
TF652	Werner Bruckle	TF Pro Sports	-	1425cc
TF88	Jules Boag	Puma/Yamaha	-	1200cc
TF2	Steve Woollatt	PBR Puma	The Dealer	1327cc

PRO STOCK BIKE

PS6	Martin Bishop	Kawasaki B2 750	-	750cc
PS10	Mark Clutten	Suzuki GSX-R	-	1325cc
PS168	Nick Pepper	Suzuki GSXR1000	-	1294cc
PS5	Graham Dance	Suzuki 1100FJ	C Sign Suzuki	1249cc
PS213	Ray Debben	Kawasaki ZX10	-	1260cc
PS4	Ceri Visick	Suzuki GSX	Barney Blue	1327cc
PS299	Paul King	Yamaha FJ1200	Puff the Magic Dragon	1314cc

COMPETITION BIKE

CB438	Robert Brooks	YHR Kawasaki 2900	Yellow Metal	1325cc
CB04	Ken Thorne	Kawasaki GPZ	-	1170cc
CB12	Barry Eastman	Honda CBX	Tokyo Express	1320cc
CB17	Chris Golding	Kawasaki 21	Tokyo Tart	1398cc
CB44	Augy Harrison	Suzuki 1100EFE	Adrena-Line Racing	1135cc
CB91	Ray Law	Double Triumph	-	996cc
CB76	Stephen French	Kawasaki	French Injection	1398cc
CB546	Stewart Curtis	Honda CBX	-	1130cc
CB21	Neil Diggins	Kawasaki	Queezirider	1261cc
CB553	Brian Noble	Suzuki GS1000	Bad Company	1238cc
CB22	Mike Beaumont	Suzuki FJ1100	M & B Racing	1325cc
CB11	Gary Atkinson	Suzuki	-	1127cc
CB62	Mark Stiles	Suzuki GSXR-1100	Two Wheel Data	1260cc
FB21	Chris Hall	Suzuki	Wot No Turbo!	1740cc
FB20	Tim Blakemore	Kawasaki	-	1260cc

SUPER STREET BIKE

SS758	Graham Balchin	Kawasaki ZXR	-	1325cc
SS1	Roger Turner	Suzuki GSX1100E	Ramjet	1393cc
SS118	Mark Sweetman	Suzuki GSX	The Gasman	1260cc
SS2	Dave Turner	Suzuki GSX1100E	Laser Suzuki	1135cc
SS8	Colin Hall	Suzuki GSXR1100	-	1260cc
SS6	Pete Jones	Suzuki GSX1100ESD	Low-Blow	1135cc
SS69	James Curnick	Kawasaki GPZ	Nemesis	1325cc
SS3	Marc Fossey	Suzuki Katana FJ	M.F.R.	1327cc
SS30	Steve Ashby	Suzuki GSXR1100	Adrenalize	1260cc
SS290	Robert Anderson	Suzuki GSXEF	-	1135cc
SS28	Tony Clark	Suzuki GSXR	Lethal Weapon	1500cc
SS11	John Virag	Honda CBR 1000 FK	Cosworth CBR	1080cc
SS9	Andy "H" Smith	Suzuki GSX	-	1500cc
SS304	Andrew Richards	Suzuki Katana	Chris Richards Motorcycles	1500cc
SS152	Mark Watkins	Suzuki	Terminator 2	1260cc

9.90 BIKE

218	Don Avenell	Suzuki F.C. Turbo	Purple Haze	1170cc
SB32	Karl Larcombe	Suzuki Katana Turbo	Krazy Kat	1170cc
SLA7	Paul Horton	Suzuki GSX 1230 EF	-	1230cc
579	Warren Parkinson	Kawasaki Z650	Rock Knocker	1428cc
SB98	Kevin Fox	Suzuki GSXR1100	Lapse of Reason	1052cc
SB1	Dave Whatton	Suzuki GS1000	-	1176cc
SB30	Rob White	Suzuki GSX1100E	R.W.R.	1135cc
SB23	Bob Sharples	Kawasaki GPZ1100	Berts Special	1425cc
71	Dave Holland	Suzuki GSXR	Damage	1109cc
SB72	Mark Patman	Kawasaki	-	1200cc
	Dave Bauchan	Suzuki Katana	Prime Suspect	1135cc

