

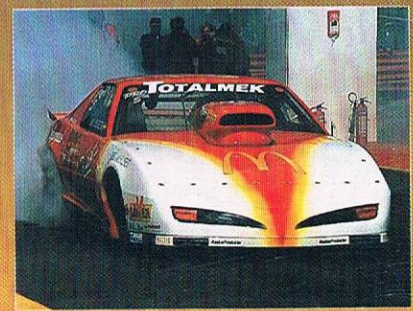
SANTAPOD RACEWAY
Sept 12th - 14th 1997

POWER RACING COMMUNICATIONS PRESENT THE 1997 FIA

europaean *finals*



- FIA European Finals - Top Fuel, Top Alcohol & Pro Stock
- RAC MSA British Top Alcohol Championship - Final Round
- British Pro Modified Drag Racing Championship - Final Round
- ACU Drag Bike Championship including Top Fuel Bike - Final Round
- Super Classes, ET Bracket Classes, 9.90 & 10.90 Championship - Final Round
- Fuel Funny Car Match Racing



For conditions of admission see inside

Official Programme £2.50



FOREWORD BY KEITH BARTLETT... *Chief Exec. of Power Racing Communications*

On behalf of Power Racing Communications, I would like to welcome you all to the 1997 'FIA European Finals' here at Santa Pod Raceway.

This is the final round of the 1997 FIA European Drag Racing Championship and it's the big one! Each year this is the race that the drivers want to win. It is also the final round for the Sportsman class championships. We have full fields in all classes with many teams from Sweden, Finland, Germany, Norway, Holland, France, Denmark and Switzerland. Once again we will be seeing the manufacturers' professional class 'Pro Stock' with 12 race teams going for the 8 car FIA field. For those of you who did not see them at round 1 of the Championship earlier in the year, let me say, this is a totally professional show and the racing is very close. Top Alcohol has around 18 teams entered to qualify for a 16 car field and I am also pleased that we will see 7/8 Top Fuel Dragsters competing in this the final round of the Championship, with Rico Anthes from Germany looking to take this years crown. In Pro Modified, there is an international field with teams from

Holland and Sweden, with so many of the cars now running in the 6 secs at 200mph - this will be a very exciting race. The English professional teams have a real battle on their hands to hold off the European challenges this weekend, although in Top Fuel, Barry Sheavills has already stamped his mark on the class at the European rounds this summer.

Perhaps the biggest news this summer has been the breaking of the 5 sec. barrier in Top Fuel. This was done by the Peter Lantz 'Optima Batteries' Top Fuel Dragster with Kent Persson at the wheel. Kent ran a 4.98 sec. run at Hockenheim, Germany in August against Rico Anthes, who most people had expected to be the 'first into the 4's'. I am delighted for the whole team, and since Peter has handed the driving spot over to Kent Persson to enable him to concentrate on crew chief/team owner duties the team is really gelling together and has produced the results at both Mantorp Park, Sweden and Hockenheim. If Peter had the budget in 1997 to run all rounds of the Championship there is no doubt that Kent Persson would have been a front runner for Championship honours. This weekend is only the team's third major race of the season. At last the 5 sec. barrier is now broken and I feel that Top Fuel racing can return to normal Championship racing as opposed to record chasing at all costs. The good news, of course, is that 4 sec. runs are now likely to be made in normal competition and if conditions are right this weekend, at least two

teams are capable of doing so. Top Fuel action will also see the return of Jens Nybo from Denmark, last years FIA Champion. The whole team has taken a year out to re group after last year's demanding schedule and are making this meeting their only race appearance of 1997. This is the second year of the FIA European Drag Racing Championship and is now regarded as highly prestigious and firmly established not only within the world of Drag Racing but also within the general motorsports arena. A good working relationship has now been established with Mr Bernie Ecclestone and the TV broadcasting of this Championship is looking very good for the future. There is positive interest from many in US Drag Racing circles, including US race teams. I have been able to witness this first hand on my travels world-wide this year in assisting the development of this Championship and its commercial rights. This year's 'European Finals' has become a full three day event due to the high number of entries, and will provide drivers with the maximum number of qualifying sessions. A major benefit of this is the opportunity to stage a Friday night qualifying session for the professional classes, including the spectacular sight of fuel cars at dusk! We intend to make this a standard feature of the event in the future.

See you at the track

Keith Bartlett

contributors list

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Caroline Day - PRC Ltd

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Neil Taylor, Dave Alexander, Keith Bartlett, Fiona Sale, Simon Hall, Sharon Hogarth, and Ian King.

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K. R. Bartlett

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Print:
Morganprint

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Motoring News, Lörns and Bilsport Magazine, Roger Gorringe for his '50 hours!', Sandra Chaplain, Ronnie Krabberad and John Cross.



Jens Nybo's Top Fuel Team

Jens Nybo (Denmark) TF1

1996 FIA European Champion. This weekend is Jens' first appearance in the 1997 Championship. The team has taken one year off to re-group and we look forward to seeing them running the whole Championship in 1998. The team are very popular wherever they appear.



Jens Nybo TF1

Viveca Averstедt TF2

Viveca Averstедt set the pace for this year's championship at the Main Event being number one qualifier with a 5.089 second run. She was again number one qualifier in Finland and was tipped to run Europe's first four second run. That goal has eluded her but she is not dismayed. "Of course it would have been great but there are always records to be broken in drag racing. I really appreciate the way my crew has worked this year. Our combination is hard to tune, sometimes we are not so consistent, but when it's right we are going to produce some big numbers", Viveca said. To reward the unusual mid year addition of sponsors Dr.Martens, Viveca's aim for the European Finals is to retain her TF2 number in the championship standings.



Team Valvoline



Team Hesburger

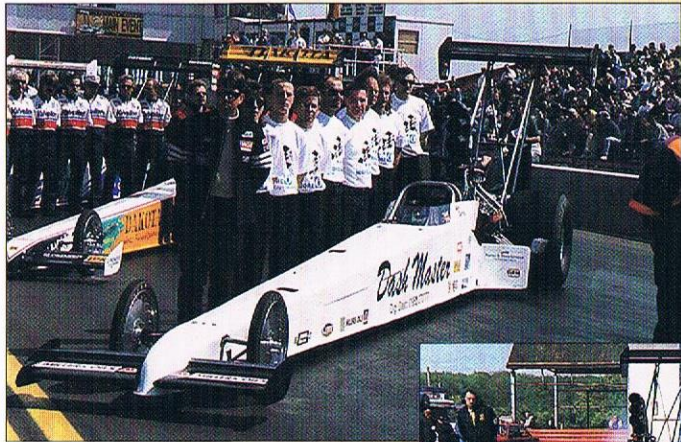


Tommi Haapanen (SF) TF3

With ex-1996 FIA European Top Alcohol Champion Anita Makela as both wife and crew person Tommi's team have put in solid performances in 1997. Tommi will be a strong runner this weekend with a very consistent car.

1997 FIA EUROPEAN DRAG RACING CHAMPIONSHIP

top fuel drag



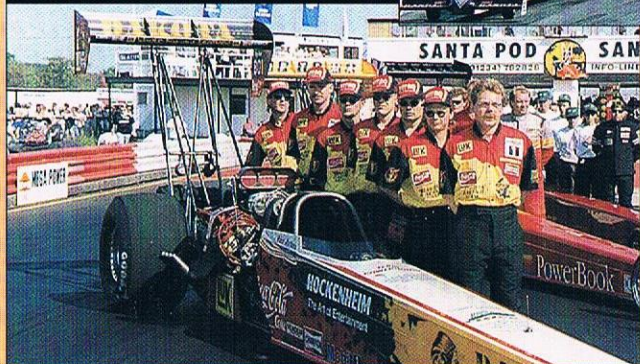
Andy Carter TF6

The Incore Hoses Top Fuel car has had a complete fuel system rebuild following extensive research work with Lantz racing. "We are now set up to run hard" says Andy "and the team intend to finish the '97 season on a high."



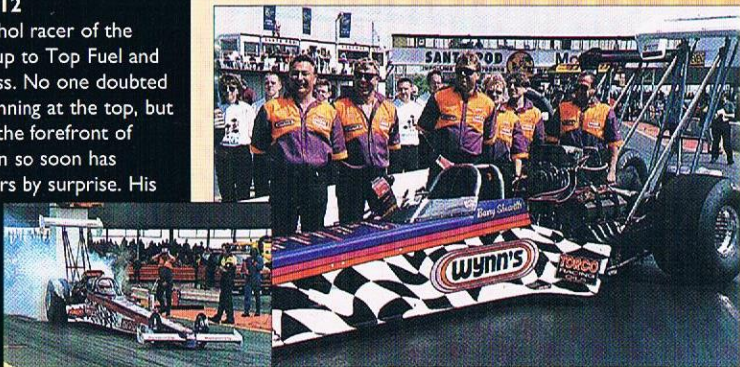
Rico Anthes (D) TF801

The current points leader in this year's Championship. Rico always runs hard and is a very tough opponent with his quick reaction to the lights. With his Crew Chief, Rune Fjeld, their past record of wins speaks for itself. Rico's team is one of the most professional teams in the Top Fuel Championship and very capable of 4 sec. runs.



Barry Sheavills TF12

Britain's leading Alcohol racer of the Nineties has moved up to Top Fuel and met with early success. No one doubted his credentials for running at the top, but that he should be at the forefront of European competition so soon has caught some observers by surprise. His path has sent him through a roller coaster of emotions, but now he's on top, Sheavills plans to stay there.



Kent Persson TF22

Kent Persson of Sweden ran Europe's first four second run in Top Fuel at Hockenheim, Germany during the Nitro Olympics in August. In the team's second qualifying run Kent recorded a 4.98 with a top speed of 294mph with his Optima Batteries Top Fueler. Kent Persson, 51 started drag racing in 1973 and moved up to Top Fuel in 1976. After some years absence from the sport Kent returned as the clutch expert in the Peter Lantz Top Fuel Team in 1994. "There is great potential in the car and we hope to run the first 300+mph outside the US this weekend".