10.90 BIKE

597	David Glover	Yamaha FZR 1000 EXC	-	1002cc
SP24	Paul Delarue	Suzuki GSXR750	F.U.B.A.R.	748cc
SP1	Dave Hall	Suzuki GSXR1100M	'R' Tist	1127cc
38	Jamie Sneddon	Suzuki GSX1100E	JBS Roofing	1150cc
411	Gary Jones	Kawasaki KR-1S	-	500cc
163	Andy Minor	Suzuki GSX1100	-	1135cc
SP376	Mike Payne	Suzuki GSXR	-	1109cc
422	Dave Peters	Suzuki/Spondon GSXR	-	1260cc
SP378	Lee Young	Kawasaki Z650	-	1089cc
SP43	Stewart Chamberlain	Suzuki GS1100	Predator	1100cc
50	Geoff Rogerson	Suzuki GSX1100EFS	"Wotta Performance" Racing	1230cc
790	Steve Debben	Kawasaki Z100	-	1075cc
478	David Hirst	Yamaha RD400	-	460cc

All racing is run exclusively by Santa Pod Racers Club and promoted by Santa Pod Leisure Ltd. Held under the general regulations of the RAC Motor Sports Association Ltd and the Auto Cycle Union (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations.

LIST OF OFFICIALS

RAC Permit No: 35090

RAC Steward: Mr J. May

RAC Scrutiniser: Mr S. Vincent

ACU Permit No: ACU01240

ACU Steward: Mr W. Robinson

ACU Scrutiniser: Mr S. Johnson

Race Director:

Mr C. Gandolfi

Asst. Race Director:

Mr J. Cross

Safety Officer:

Mr D. Prentice

Time Keepers:

Miss L. Smart

Mrs S. Gandolfi

Club Stewards:

Mr J. Ledster

Mr P. Evans

Mrs Y. Tramm

Miss L. Digby

Mr S. Horn

Doctor:

Dr R. Bullock

Medical Services:

Northampton Private Ambulance

Secretary of the Meeting:

Mrs S. Gandolfi

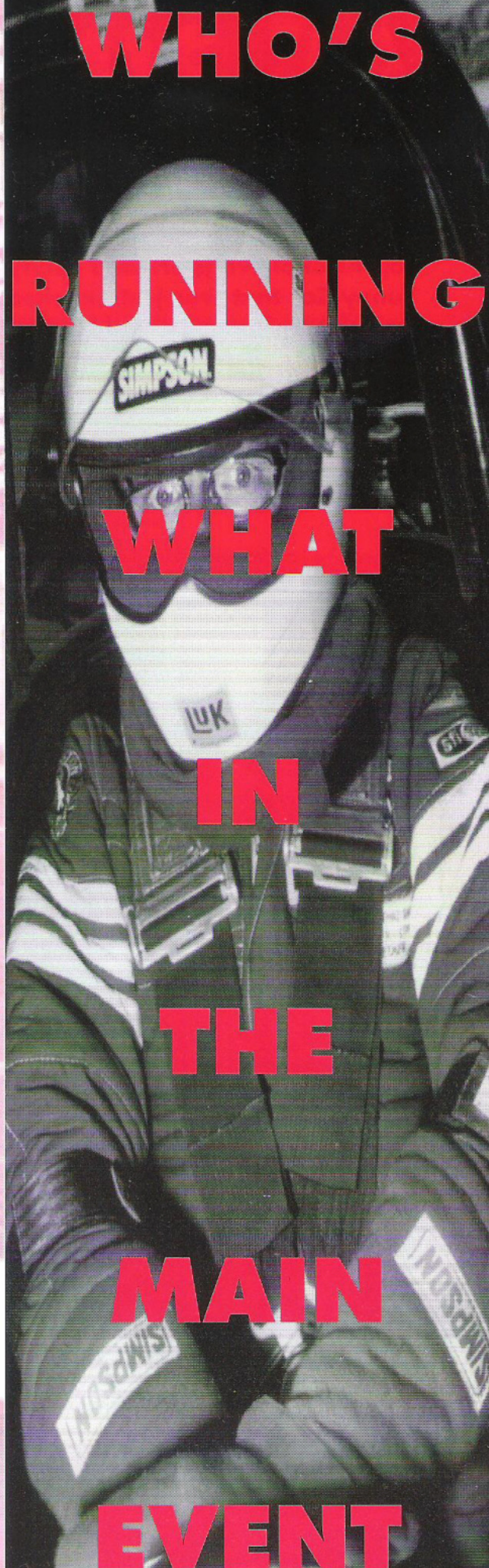
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Rushden

Northants NN10 9PX

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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 accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.



WHO'S

RUNNING

WHAT

IN

THE

MAIN

EVENT

RAC TORCO TOP ALCO

The RAC Torco Top Alcohol Championship kicks off this weekend with 113 of Britain's Top Alcohol Dragsters and Funny Cars. Look out for Tony Bett's superb new Nissan Funny Car that was just unveiled at the Easter Tunderball, and for hot performances from Barry Sheavills and his new powerpack.

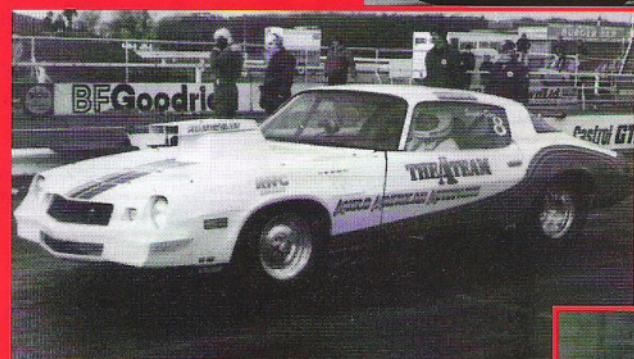
BARRY SHEAVILLS FROM NOTTINGHAM - WILL HE BE THE MAN TO BEAT IN 1994 ?

Barry Sheavills is one of Britain's best-loved Top Alcohol competitors. He's been drag racing since 1971 and he loves the sport almost as much as his fellow drag racers love him.

This year, he has dropped a brand new engine into his 1993 Geof Hauser Chassis - a combination that has the other British competitors wondering whether they should bother racing at all, and has last year's European Top Alcohol Champ Mickie Kagered from Sweden naming Sheavills as the biggest threat from Britain for years.

More on his new race operation later. Right now it's time to fill you in on a little history.

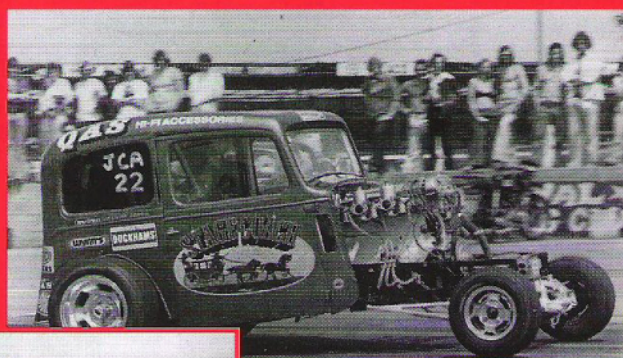
Sheavills' trek up the ranks to Top Alcohol has been synonymous with the name 'Stagecoach' - a title that has found its way on six race cars to date. The first was an Austin Rugby Competition Altered car kitted out with an E-type Jag mill and a Jag rear end. Sheavills bought this car from Keith Barry



in 1971 and raced it into high thirteens with his brother Dave. High thirteens was a pretty amazing feat in those days so this car was an instant crowd pleaser, especially since its back wheels were smaller than its front wheels.