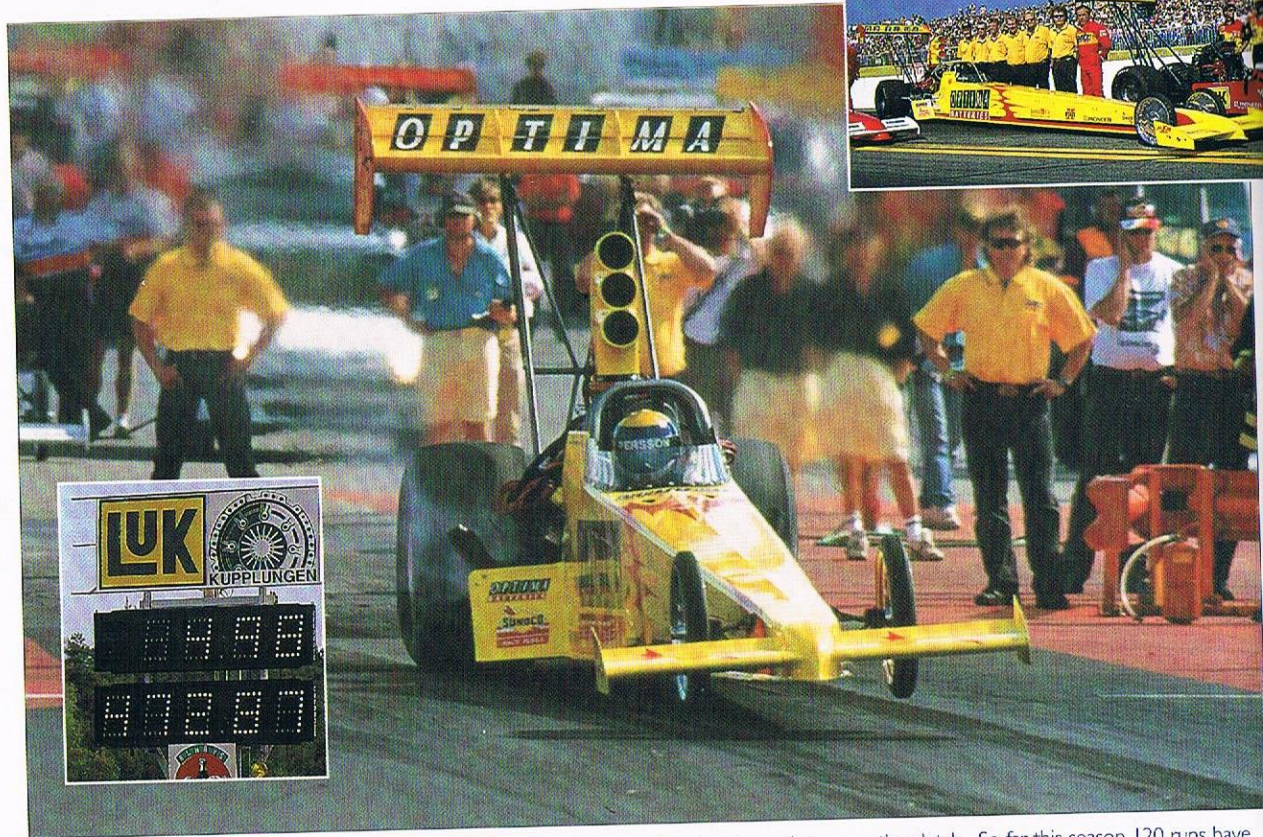


sters

Kent Persson has been the man of the moment in the run up to the 1997 European Finals at Santa Pod. The Swede, from Boras, has just broken the European Top Fuel record at Hockenheim, and is aiming to go one better this weekend with the help of the Peter Lantz Top Fuel Team.

Kent started drag racing in 1973, and the 51 year old had retired from the sport before becoming involved in the Lantz set up as a clutch expert in 1994. This makes his contribution to the 1997 season even more remarkable. Beginning as he meant to go on he won in Pitea and finished second in Mantorp, before screaming down the track at Hockenheim to record a phenomenal 4.987sec run and a top speed of 294mph.

Kent will not take all the credit though, and a look at the team's technical innovation may provide a hint at the future of drag racing. The Sharkfin injector, developed by the Lantz team yields considerable benefits. Its upright position provides an equal air/fuel mix in the supercharger and intake manifold, and also an



FOCUS ON...

Top Fuel - Kent Persson

increasing supercharger boost as increasing speed exerts more pressure on the scoop. Consequently the Lantz team can run a low supercharger boost on the start line, reducing the risk of wheelspin and allowing smoother acceleration. Not only has the Sharkfin system produced some sparkling race results, but it has massively increased efficiency, reducing the risk of engine detonation and lessening the enormous pressures exerted on

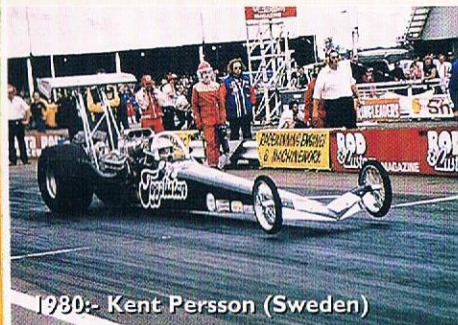
the clutch. So far this season 120 runs have been made with the same engine block and pistons. You could be forgiven for thinking that Peter Lantz would be well pleased with the '97 season, but before it ends he wants one final flourish. If his dreams come true Santa Pod will witness another European first this weekend, and Kent Persson will fly past the finish in excess of 300mph!

A BRIEF LOOK BACK

Top Eliminator, Super Top Dragster, A and AA/VD, Pro Fuel. All names synonymous with past racing's elite class. Now, these kings of the sport are better known simply as TOP FUEL. They are the ultimate in piston engine dragsters. Running from the lowly eights of the 1960s to the awesome four second lap times of late 1997.

Names like Allard, Skilton, Densham, Slugget and Priddle paved the way from the mid-sixties. Performance figures in the eight second zone, at around 180mph, from blown iron blocks producing about 1000bhp were the order of the day.

Clive Skilton is credited with the first 200mph lap during Easter 1971, a 7.37s run at 203mph from his '2nd Revolution' front motored car. 205mph, however, was a debated time given to a pass by Tony Densham in 'Commuter', a 7 litre Ford



1980:- Kent Persson (Sweden)



1982:- Andy Craddock - 'Frontline'. Successful mid to low 6 car.

engined rail in 1970. Skilton had also built and successfully campaigned the first rear engined Top Fueller in 1972, running it for a number of years with a variety of drivers. The first six second run outside America came from Dennis Priddle, still obdurately running a front engined car right through 1975. A 6.99s e.t. at the Big Go in May 1972 saw the renaming of the car to 'Mr. Six', heralding many more sixes from that combination, including a 6.04 s.e.t. set in 1975. This longstanding record for a front engined car has only recently been bettered in the U.S! The first side by side 200mph run at SPR was between Allan Herridge in 'Firefly' with a 7.34/201 win over Clive Skilton's 7.41/200 at the '72 Nationals. Also at that event, the first side by side 'six' happened when Skilton again

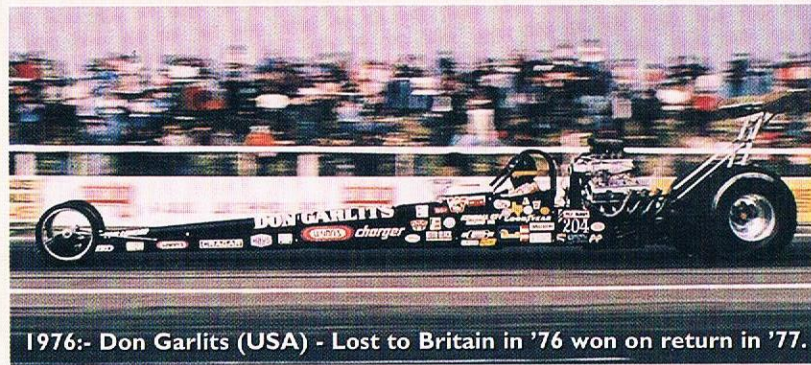
lost out with a 6.89/211 in his new rear engined 'Revolution 3' rail, leaving Priddle to win with a 6.67s.

Other Top Fuel drivers in the early '70s include Sweden's John Andersson, American Tony Nancy and Britain's Allan Herridge and

Roland Pratt all laying rubber at the Pod. The main battle though, was between Skilton and Priddle.

New names, too many to list here, came and went during the seventies, but a few roll easily off the tongue. Don Garlits, Allan Herridge, Roz Prior, Ron Picardo, Trevor Young, Dave Lee Travis (of Radio One fame), Gerry Andrews, Micky Naylor, Tony Froome, Kent Persson from Sweden and still Skilton and Priddle. Mid-six second runs were the order of the day, with terminal speeds of up to 230mph.

A name emblazoned on the record books in the mid-seventies was Peter Crane, whose rear engine dragster 'Stormbringer' ran the first five outside the Americas. His 5.97 second e.t. beating, Don Garlits at Santa Pod's Spring Nationals of 1976.



1976:- Don Garlits (USA) - Lost to Britain in '76 won on return in '77.



1980:- Ron Picardo - 'Highway Patrol'. Performs a Fire Burnout.

During the late seventies and early eighties Top Fuel took rather a back seat to the suddenly more popular Funny Car. Top Fuellers were still around, but in small numbers, with some drivers running in both classes. Outstanding in the early eighties were Priddle, Andy Craddock, Pelle Lindelow, Monica Oberg, Ludwig Bjornstad, Bill Sherratt, Tony Boden and John Ritmeister, both of the latter losing their lives in the pursuit of racing. Pro Drag was created, combining, at some events, Top Fuel, Funny Car and sometimes Pro Comp, making an interesting mix.

The late eighties and early nineties saw a resurgence in the Top Fuel ranks, mostly from the Scandinavians, with luminaries such as Ludwig Bjornstad, Liv Berstad and Tony Bryntesson alongside Americans Tom Hoover and Darrell Gwynn all laying down low to mid-five second passes. The first double five came 12 years after Crane's breakthrough, a 5.83s win for Monica Oberg

against Pelle Lindelow's 5.92s run at Sweden's Top Fuel took rather a back seat to the suddenly more popular Funny Car. Top Fuellers were still around, but in small numbers, with some drivers running in both classes. Outstanding in the early eighties were Priddle, Andy Craddock, Pelle Lindelow, Monica Oberg, Ludwig Bjornstad, Bill Sherratt, Tony Boden and John Ritmeister, both of the latter losing their lives in the pursuit of racing. Pro Drag was created, combining, at some events, Top Fuel, Funny Car and sometimes Pro Comp, making an interesting mix.