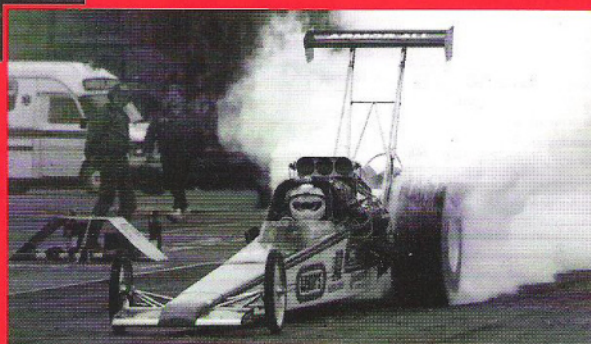
After sharing the driving and mechanic duties on Stagecoach with brother Dave for four years, Sheavills was keen to go quicker and faster. A new car was needed and the old Strip-teaser chassis was purchased. On top of that went the all glass Ruby body and inside went a Pontiac V8 and 400 turbo autobox. Renamed

'Stagecoach 2' and a year later, 'Stagecoach and a Bif', the carbs off were taken off and replaced with an alcohol injection system from a dragster. This car raced all over Europe in the



'Altered' class for several years against the likes of Gary Page in 'Panic', Keith Porter in 'The Devil' and the injected 'Alchemist T' of Vince Shaw and John Gibbons. "It was all for fun in those days. We were great mates and we all had a great time," remembers Sheavills.

After Stagecoach 2, the pair took time out to set up their business, 'Anglo American Auto Parts' and the car was consequently sold. But they just couldn't stay away from the strip for so long, so they built a big black Chevy Camaro to promote Anglo American and away they went again. This car, named 'The A Team', was the first purpose-built Super Gasser in the Country.



Lenco transmission. Thus the birth of Stagecoach 3 was complete. Not a single car in C/Comp Altered could beat it. The very first pass in the car was an eight when all the others were

They lasted a couple of seasons in the Camaro and ran a quickest of 10.01 seconds, but the 9.90 restriction didn't appeal to Barry. So he sold the Camaro and bought the body shell and chassis of Keith Potter's 'The Devil', squeezing in a new big block Chevrolet and

HOL CHAMPIONSHIP!

running in the tens, and he went on to set the British C Altered record in the car at 8.5 seconds. But discontentment set in as he was handicapped 2 or more seconds and not once competed in a heads up race. It was like driving a Ferrari and not being allowed to change into second gear.

The next obvious move was a step into Top Alcohol Racing. Sheavills acquired 'Stagecoach 4' a Dennis Priddle chassis originally named 'Mr Six', then 'Hitman'; then 'Shoestring' from a retiring Doug Bond. The car was stripped to accommodate an ex Donovan Top Fuel motor and they ran their first six. After much celebration, the Sheavills brothers were faced once again with owning a car that they had taken to the limit.

Stagecoach 4 was swapped for Stagecoach 5, an ex Monica Oberg Top Fueller. This car was able to take a bigger Keith Black engine and the results were immediate. Barry raced this car for two seasons and finally retired it at this year's Cannonball after taking the number 1 qualifying spot, low ET, top speed and the winners trophy. His best run in the car was 6.30 seconds at 219 mph.

Stagecoach 6, Sheavills current car, is the finest of the lot. Built here in England in 1992 by Geof Hauser (Britain's answer to Meyer, Swindahl and Uyehara), the newly designed chassis gave the team a three tenths improvement virtually straight off the trailer. It ran for the bulk of the 1993 season

and clocked a 6.28 second personal best.

This season, a new Aries Walt Ausin Racing Oldsmobile engine has been bought at great expense from Ralph Gorr in the US. Top NHRA Champ Pat Austin runs a similar engine in the US, but Sheavills is the first to own one on this side of the Atlantic. At 432 ci, it's a high rewer and of the latest split block design. It will produce around 2,800 bhp which is the equivalent of 50 Mini engines. With a new fuel system, new Retro Blower, and new 3 plate Crower clutch, the Sheavills team is now kitted up to match and beat any European Top Alcohol racer you care to mention.

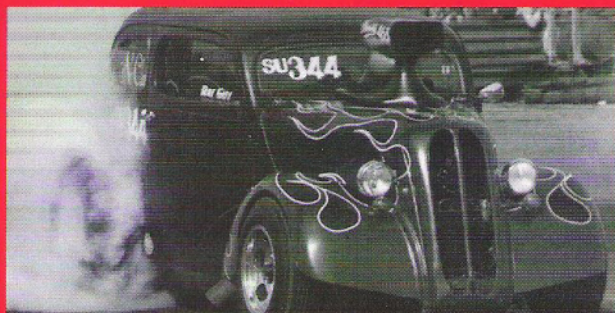
So look out for the British guy in his British-built state of the art dragster. He is proof that Britain has the skill, the knowledge and the technological expertise in Drag Racing to give the rest of the world a record-breaking run for their money....