Into the nineties proper, and the successful EFTA championship and the Top Fuel class under FIA auspices. Headliners here include Peter Lantz, Risto Poutiainen, Jens

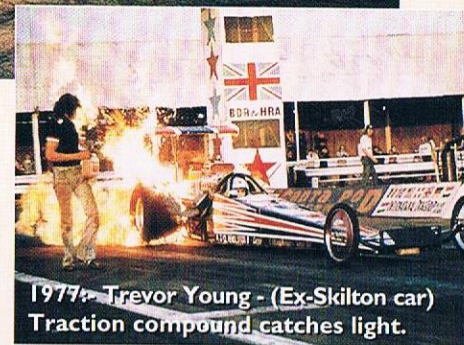


1974:- Peter Crane - 'Stormbringer'. Delivered Europe's first 'five'.



**1973:- Clive Skilton
The ex-Carl Olson (USA) Dragster**

Nybo, Tommi Haapanen, Andy Carter and, more recently, Barry Sheavills. The main contenders for the first four second run were Swede Viveca Averstedt and Rico Anthes of Germany, running a latter day Skilton/Priddle battle.



**1977:- Trevor Young - (Ex-Skilton car)
Traction compound catches light.**

Who would have guessed, though, that it would be 'old timer' Kent Persson, active in Top Fuel since the seventies, who would pip everyone to the first European FOUR. He also had the timidity to run it at promoter Anthes' home event at Hockenheim during a hot August just prior to the 1997 FIA Finals at SPR. A stunning 4.987 second run at just under 280mph put Kent Persson in the record books as an European first.

top alcohol entrants

1997 FIA EUROPEAN PROFESSIONAL DRAG RACING CHAMPIONSHIP

TOP ALCOHOL CLASS

This meeting is the final round of both the FIA Championship and the RAC MSA British Drag Racing Championship. The chance to improve on final positions in both events will push the teams to the limits of their skill and determination and what seems like a "minor skirmish" in one event may be "all out war" in the other. Keep a close eye on your elimination ladders to work out how vital each pairing is to the teams.



TAD = Top Alcohol Dragster
TAFc = Top Alcohol Funny Car

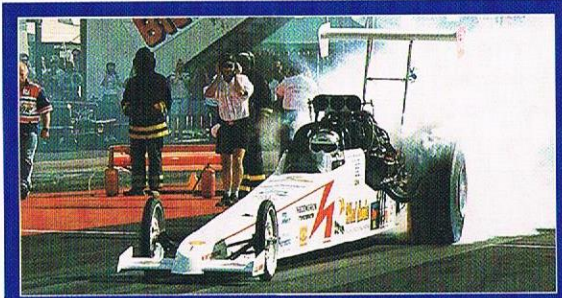


Kari Eskelinen (SF) TAD4
An unknown quantity this side of the North Sea, Kari has never raced in England before. Currently second in the FIA Championship, only 9 points ahead of Micke Kagered.

Peter Schofer (D) TAD229
It's that incredible screaming smallblock again. This car can cause major upset when you least expect it and is capable of making five second passes. Peter can upset the competition by knocking out a leading contender early on.



Peter Beck (CH) TAD3
Peter starts this meeting having already sewn up the FIA Championship, no-one can catch him. One of the most consistent racers of the year, he will be challenging Rob Turner for the RAC MSA British Championship, in which he is just 14 points behind Rob.

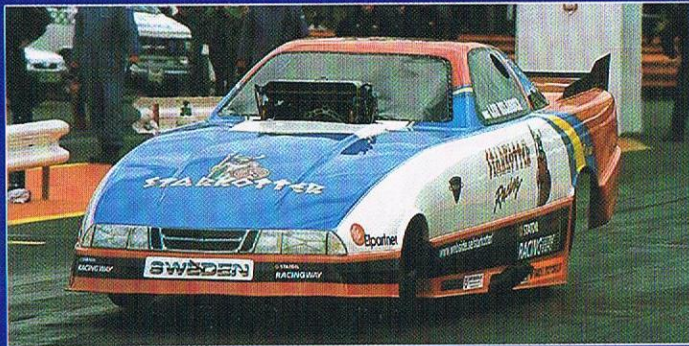


Jarmo Roivas (SF) TAD242
The new man in the driving seat of Anita's old TAD, still crew-chieved by Simo Patoharju. Not one to stay in her shadow, he has already beaten her best, with a 5.866, making him the fastest alky racer in Europe.



Micke Kagered (S) TAFc2
The man with the fastest Funny Car in Europe will be fighting hard for the right to display the no. 2 on his car next year. The Swedish for "never give up" is engraved on this man's heart.





Leif Helander (S) T AFC7

Holding on to the No.7 spot, Leif will be looking for a good top 10 finish this year. Mechanical troubles have dogged this team all year but they have still managed to stay in touch with the leaders.

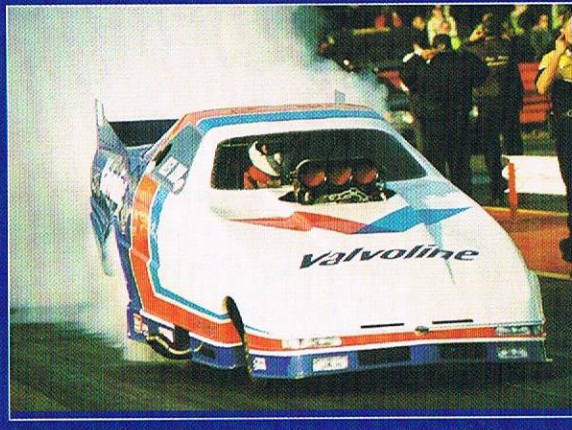


Dave Wilson (UK) TAD231

Fast gaining a name as one of the best Top Alcohol engine tuners in the country, Dave continues to produce some great performances. Handicapped by a lack of parts from competing at the last meeting, you can be sure he will want to make up for it now.

Alex Joon (NL) T AFC8

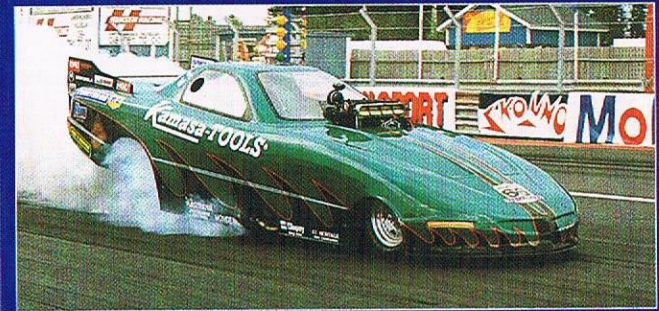
The arrival of a new baby hasn't slowed Alex down, but it's kept him at home for some of this year. Currently 10th in the FIA Championship, he is capable of better.



Leif Andreasson (NL) T AFC8

Another new face at the Pod, 10th in Europe last year. What he might lack in performance he makes up for by always being there, no matter what.

For further information on the European Top Alcohol Racers Association including team listings, personal bests, points standings, event dates, visit their web site:http://home.rednet.co.uk/home-pages/dave_ale/dave_ale.html



Rob Turner (UK) TAD226

Rob will be concerned mainly with the RAC MSA Championship, which he leads. He has to make sure he goes at least as far through eliminations as Peter Beck in order to keep his lead and win the championship.



1997 FIA EUROPEAN DRAG RACING CHAMPIONSHIPS

Following last weekend's "Drag Challenge" race meeting in Norway which was the 4th FIA round for Top Alcohol and Pro Stock, here are the top points standings and positions for all three FIA classes.
 Round 1: Santa Pod Raceway, England - May 24-26. Round 2: Alastaro, Finland - July 4-5. Round 3: Mantorp Park, Sweden - July 25-27. Round 4: Gardemoen, Norway - Aug 2-4 (Top Alcohol & Pro Stock only). Round 5: Santa Pod Raceway, England - Sept 12-14

TOP FUEL

| Pos. | No. | Name | Points |
|------|-------|-----------------------|--------|
| 1 | TF801 | Rico Anthes (D) | 308 |
| 2 | TF3 | Tommi Haapanen (FIN) | 250 |
| 3 | TF2 | Viveca Averstedt (GB) | 231 |
| 4 | TF12 | Barry Sheavills (GB) | 204 |
| 5 | TF22 | Kent Persson (S) | 97 |
| 6 | TF7 | Andy Carter (GB) | 76 |



TOP ALCOHOL

| Pos. | No. | Name | Points |
|------|-------|----------------------|--------|
| 1 | TA3 | Peter Beck (CH) | 412 |
| 2 | TA4 | Kari Eskelinen (FIN) | 267 |
| 3 | TA2 | Mikael Kägered (S) | 258 |
| 4 | TA501 | Miki Falkstedt (FIN) | 247 |
| 5 | TA229 | Peter Schöfer (D) | 224 |
| 6 | TA62 | Jarmo Roivas (FIN) | 206 |



PRO STOCK

| Pos. | No. | Name | Points |
|------|------|---------------------|--------|
| 1 | PRO1 | Tomi Laine (FIN) | 408 |
| 2 | PRO5 | Jan Murén (S) | 363 |
| 3 | PRO2 | Mikael Malmgren (S) | 310 |
| 4 | PRO3 | Paul Brander (FIN) | 302 |
| 5 | PRO4 | Jari Konola (S) | 277 |
| 6 | PRO7 | Kjetil Hauge (N) | 234 |



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All racing is run by the Santa Pod Racers Club. Held under the general regulations of the FIA and RAC Motor Sport Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and the Auto Cycle Union and the Supplementary Regulations. Racing will start at 9.15am Friday 12 September 1997 subject to track and weather conditions.

| | | | |
|---------------------------|--|-----------------------|---------------------------------|
| RAC Permit No: | International 48366 | ACU Permit No: | 02934 |
| RAC Steward: | Mr J L Gilbert | ACU Steward: | Mr W Robinson |
| RAC Scrutineers: | Mr S Vincent Mr A Meekins Mr D Meekins Kjell Petttersson Dr. R Bullock | ACU Scrutineer: | Mr S Johnson |
| Event Director: | Essex Private Ambulance Services | FIA Stewards: | Tapio Valja & Per-Olof Eriksson |
| Doctor: | Ms Lesley Digby. S.P.R.C. PO Box 12, Rushden, Northants. NN10 9PX | Race Director: | Mr Jon Cross |
| Medical Services: | | Deputy Race Director: | Darren Prentice |
| Secretary of the Meeting: | | Asst. Race Director: | John Hackney |
| | | Time Keepers: | Steve Horn & Lisa Smart |