Barry Sheavills and his team would like to say thank you to Sue and Keith Langley of the Professional Automotive Services who came in at the last moment to save the team's 1994 Championship tour, to Derek Lawton of Al Motor Stores, to Brian Styles from NGK Spark Plugs and finally to Steve, Tom and Nick of Torco Oil.

by Victoria Garrett
Dave Alexander (European Dragster)

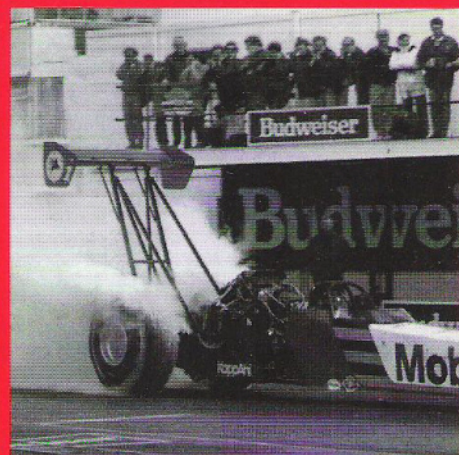
RUNNERS & RIDERS

Mickey Moore - TAA 108	Dave Wilson - TED 115
Craig Lowes - TAD 10	Barry Sheavills - TAD 8
Rob Turner - TAD 5	Doug Bond - TAD 112
Ken McCormack - TAFC 120	Frank Bennett - TAA 117
Tony Betts - TFC 122	Andy Hill - TAD 106
Paul Jackson - TAD 111	Bernie Hepworth - TAFC 114
Lindsay Deuchar - TAD 113	



FINAL TOP ALCOHOL 1993 POINTS

Driver	Round 1 (Pod)	Round 2 (Pod)	Round 3 (York)	Total
1. Rob Turner	1016	737	*	1753
2. Doug Bond	*	479	666	1145
3. Barry Sheavills	200	916	*	1116
4. Tony Betts	835	227	*	1062
5. Dave Wilson	589	239	*	828
6. Craig Lowes	587	100	*	687
7. Paul Jackson	333	233	*	566
8. Norm Wheeldon	*	*	490	490
9. Lindsay Deuchar	*	485	*	485
10. Ken McCormack	331	*	*	331
11. Andy Hill	*	*	239	239
12. Pete Barnett	*	*	238	238
13. Frank Bennett		231	*	231
14. Charlie Draper	100	100	*	200
15. SMAX Smith	*	*	112	112



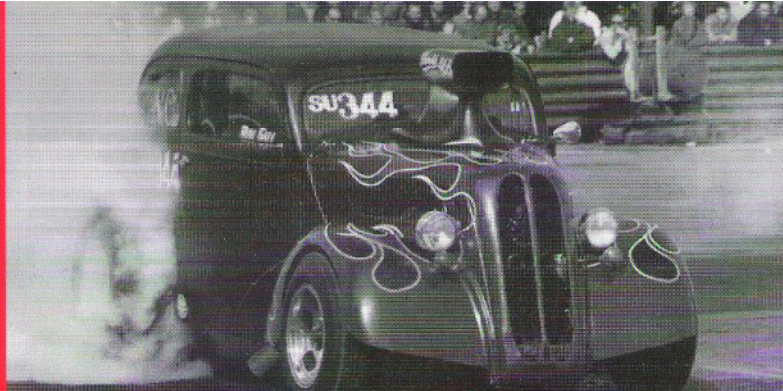
THE MAC TOOLS UK SUPER GAS CHAMPIONSHIP

Phil Drewit is on a roll. Hot from his win at the last round at York, he's coming into the Main Event with a vengeance. His Ford Escort XR31 has been fitted with a powerglide transmission from B&H Autocraft and an air shifter designed and built by Trevor Langfield. Phil was dead on the tree with a clutch but now that his car launches from a release of a button, his reaction times are like lightning. He is ready to meet last year's Main Event winner Al O'Conner, master of the art of Super Gas racing.