NOTICE - WARNING TO THE PUBLIC - MOTOR SPORT CAN BE DANGEROUS
Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.
THEY ARE CONCERNED WITH YOUR SAFETY

THE EUROPEAN FINALS COMPETITORS LIST

| Race No. | Competitor | Home Town | Vehicle | Name | Engine Size |
|--------------------|------------------|----------------|-------------------------|----------------------------|-------------|
| CARS | | | | | |
| FUNNY CAR | | | | | |
| 1 | John Spuffard | Rushden | Trans Am | Showtime | 500ci |
| 34 | Alan Jackson | Littleton | Oldsmobile Acheiva | | 500ci |
| 205 | Gary Page | Harrowden | Mustang | Rune Fjeld Racing/Auto Air | 500ci |
| 209 | Allan Bates | Dunstable | Calibra | JF Racing | 500ci |
| TOP FUEL | | | | | |
| 1 | Jens Nybo | Denmark | Dragster | | 500ci |
| 2 | Viveca Averstedt | Wollaston | Dragster | Viveca Averstedt Racing | 500ci |
| 3 | Tommi Haapanen | Finland | Dragster | Hesburger | 500ci |
| 7 | Andy Carter | Chesham | Dragster | Icone Hoses Top Fuel Team | 500ci |
| 12 | Barry Sheavills | Nottingham | Dragster | Stagecoach 7 | 500ci |
| 22 | Kent Persson | Sweden | Dragster | Optima | 500ci |
| 801 | Rico Anthes | Germany | Dragster | | 500ci |
| TOP ALCOHOL | | | | | |
| 2 | Mikael Kagered | Sweden | Ford Mustang Funny Car | Quaker State Express | 542ci |
| 3 | Peter Beck | Switzerland | Dragster | | 432ci |
| 4 | Kari Eskelinen | Finland | Dragster | Ultrapoint | 452ci |
| 6 | Dan Larsen | Denmark | Pontiac Firebird | | 526ci |
| 7 | Leif Helander | Sweden | Saab Funny Car | Storkotter | 540ci |
| 8 | Alex Joon | Holland | Dodge Daytona Funny Car | Valvoline Dutch Spirit | 541ci |
| 10 | Leif Andreasson | Sweden | Pontiac Firebird | | 526ci |
| 215 | Tony Baker | Redbourn | Ford Probe | Torque of the Devil | 540ci |
| 226 | Rob Turner | Higham Ferrers | Dragster | Silkolene | 453ci |
| 229 | Peter Schofer | Germany | Dragster | | 376ci |
| 231 | Dave Wilson | Farnborough | Dragster | Krypton | 450ci |
| 233 | Doug Bond | Cheltenham | Dragster | Gulf Motorsports | 430ci |
| 239 | Smox Smith | Preston | Dragster | Astral Projection | 461ci |
| 242 | Jarmo Roivas | Finland | Dragster | Mad Bomber | 450ci |
| 257 | Fay Fischer | London | Dragster | Redstone & Gleadow | 484ci |
| 258 | Lindsay Deuchar | Barnsley | Dragster | | 461ci |
| 268 | Stan Bochet | France | Dodge Daytona Funny Car | Money for Nothin' | 514ci |
| PRO STOCK | | | | | |
| 1 | Tomi Laine | Finland | Pontiac Firebird | | 500ci |
| 2 | Michael Malmgren | Sweden | Oldsmobile Cutlass | Panasonic Car | 499ci |
| 4 | Jari Konola | Sweden | Dodge Avenger | | 500ci |
| 5 | Jan-Muren | Sweden | Pontiac Trans Am | Karchin | 499ci |
| 7 | Kjetil Hauge | Norway | Ford Mustang | | 500ci |
| 9 | Tonny Jantzen | Denmark | Oldsmobile Cutlass | | 500ci |
| 98 | Arto Sandberg | Finland | Ford Mustang | | 499ci |
| 121 | Rune Istre | Norway | Pontiac Firebird | | 500ci |
| PRO MOD | | | | | |
| 2 | Gordon Appleton | Thatcham | '67 Chevrolet Camaro | Wheelgame Racing | 665ci |
| 3 | Nick Davies | Hurst | Oldsmobile Cutlass | | 698ci |
| 5 | Andy Robinson | Turgis Green | Rover 800 Coupe | | 706ci |
| 6 | Neil Taylor | Salisbury | Ford Probe | AI Racing | 705ci |
| 8 | Mick Cheley | Birmingham | Vauxhall Calibra | | 500ci |
| 13 | Danny Cockerill | Basildon | Ford Anglia | Crosspoint Recovery | 540ci |
| 15 | Alan Cook | Liverpool | Dodge Avenger | Cooky's Dodge II | 547ci |
| 28 | Simon Payne | Guildford | Chevrolet Camaro | No Name Racing | 515ci |
| 52 | Rob Guerin | Holland | '63 Corvette | | 550ci |
| 103 | Per-Erik Fors | Sweden | Chevrolet Corvette | | 705ci |
| 103 | Steve Kahrs | Norway | '87 Ford T-Bird | Rat Bird | 700ci |
| SUPER COMP | | | | | |
| 56 | Ray White | Sidcup | Ford Mk1 Zephyr | Pro Zephyr | 510ci |
| 103 | Chris Orthodoxou | Hindhead | '67 Dodge Dart | Reservoir Dodge | 556ci |
| 164 | Ivan Birch | Hankham | Altered Plymouth | Saxon Racing | 327ci |
| 169 | Paula Atkin | Daventry | Ford Popular 100E | J E Engineering | |

THE EUROPEAN FINALS COMPETITORS LIST

| Race No. | Competitor | Home Town | Vehicle | Name | Engine Size |
|---------------------|--------------------|--------------------|-----------------------------|-------------------------|-------------|
| CARS | | | | | |
| SUPER COMP | | | | | |
| 268 | Steve Warner | Bozeat | Dragster | Blue Blazer | 355ci |
| 410 | Edward Kinsey | Shrewton | Chevrolet Camaro | Uphill Struggle | 510ci |
| 485 | Mark Hiller | Reading | Ford T | Pony Express | 355ci |
| 551 | Mark Favell | Yarm | Dragster | Star | 496ci |
| 565 | Chris Worsell | Milton Common | Dragster | Low Buck Special | 468ci |
| 604 | Lee Johnstone | Bridgewater | Fiat Topolino | Thriller | 400ci |
| 606 | John Atkinson | Rochford | Ford Mustang | Jumpin' Black Flash | 526ci |
| 710 | John Tebenham | Guildford | Ford Anglia 105E Super | Birdman | 2000cc |
| SUPER GAS | | | | | |
| 1 | Brian Mason | Killingworth | Chevrolet Monza | Not Fade Away | 383ci |
| 2 | Fran Pateman | Westcliff-on-Sea | '68 Pontiac Firebird | Quartermaster | 455ci |
| 3 | Peter Lane | London | Chevrolet Camaro | Earsplittenloudenboomer | 468ci |
| 4 | Phil Drewitt | Melksham | Ford Escort XR3i Mk 3 | Psycho | 509ci |
| 5 | Paul Letchford | Abbots Langley | Chevrolet Camaro | | 461ci |
| 7 | Tony Gransden | West Kingsdown | Chevrolet Camaro | Just a Rat | 468ci |
| 8 | Al O'Connor | Bozeat | Ford Anglia | Al's Gasser | 355ci |
| 10 | Tim Adam | Yaterley | Ford Anglia | Blitzkrieg | 355ci |
| 12 | Kev Moore | Nuneaton | '41 Willys Coupe | Jumpin' Jack Flash | 427ci |
| 13 | Pete White | Northampton | Ford Capri | Up In Smoke | 455ci |
| 32 | Luke Ramage | Garnowhill | Chevrolet Nova | | 468ci |
| 48 | John Ellis | Enfield | Dodge Dart | C & S Racing | 468ci |
| 52 | Paula Marshall | Rushden | '92 Chevrolet Camaro | Highlander | 540ci |
| 57 | Roger Butterworth | Earl Shilton | '57 Chevrolet Bel Air | | 468ci |
| 69 | Terry Gibbs | Woking | '69 Chevrolet Camaro | Obsession Racing | 468ci |
| 101 | Kurt Hinchcliffe | Offerton | Vauxhall Ventura | Northern Huster | 355ci |
| 164 | Pete Creswell | Sharnbrook | '65 Ford Mustang | | 467ci |
| 372 | Jon Hogarth | Belton | '67 Chevrolet Camaro | Over the Limit | 468ci |
| 406 | Robert Koper | Holland | Chevrolet Camaro | | 427ci |
| 507 | Jon Webster | Rushden | Ford Sierra Cosworth | | 466ci |
| 536 | Paul Lisle | Whitley Bay | Mercury Comet | | 514ci |
| 594 | George Chiarella | Bingham | Opel Manta | Straight to the Point | 350ci |
| 658 | Conrad Stanley | Chepstow | Ford Pop | Bristol Doorslammer | 461ci |
| 773 | Shaun Saunders | Hickstead | Datsun 240Z | | 454ci |
| SUPER STREET | | | | | |
| 25 | Lee Huxley | Worcesters | '32 Ford Roadster | Top Banana | 460ci |
| 177 | Mark Watkins | Longleves | Mazda 323 | Menace 2 Society | 4300cc |
| 222 | John Bush | Ross on Wye | Chevrolet Camaro | Honest John | 406ci |
| 246 | Mick McGough | Davertry | Ford Sierra Cosworth | | 4500cc |
| 293 | Mike Bentley | Lytham St Annes | Ford Sierra | Brute Force | 460ci |
| 300 | Simon Hall | Pevensey | Ford 1932 Model B Roadster | | 460ci |
| 310 | Vince Bunn | Potters Bar | Ford Escort | Catchit Racing | 2000cc |
| 344 | Ray Guy | Basildon | Ford Pop | Shorty's Hot Rod | 468ci |
| 424 | Julian Davison | London | Ford Anglia 100E | Half Pint | 215ci |
| 522 | Philip Baker | Cowley | Triumph TR7 | | 3900cc |
| 569 | Leigh Morris | Nuneaton | Jaguar E Type | Green with Envy | 3800cc |
| 617 | Keith Doell | Camborne | Ford Pop | Westcoast Racing | 406ci |
| SUPER PRO ET | | | | | |
| 1 | Barry Giles | Fareham | Dragster | | 482ci |
| 11 | John Menetrier | Southampton | Altered '27 Model T | Altered Ego | 498ci |
| 66 | Steve Green | Milton Keynes | Ford Cortina | John Woolfe Racing | 4500cc |
| 130 | Frank Bennett | Basildon | Chevrolet Beretta | Transworld Racing | 427ci |
| 312 | Patrick Van Hal | Belgium | Pontiac Firebird | Pat's Toy | 540ci |
| 340 | Pat Talbot | Sandbach | Dragster | Talbot Racing | 471ci |
| 453 | Martin Jones | Southampton | Dragster | | 482ci |
| 492 | Wayne Saunders | Rodmell | Ford Probe | | 2100cc |
| 669 | Robin Read | Drayton-St-Leonard | Dragster | | 152ci |
| PRO ET | | | | | |
| 87 | Ray Barrow | Brighton | Chevrolet Vega | Berzerko Racing | 355ci |
| 105 | Wendy Baker | Reading | Dragster | Northern Star | 215ci |
| 109 | Stephen Harrington | Hornchurch | Toyota Corolla | | 455ci |
| 174 | Gary Angell | Wimbome | VW Dragster | Bug Bear II | |
| 220 | Bob Glassup | Kingfield | Fiat Topolino | Bubblegum | 355ci |
| 229 | Steve Collins | Lutterworth | Dragster | Border Raider | 4500cc |
| 245 | Al Golding | Bushy | Vauxhall Firenza | Grounds For Divorce | 452ci |
| 540 | Martin Holgate | Pudsey | Altered 33 Plymouth | Paranoia | 3800cc |
| 644 | Nigel Payne | Little Paxton | '69 Chevrolet Chevelle | Sticky Situation | 540ci |
| 679 | Chris Johnson | Southampton | Rover 400 | Wofam Racing | 431ci |
| 710 | John Tebenham | Guildford | Ford Anglia 105E Super | Birdman | 2000cc |
| MOD ET | | | | | |
| 22 | Gerard Demont | France | Ford Model T | Diable | |
| 39 | Robin Moore | Oldbrook | '69 Mustang Super Cobra Jet | Road Rage | 500ci |
| 54 | Dennis Wratten | Ilford | Altered Fiat Topolino | | 5700cc |
| 203 | Andrew Hone | Enfield | '67 Chevrolet Camaro | Honed to Perfection | 476ci |
| 322 | Dave Day | Sompting | Ford Model B 3 window | Days of Thunder | 464ci |
| 386 | Martin Curbishley | Wingerworth | Chevrolet Camaro | Money Hungry | 486ci |
| 517 | Rick McCann | London | Chevrolet Camaro | Heaven & Hell | 355ci |
| 72 | Bill Bosmans | Belgium | Chevrolet Monza | | 350ci |

THE EUROPEAN FINALS COMPETITORS LIST

Race No. Competitor Home Town Vehicle Name Engine Size

MOD ET
743 Serge Van Ruyseveldt Belgium GM Manta 406ci

SUPER ET
2 Robert Doyle London Datsun 260Z Rat Catcher 305ci
4 Chris Garner Leverington Ford Cortina Mk 5 Black Hole 355ci
9 Terry Wareham Poole Ford Cortina Mk 5 Raindance 500ci
10 Al Loveland Eastbourne Chevrolet Camaro Patriot 350ci
32 Carol Smith Thorne Ford Mustang Wild Ass 302ci
124 Ray Eldred Northampton Toyota Celica Sanity Assasin 350ci
180 Ian Turnbull Kingsdown Chevrolet Camaro Team Deliverance 454ci
225 Phil Walker Benfleet Pontiac Firebird Royal Ragtop 400ci
286 Bob Owen Diss MG BGT 3500cc
384 Nathan Underwood Moreton in the Marsh VW Rail Crazy Days 2165cc
722 Robert Lim Holywell Lotus Eclat 3500cc
757 Peter Radcliffe Buckley 1927 Ford Model T Super Duty 470ci
763 Wayne Hiscock Reading Pontiac GTO 400ci

STREET ET
5 David Williams Pathhead Audi 80 Coupe Brave Heart 1921cc
55 John Parker Shepton Mallet Ford Escort 2100cc
147 Mark Ellis Stanford-Le-Hope Ford Cortina Easy Money 3500cc
309 Lance Richards Ottershaw Ford Capri Mk1 5000cc
437 Tim Fowler London Renault 5 GT Turbo Black Mood 1396cc
446 Gareth Mogford Salisbury '78 Chevrolet Camaro Moon Raker 350ci
461 Sarah Day Sompting '69 Ford Mustang Blue Hamster Racing 351ci
491 Terri Rogers Potters Bar Ford Capri Catchit Racing 3000cc
731 Rick Denny Eye Pontiac Firebird 400ci
748 Andy McGilvray Dorking Ford Escort Mk I 1690cc

Race No. Competitor Home Town Vehicle Name Engine Size

BIKES
TOP FUEL
2 Steve Woollatt Garston PBR Puma The Dealer 1327cc
3 Phil Brachtvogel Walthamstow Puma Yamaha Quarter Scorchers 1327cc
10 Roel Koedam Holland Puma Yamaha 1310cc
19 Brian Johnson Sunningdale Johnson Puma Imperial Wizard 1318cc

FUNNY BIKE
1 Chris Hampson Stoke on Trent Suzuki GSX 1260cc
2 Neil Midgley Airesford Suzuki GSX 1100F 1327cc
3 Mike Vickers Carterton Suzuki GSX 1100 EFE Adrena-line 1260cc
4 Tim Blakemore Bristol Kawasaki 1398cc
5 Jean Yves Vetsch France Suzuki Vetsch Racing 1327cc
6 Ian King Lithington Suzuki GSXR M King Racing 1327cc
7 David Peters Barrow in Furness Suzuki Heatseeker 1260cc
8 Chris Hall Bedworth Suzuki GSXR 1100 Wot No Turbo? 1500cc
9 Neil Diggins Melbourn Kawasaki ZXR Queuey Ryder 1428cc
10 Thomas Joswig Germany Kosman 1385cc
11 Tony Bizjak France Suzuki 1150 GSX 1260cc
12 Peter Bossert Switzerland Suzuki GSX 1100 Orient Express 1425cc
14 Paul Knapp Coventry Suzuki Valkyrie 1325cc
15 Shaun Branch Oxford Suzuki Special Branch 1135cc
18 Adrian Beneke Bristol '96 Fast Cat Harley Shockwave 2600cc
21 Karl Thiecke Holland Harley The Dixie Hammer 2600cc
25 Willem Been Holland Harley Mr Bean 142ci
26 Francois Brucker France Suzuki GSXR Brucker Racing 1216cc
27 Rob Van Geffen Holland Zodiac 114ci
28 Gerard Willemsse Holland Puma 880ci
29 Ton Pels Holland Harley The Godfather 2500cc

PRO STOCK
1 Dave Beck Nantwich Suzuki GSXR Pro Porting 1260cc
2 Nick Pepper Leverington Suzuki GSXR 750 WV Straightline 1323cc
3 Ceri Visick Southampton Suzuki GSXR Barney Blue 1327cc
4 Paul Willis Bedworth Suzuki Katana 1260cc
5 Len Paget Totton Suzuki GSXR 1100 White Lightning 1500cc
6 Ray Debben Ringwood Kawasaki ZX10 Team Debben 1500cc
7 Paul King Goffs Oak Yamaha FJ1200 The Magic Dragon 1314cc
8 Martin Bishop Bexleyheath Suzuki GSXR 1100 1260cc
9 Stefan Mejerwall Sweden Suzuki GSXR 1290cc
10 Chris Tomblinson Kings Lynn Suzuki GSXR 1500cc
11 Antoine Coupiac France Suzuki GSXR 750 Dominator 1294cc
12 Peter Westin Sweden Suzuki GSXR 750 1500cc