Billy the Kid McDermid will be gunning for a good result as well. He carries the race number SG2 which denotes his place in the Championship last year and currently lies second in the points with Ray White, who was runner up at York.



Backers for round three of the nine event Mac Tools Super Gas Championship this weekend are Kingston Medical Gases of Hull, suppliers of nitrous oxide. STP also announce their year-long associate support for Super Gas. Contingency sponsors are ABS Brakesafe, Al's Glides, Crane Cams, Engine Data Analysis, JMW Performance Construction, Monocoque Racing Wheels, Owen Engineering, TCI Converters, Wheelgame Tyres.



MAC TOOLS will award the overall winner and runner up



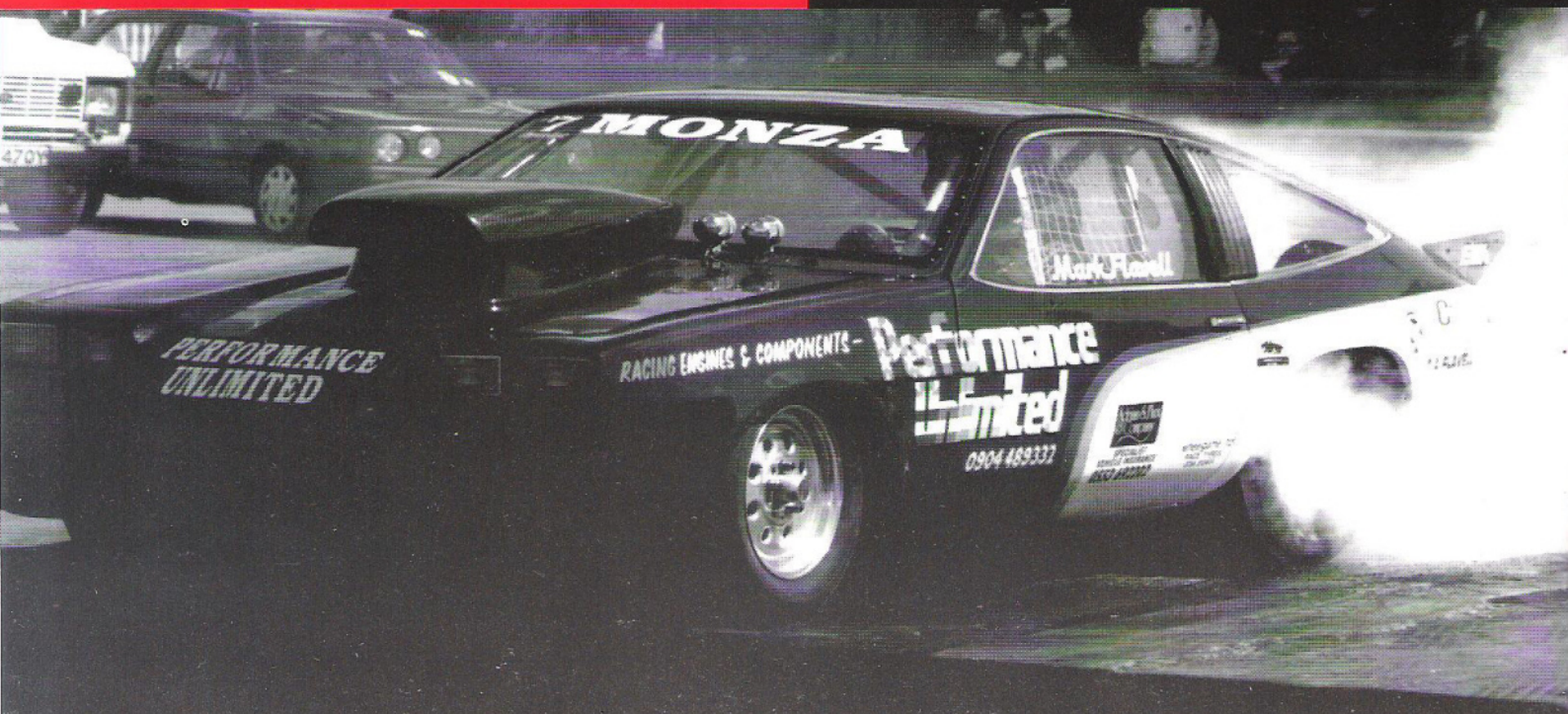
CRANE CAMS will award the number one qualifier who runs closest to 9.900



GEOF HAUSER will award the driver who wins an elimination round with a perfect 9.900



STP will award a product pack to the winner and runner up of the event.