THE EUROPEAN FINALS COMPETITORS LIST

| Race No. | Competitor | Home Town | Vehicle | Name | Engine Size |
|---------------------|--------------------|--------------------|------------------------|----------------------------|-------------|
| COMP BIKE | | | | | |
| 3 | Paul Calow | Gillingham | Suzuki GSX 1100 | Banshee | 1500cc |
| 4 | an Gier | Northampton | Yamaha FJ1200 | Diamond Missile II | 1314cc |
| 5 | Stephen French | Biggleswade | Kawasaki | French Injection | 1428cc |
| 6 | Ken Thorne | Whitwick | Kawasaki GP2 | KTM Racing | 1428cc |
| 10 | Jerry Cofer | Clowne | Jade RD 400 | Jade 3 | 430cc |
| 14 | Mal Nolan | Ireland | Yamaha FJ | Rice Rocket | 1314cc |
| 16 | Andrew Folberth | Hucknall | Kawasaki | The Hellraiser | 1200cc |
| 19 | Stuart Chamberlain | Swindon | Suzuki GSX Turbo | Predator | 1428cc |
| 20 | Martyn De Haas | Holland | Kawasaki | | 1260cc |
| 25 | Terry Revill | Drayton St Leonard | Kawasaki 2100 | | 1425cc |
| 27 | Derek Atkinson | Harrogate | Suzuki GSX | Trailblazer | 1428cc |
| 28 | David Abraham | Cambridge | Kawasaki Z1 | | 1428cc |
| 33 | Tony Childerhouse | Wymondham | Suzuki GSX 1100 | The Storm | 1290cc |
| 37 | Tim Whetton | Tamworth | Suzuki GSX | | 1327cc |
| 38 | Gary Jones | Selsey | Suzuki Katana | | 1100cc |
| 39 | Tony Legg | Boscombe | Suzuki GSXR | Team Debben | 1260cc |
| 40 | Mike Chislett | Seamills | Suzuki GSX | Out of Order | 1327cc |
| 41 | Mike Flatt | Thornton | Suzuki GSX | | 1160cc |
| 42 | Ian Reynolds | Newport Pagnell | Yamaha TDM | Poison | 900cc |
| 43 | George Laycock | Malton | Norton Commando | Rhubarb | 823cc |
| 44 | Fredrik Johansson | Sweden | Suzuki RF 900 | | 1425cc |
| SUPER STREET | | | | | |
| 1 | Tony Clark | Cippenham | Suzuki GSX 1100 | Lethal Weapon | 1500cc |
| 3 | Mark Watkins | Dagenham | Suzuki GSXR | Terminator II | 1424cc |
| 5 | Ken Cooper | Hanworth | Suzuki GSX | Team Cooperized | 1500cc |
| 7 | Peter Wallis | Dagenham | Suzuki GSX | 'Another' Tantrum | 1260cc |
| 8 | Paul Carter | Chadwell St Mary | Suzuki GSX 1100 | Aggressor | 1327cc |
| 9 | James Cumick | Lockerley | Kawasaki ZX | Nemesis | 1325cc |
| 10 | Andy Smith | Sinfin | Suzuki GSXR | | 1500cc |
| 15 | Dave Holland | Friars Oak | Suzuki GSXR | Damage | 1408cc |
| 20 | Karl Larcombe | Burham | Suzuki Katana | Krazy Kat II | 1170cc |
| 26 | Paul Wing | Hurstpierpoint | Suzuki EFE | | 1325cc |
| 27 | Graham Dance | Wroxham | Suzuki GSXR 1100 | | 1325cc |
| 30 | Bradley O'Connor | Rush Green | Suzuki GSX 1100FJ | | 1127cc |
| 34 | John Smith | Grays | Suzuki GSX | Team Terminator | 1325cc |
| 35 | Bruno Saless | France | Suzuki GSXR | | 1277cc |
| 36 | Yves Chudoba | France | Suzuki GSXR | | 1200cc |
| 37 | Rudi Thurmayr | Germany | Suzuki GSX 1100 | | 1463cc |
| 9.90 BIKE | | | | | |
| 1 | Paul Bembridge | Northampton | Suzuki GSXR | | 1340cc |
| 2 | Helen Curran | Hanworth | Suzuki GSX | Team Cooperized | 1260cc |
| 10 | Steve Dyer | Bromley | Suzuki GSXR | Team Breakout | 1216cc |
| 30 | Jamie Sneddon | Kettering | Suzuki GSX | JBSR | 1360cc |
| 57 | Geoff Connor | Coventry | Suzuki GSXR | Team Breakout/Deathtrap II | 1340cc |
| 98 | Kevin Fox | Bolton | Suzuki GSXR 1100H | Lapse of Reason | 1052cc |
| 196 | Mark Nathan | Hemel Hempstead | Suzuki GS 750 | | 1260cc |
| 238 | Klaus Sarembe | Germany | Suzuki Katana | Streetfighter | 1428cc |
| 283 | David Bailey | Wallington | Suzuki GSXR 1100H | Brute Force | 1109cc |
| 376 | Mike Payne | Christchurch | Suzuki GSXR | | 1109cc |
| 378 | Lee Young | Alderholt | Kawasaki Z650 | Team Debben | 1170cc |
| 464 | Andy Haley | Braunstone | Kawasaki H2 | N.F.T. | 750cc |
| 494 | Damen Winnard | Standish | Pollitt's Suzuki GSXR | Team Breakout | 1216cc |
| 501 | John Kirby | Alderbury | Suzuki GSXR | | 1168cc |
| 525 | Richard Gipp | Kings Lynn | Suzuki GS 1000S | | 1238cc |
| 529 | Richard Stubbins | Scunthorpe | Suzuki GSX | | 1260cc |
| 575 | Mike Hodgkiss | York | Suzuki GSX 1100EF | Chopsocky 4 | 1135cc |
| 596 | Jeff Sims | Rotherham | Suzuki EX Turbo | | 1170cc |
| 597 | Dave Glover | Scunthorpe | Suzuki GSX 1100 | | 1238cc |
| 602 | Ian Shacklady | Skelmersdale | Suzuki GSXR | Shack Attack | 1216cc |
| 651 | Philip Clark | Tamworth | Suzuki GSX 1100 | | 1170cc |
| 772 | Pascal Deschuyter | France | Suzuki GSX | | 1100cc |
| 773 | Alec Gerbaud | France | Suzuki GSXR | | 1100cc |
| 10.90 BIKE | | | | | |
| 1 | Dave Hall | London | Suzuki GSX 'R' 1100L | 'R' Tist | 1127cc |
| 3 | Paul Stewart | Basingstoke | Honda CBR XX Blackbird | Honda UK | 1137cc |
| 5 | Steve Debben | Ringwood | Kawasaki Z1000 | Team Debben | |
| 6 | Anthony Skrypnik | Bolton | Kawasaki ZZR 1100 | Jap Crap Kwak | 1109cc |
| 106 | Simon Jackson | Beckenham | Suzuki GSXR | Team Breakout | 1127cc |
| 139 | John Bujak | Tamworth | Kawasaki Z1 | Club Foot Racing | 1100cc |
| 161 | Stephen Templeman | Hitchin | Suzuki GS1000 | | 1000cc |
| 166 | Jolyon Lilley | Beckenham | Suzuki GSXR | Team Breakout | 1127cc |
| 170 | Steve Fydes | Attleborough | Kawasaki Zephyr | | 1197cc |
| 202 | Sandra Chaplain | Cambridge | Suzuki GSX | | 1100cc |
| 211 | Simon Rowland | Waverton | Suzuki GS 1000 | | 1100cc |
| 253 | Paul Gomm | Barnsley | Suzuki 1100 ET | | 1260cc |
| 359 | Jon Davies | Birmingham | Suzuki GSXR | | 1127cc |
| 367 | Steve Ashby | Chatham | Suzuki GS1000 | | 1070cc |
| 469 | Shari Hughes | Winchester | Suzuki TL1100 | Allegedly | 998cc |
| 738 | Ian Warren | Stevenage | Suzuki GSXR | Shy-Tot | 1109cc |

TOP ALCOHOL

Dragsters and Funny Cars competing together. 3500bhp engines running 6 seconds at over 200mph.

| Pos. No. | Name | Points |
|----------|-------------------|--------|
| 1 | TAD226 R. Turner | 268 |
| 2 | TAD3 P. Beck | 254 |
| 3 | TAD257 F. Fischer | 183 |
| 4 | TAD231 D. Wilson | 151 |
| 5 | TAD233 D. Bond | 149 |



PRO MOD

Spectacular doorslammers running 200mph, seven second races.

| Pos. No. | Name | Points |
|----------|-----------------|--------|
| 1 | PM5 A. Robinson | 499 |
| 2 | PM2 G. Appleton | 459 |
| 3 | PM11 D. Pollen | 432 |
| 4 | PM8 M. Cheley | 304 |
| 5 | PM6 N. Taylor | 288 |



SUPER COMP

Allows full-bodied cars, roadsters, altered and dragsters running to the 8.90 second index.

| Pos. No. | Name | Points |
|----------|-----------------------------|--------|
| 1 | SC551 Team Flavell & Taylor | 2420 |
| 2 | SC56 Ray White | 2020 |
| 3 | SC103 C. Orthodoxou | 1640 |
| 4 | SC268 S. Warner | 1400 |
| 5 | SC164 Ivan Birch | 1250 |



SUPER GAS

Comprising mostly full bodied cars running to the 9.90 second index.

| Pos. No. | Name | Points |
|----------|-------------------|--------|
| 1 | SG2 B. Pateman | 3400 |
| 2 | SG4 P. Drawitt | 3040 |
| 3 | SG773 S. Saunders | 2690 |
| 4 | SG7 T. Gransden | 2510 |
| 5 | SG10 T. Adam | 1930 |



SUPER STREET

Restricted to full-bodied cars running to the 10.90 second index.

| Pos. No. | Name | Points |
|----------|-----------------------|--------|
| 1 | SST344 R. Guy | 2420 |
| 2 | SST522 P. Baker | 2260 |
| 3 | SST25 Team Top Banana | 2160 |
| 4 | SST569 L. Morris | 1930 |
| 5 | SST300 S. Hall | 1800 |



SUPER PRO ET

The quickest ET class comprising mostly dragsters with a range from 6.00 - 8.48 seconds.

| Pos. No. | Name | Points |
|----------|---------------------|--------|
| 1 | SPRO1 B. Giles | 2050 |
| 2 | SPRO453 M. Jones | 1980 |
| 3 | SPRO11 J. Menetrier | 1670 |
| 4 | SPRO200 S. Johnson | 1540 |
| 5 | SPRO99 F. Fischer | 1260 |



PRO ET

Pro ET allows a mix of vehicles with a higher proportion of dragsters and altered with a bracket of 8.49 -9.99 seconds.

| Pos. No. | Name | Points |
|----------|----------------------|--------|
| 1 | PRO87 R. Barrow | 2790 |
| 2 | PRO109 S. Harrington | 1840 |
| 3 | PRO679 C. Johnson | 1390 |
| 4 | PRO644 N. Payne | 940 |
| =4 | PRO245 A. Golding | 940 |



MOD ET

Open to cars with or without wings and fenders, as well as dragsters or roadsters running the bracket 10.00 - 11.49 seconds.

| Pos. No. | Name | Points |
|----------|----------------------|--------|
| 1 | MOD203 A. Hone | 2030 |
| 2 | MOD322 D. Day | 1910 |
| 3 | MOD1 T. Guy | 1610 |
| =3 | MOD39 R. Moore | 900 |
| 5 | MOD386 M. Curbishley | 740 |



SUPER ET

Predominately full bodied cars with "next-step" modifications from Street ET racing. 11.50 -13.49 seconds.

| Pos. No. | Name | Points |
|----------|------------------------|--------|
| 1 | SU2 R. Doyle | 2440 |
| 2 | SU10 A. Loveland | 2330 |
| 3 | SU180 Team Deliverance | 1480 |
| 4 | SU4 C. Garner | 1320 |
| 5 | SU9 T. Wareham | 1280 |



STREET ET

Entry level class. Some modifications, specific to drag racing, appear in this class which runs 13.49 or slower.

| Pos. No. | Name | Points |
|----------|-------------------|--------|
| 1 | ST446 G. Mogford | 2320 |
| 2 | ST309 L. Richards | 2010 |
| 3 | ST461 S. Day | 1970 |
| =3 | ST491 T. Rogers | 1970 |
| 5 | ST5 D. Williams | 1740 |



PRO ROVER

A "junior Pro Mod" class. Heads-up racing allowing only the British Rover V8 as the power unit.

| Pos. No. | Name | Points |
|----------|---------------|--------|
| 1 | PR66 S. Green | 520 |
| 2 | PR1 P. Atkin | 370 |
| 3 | PR22 Bob Owen | 210 |



PRO EURO

Street legal cars but with a choice of tyres. Open to any European car produced by a recognised European manufacturer.

| Pos. No. | Name | Points |
|----------|--------------------|--------|
| 1 | EP492 W. Saunders | 2000 |
| 2 | EP1 J. Tebenham | 1650 |
| 3 | EP6 T. Wynne-Jones | 760 |
| 4 | EP7 V. Bunn | 680 |
| =4 | EP510 K. Ridley | 680 |



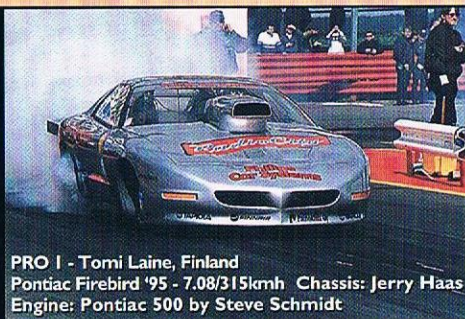
The rocketing doorslammers are back!

The slick and fast doorslammers are rolling on. Pro Stock, the name says it all - Pro for professional and Stock for the stock look of the bodylines. But under the skin there's nothing that can be mistaken for a stock part. A Pro Stocker is probably the most sophisticated drag racing vehicle around. With no help from blower, injection, nitrous or fuel other than gasoline, the slick cars are hitting 200mph in only 7 seconds! And still the drivers can cruise back to the pits and even pick up a hot dog on the way.

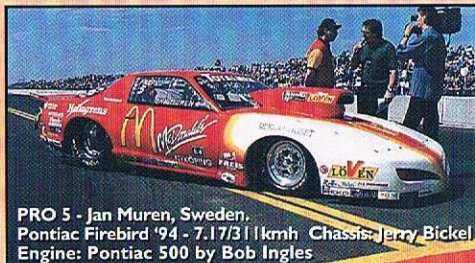
The competition is severe. Coming into the European Championship Finals, three drivers are still fighting hard for the title. The drivers' reflexes on the starting line may be the thing that decides the outcome of the championship because the cars are so close on performance. Most races see eight cars with ET's within a couple of tenths of a second and with speeds over 300kmh, all the time with the cars almost "slamming" each others doors from the start to the finish line.

This summer we've seen the first 7.0s in Pro Stock in Europe and don't be surprised if this weekend we see the first six second run outside America. Both the championship leader Tomi Laine from Finland and Micke Malmgren from Sweden have the potential to break this barrier. If Mother Nature would provide us with cool, dense air, the new 1200hp+ engines from top American engine-builders are capable of producing the torque and power necessary for such numbers. You have come to witness this stunning show and the Pro Stock racers have come to satisfy you.

Last year's European Champion is also in the lead this season. Tomi was runner-up to Jari Konola at Santa Pod in May and was defeated with a holeshoot by Jan Muren in the second round in Finland. After that he took two straight wins in Sweden and Norway. In a recent race in Finland, Tomi also became the first European racer to record a 7.0 run in Pro Stock with his 7.084. A new engine from Steve Schmidt (USA) made the difference. For this race the team have also installed a new 5-speed Liberty gearbox that should cut the ET by a couple of 100ths. Go for the sixes Suomi! (That's Finnish for Finland)

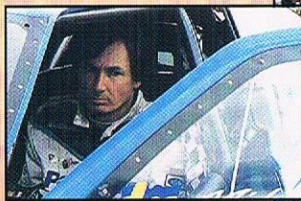


PRO 1 - Tomi Laine, Finland
Pontiac Firebird '95 - 7.08/315kmh Chassis: Jerry Haas
Engine: Pontiac 500 by Steve Schmidt



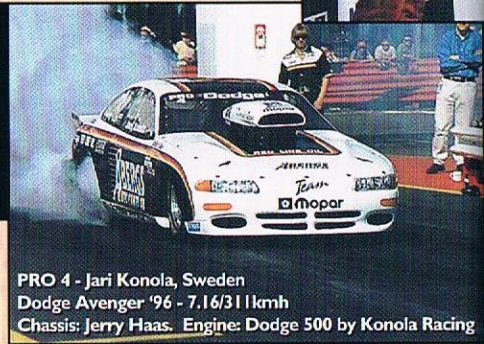
PRO 5 - Jan Muren, Sweden.
Pontiac Firebird '94 - 7.17/311kmh Chassis: Jerry Bickel
Engine: Pontiac 500 by Bob Ingles

1997 FIA EUROPEAN PROFESSIONAL DRAG RACING CHAMPIONSHIP PRO STOCK



PRO 2 - Micke Malmgren, Sweden
Oldsmobile Cutlass '96 - 7.09sec/315kmh
Chassis: Jerry Haas. Engine: Oldsmobile 500 by Bob Ingles

Quite a few were surprised when Jari caught the win at Santa Pod for the first round. Knowing this guy's starting line reflexes, the win is easier to understand. Konola is like a Cobra off the line. Since then Konola has been a second round loser in the championship races but he has improved his personal best to 7.17 with his self-built engines. Look out for another surprise by this guy!



PRO 4 - Jari Konola, Sweden
Dodge Avenger '96 - 7.16/311kmh
Chassis: Jerry Haas. Engine: Dodge 500 by Konola Racing

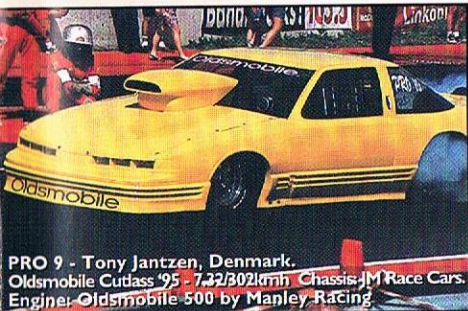
With this year's new engine, Jan has been a very strong contender. He is currently in second position in the championship with a very good chance of grabbing the win. Muren took the win in Finland by holeshootng Tomi Laine in the second round and even though he has slowed a little bit lately he was runner-up in Norway where the championship leader tomi laine got his revenge.

class



PRO 7 - Kjetil Hauge, Norway Ford Mustang '95 - 7.26sec/307kmh

Chassis: Jerry Haas
Engine: Ford Boss 500 by Hauge Racing
 Short of power compared to some of the top guns, Kjetil has been working on a new engine most of this season. It's meant to be ready for this race and the team is hoping the new combination will bring them closer to the front-runners. Hauge has qualified at all races and reached his best result at Santa Pod earlier in the year but losing out in the second round.



PRO 9 - Tony Jantzen, Denmark. Oldsmobile Cutlass '95 - 7.32/302kmh Chassis: JM Race Cars. Engine: Oldsmobile 500 by Manley Racing

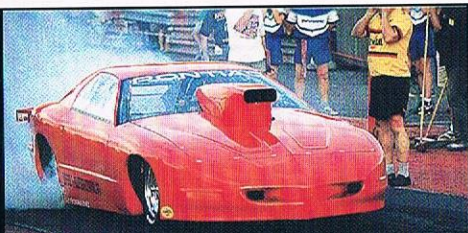
Last year's number nine in the points, Tony qualified seventh in the toughest Pro Stock field yet this season at Mantorp Park, Sweden. It was Jantzen's first race this year, European Championship leader Tomi Laine was the opponent and the troubled Jantzen had to see Laine take an easy win.




PRO 10 - Arto Sandberg, Finland (EF20/21G) Ford Mustang '95 - 7.26/305kmh Chassis: Jerry Haas Engine: Ford Wedge 500 by Q-mile Engineering

Arto missed out on qualifying at the Swedish round but in other rounds he has been in the tough field. Arto seems a little underpowered compared to the GM Force running American built engines but the team is slowly closing the gap and the Finn may give the others a surprise.

Rune Istre debuted his new Jerry Bickel built Pontiac mid-season in Sweden. Istre has not yet qualified in the tough Pro Stock field but the team entered the Winners' Circle during a "test weekend" at Hockenheim winning the Comp class. Skinne Bros. Racing has just recently started tuning the engine to crank out more power to put Ristre into the eliminations.



PRO 121 - Rune Istre, Norway (EF20/21 J) Pontiac Firebird '97 - 7.37/301kmh Chassis: Jerry Bickel Engine: Oldsmobile 500 by Skinne Racing



Sedgebrook Hall

CONFERENCE CENTRE

Sedgebrook Hall, Pitsford Road, Chapel Brampton, Northampton
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PRO MODIFIED

1997 British Pro Modified Drag Racing Championship

*This meeting is the last in
this year's Pro Modified
points battle.*

*If the weather holds good
you are sure to see some of
the closest racing yet this
year. As always please feel
free to visit the teams in the
pits if you would like a
closer look at the 200mph
doorslammers!*

Andy Robinson

Leading in the points is Andy "Gus" Robinson and the Rover 800 coupe. He and his team will be mindful that they still have to win a couple of rounds at this meet to secure the championship win for the season.



Gordon Appleton

The man threatening "Gus" is Gordon Appleton and the Camaro. He and his team can steal the championship if they are successful this weekend. Watch this space!



Neil Taylor

The "AI Racing Team"'s Ford Probe with Neil Taylor at the wheel will be hoping to repeat their recent success following a win at the Summer Nationals and finally running into the sixes after a season plagued with mechanical problems.



Nick Davis

Nick Davis with the Olds Cutlass is another one to watch out for. His recent form shows that he will be back into the sixes soon and putting pressure on the rest of the field.

Danny Cockerill

Danny and the wild Pop are another combination not to be missed. The awesome little car looks a handful to drive; Danny says it's really easy - watch him run and decide for yourself.



Alan Cook

Alan and the good looking Dodge Avenger will back and looking to continue the improvements in performance seen at every round this year.



Simon Payne

Another team trying to pick up their pace is Simon Payne and the "No Name Racing" Camaro. They have been burning the midnight oil losing weight from the car - putting a car on a diet and losing a few hundred pounds can show great reductions in ET. Watch out!



Mick Cheley

Mick and the Calibra will be hoping for better luck on this outing. As of late the team have been plagued with various piston and cooling system problems. Good Luck, gys!

A contingent from Europe will also be competing this weekend; Rob Guerain from Holland; Sverre Kahrs from Norway and Per-Erik Fors from Sweden - sorry, no current pics available but we wish them all luck against our home boys!

SUPER GAS - *super class*

Here goes for the big one, - The final round of the 1997 Super Gas Championship. The war to become No.1 continues with the racing having become tighter through each and every round this season.