THE BASICS CLASS BY CLASS

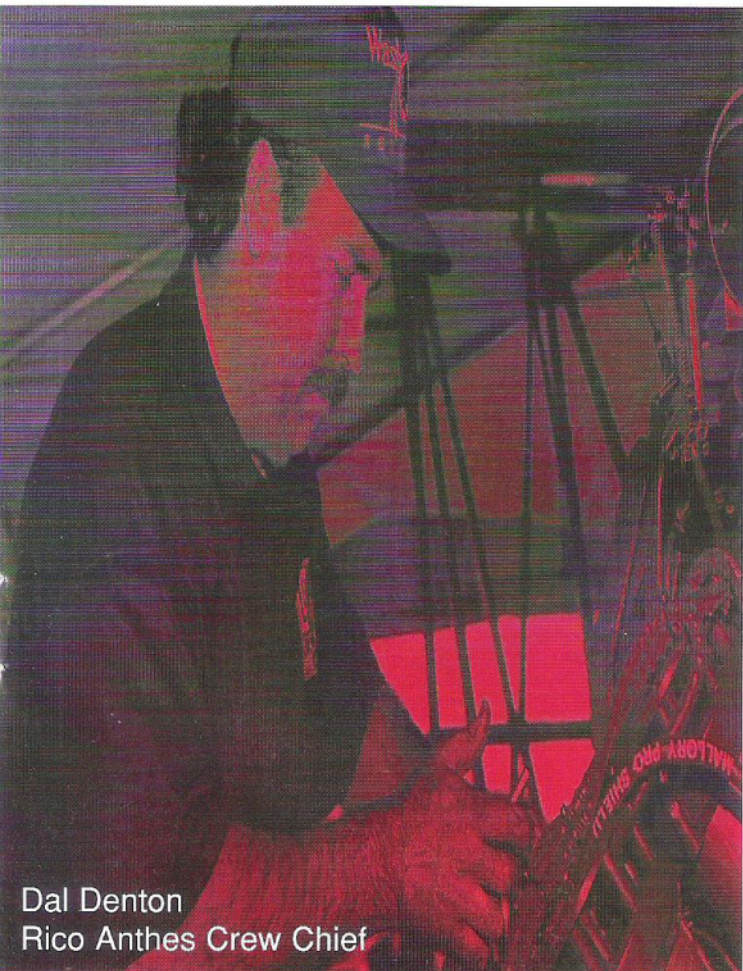
Top Fuel dragsters are unmistakable in appearance and unsurpassed in performance. These nitromethane-burning 25 foot missiles are capable of covering the quarter of a mile in less than five seconds at top speeds approaching 300mph.

Fuel Funny Cars are the brutes of nitro racing, with carbon fibre production-car replica bodies and a shorter chassis. They are capable of 5 second runs at around 280mph.

Alcohol Dragster and Funny Cars look like their fuel cousins, but instead of nitromethane, these cars burn the less explosive methanol and have three-speed transmissions. Dragsters have 420 cubic inch engines. Funny Cars engines are usually 100 inches larger. Both are capable of high five second runs at 230 mph.

Pro Modified cars look like their showroom counterparts but what's under the bonnet is a very different story. Together with extensive engine modifications and radial chassis and suspension changes, these race cars are capable of speeds exceeding 190mph and 7 second times.

Super Gas race cars are full bodied petrol burners, with full fenders, windshields, functional doors and hoods. Engine modifications however are unlimited. These cars run to a 9.90 sec index to equalize performance ie must run as close to but not faster than 9.90 seconds.



Dal Denton
Rico Anthes Crew Chief

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