The adrenaline will be pumping around the Super Gas pits even faster than the race fuel and you can bet that the qualifying will be as exciting to watch as the final eliminations!

With big burnouts, heads up racing on a Pro-Start system, lightening reaction times and awesome wheelstands away from the startline, it will be nail-biting excitement all the way.

The championship winner will be decided this weekend as the top drivers will be fighting for those crucial last remaining points.

Watch out for Brian 'Top Gun' Pateman in his red and white Pontiac Firebird. Brian is an experienced racer and is the Championship points leader, but he must be aware, he has 'Psycho' Phil Drewitt, hard on his heels in his big block-powered, crowd-pleasing 'Fraud' Escort. It could still be anyone's race.

So enjoy this chance to experience the hottest, most competitive racing demonstrated by this Sportsman class, take a walk around the pits, meet the drivers, talk tech to the crews, pick your favourite and cheer them on.

The 'Gassers' Really know how to put on a professional show and sure have a treat in store for you.

SHAUN 'ON A MISSION' SAUNDERS - DATSUN 280ZX

Following his win at the Summer

Nationals, Shaun, a very experienced

racer who has competed in Super Gas in the States. will be looking to keep up his winning form. Currently sitting in the No. 3 spot in the Championship, in his Big Block powered Datsun. He will be working very hard to give the top guns a hard time in the final fling for the points.



JON 'LIGHTENING' WEBSTER - FORD SIERRA COSWORTH

Jon, chassis building, Webster has gone from strength to strength this

season and now has the Cosworth running consistently on that 9.90 index. This coupled with Jon's lightening reaction times, determination and great competitive spirit means he will be tough to beat in this final round.



PAULA 'THERE CAN ONLY BE ONE' MARSHALL - 92 CHEVROLET CAMARO

Paula, the only lass in gas, took the coveted No. 1

qualifier spot at the Summer Nationals, running a 9.904 at 137 mph in her 540ci Big Block Camaro. Paula has certainly made her mark in the Super Gas ranks early on in her racing career.



JOHN '110%' ELLIS - DODGE DART

Watch out for the wheelstands from 'Grumpy's Dodge' as John

Ellis, newcomer this year, hauls the Gasser out of the hole. John, Paul 'Grumpy' Watson and crew will be hoping to continue their excellent recent form.



LUKE 'RAGING' RAMAGE - CHEVROLET NOVA

Ramage could do damage in the chase for the final points in this finale round. Luke is new, he's

keen and his Robinson Race Car built Nova is definitely ready for action. Can Luke pull one out of the bag?



TIM 'ON A CHARGE' ADAM - FORD ANGLIA

Look out for the alkies burning Anglia. Tim has

shown good form this year together with his tireless crew chief, Stuart, who

has piled on the power and now awaits the glory!



JON 'THE FORCE' HOGARTH - 67 CHEVROLET CAMARO

Jon 'Rookie racer' this time last year won the World Finals on his debut in Super Gas.

Jon, hoping to take the championship by storm this year, has been plagued with trans problems but now with an all new set up, is back to bite back. Cheer Jon on as he looks to make it a double.



TERRY 'ON THE BUTTON' GIBBS - 69 CHEVROLET CAMARO

Terry's back on form with his crowd pleasing Camaro after having some magic put back in the

Chassis by RCCS. Terry is sure to be pulling some killer reaction times with his front wheel high in the air.



THE SUPER STARS



Position 1: Ray Guy.

Ray currently holds a small lead in the

Super Street class with his aptly named "Shorty's Hot Rod" Ford Popular. Ray is assisted in his quest for the championship by his wife Andrea, their three children, Danny, Jed and Jessica, and, when required, his brother Tony (MOD1). Ray and crew can easily be spotted in the pits with dressed in the obligatory black Guy Bros. uniform.

Position 2: Phillip Baker.

When not at Santa Pod racing his Rover powered TR7, Phil can be found delivering fruit and vegetables to the pubs and restaurants around the Cowley area of Middlesex. Phil previously competed successfully in the Rover series before switching to Super Street for 1997. He has been ably assisted by his snoring friend and former Rover series competitor Steve Good.



Position 3: Team Top Banana.

The father and son team of

Brian and Lee Huxley (sometimes referred to as the Huxtables) have alternated the driving chairs

for the 1997 season with considerable success. Their differing driving styles, changes in driving set-up of the 1932 Ford and Brian's wealth of experience in all classes of racing have made them a difficult team to judge and beat this year.



Position 4: Leigh Morris.

Leigh, and electrical contractor, and his brother

Kevin constructed the all Jaguar based E-type replica to compete initially in the Pro Euro class. During the past five years, assisted by crewman Martin Home, they won many Pro Euro championships. They decided they needed a change for 1997 and anticipated that the newly formed Super Street class would provide some close and competitive racing.



Position 5: Simon Hall.

Simon and his crewman Martin Vicker con-

structed the '32 Model B Roadster in 1992 and competed in the Modified E.T. bracket between 1993 and 1995. After a fraught first season they were rewarded with third places in both '94 and '95. 1996 was spent fitting fenders to the roadster with the intention of racing in the Super Street class in 1997.

Super Comp Report

Well here we are - The European Finals - which marks the final competition round of Super Comp's debut season. And what a season it has been.

During the closed season it was announced that there would be a new class introduced for the 1997 season and so Super Comp was introduced to England, the quickest of the "Super" classes. No one was sure what the field would be like but support was good and has continued growing during the season. The class brought together Dragsters, Doorslammers and Alterods from different classes and new cars appeared in the class, all battling for the ultimate 8.90 second run and



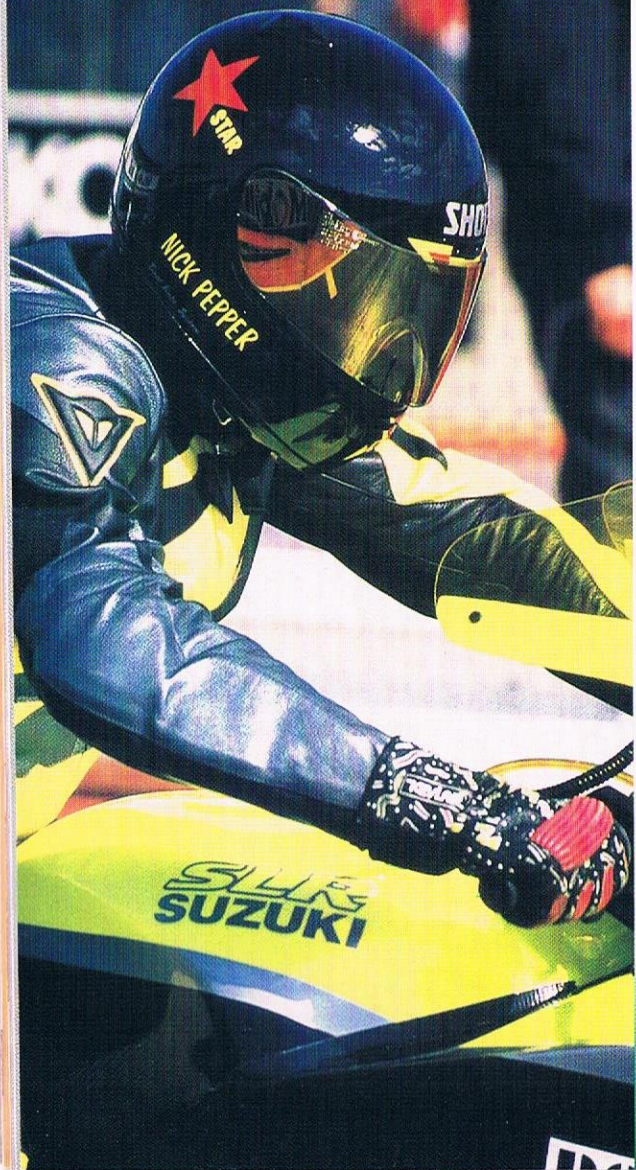
pulling a perfect .4 second light. These guys were under no illusion - they knew their cars needed to be tested and tuned to run the new class and as you will see this weekend in just one season they've

brought the competition between them closer making for exciting racing. Many of the drivers came from classes running off a 'Sportsman' tree which means they are familiar with reacting to a .5 second light. Reaction times are still the area where most of these guys will say is where they need to improve to be in a competitive position, particularly as some cars from Super Gas are knocking at the door of Super Comp and we will undoubtedly see some of them in this class next season.



Thanks must go to the drivers and crew who have worked together to make the new Super Comp class successful in its first year and for their determination to make the field closer and more exciting. Thanks also to the Super Comp sponsors MAC Tools, Power Racing Communications and Andy Robinson Race Cars.

Enjoy the racing and see you all next season with an even bigger and better Super Comp Class.



Top Fuel Bike

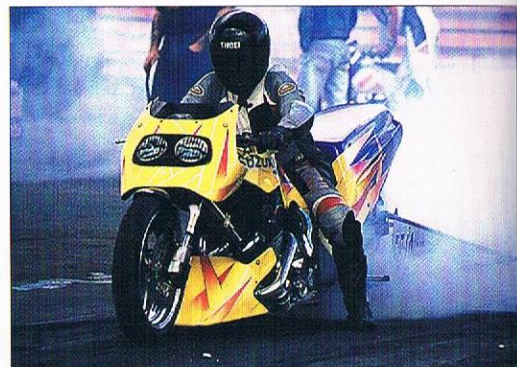
Steve Woolatt heads the entry list as Championship leader, followed by Brian Johnson who returns after his stunning 6.4 second pass at the Summer Nationals. Roel Koedam of Holland makes a welcome first appearance in the U.K Championship this year, fresh from clinching the FIM Competition Bike title with his consistent 6.6 second performances.

Phil Brachtvogel returns on the Frank Brachtvogel tuned Quarter Scorchers after the infamous Main Event that saw 3 of the U.K Top Fuel bikes sidelined for the season through sustained engine and machine failure.

Funny Bike

The class of the 1997 season, this meeting exhibits the biggest Funnybike field ever seen in the world with 21 machines ranging from the Alcohol Turbo machines through to the ground pounding Top Fuel Harleys. The evergreen Ton Pels who narrowly failed to secure the 1997 FIM Top Fuel Harley title, heads an exceptionally strong field of Deutch twins.

However, the title will fall to one of only three riders in contention, Mike Vickers, Neil Midgley and Ian King. It will take a disastrous showing by Vickers, however, to deny him his first championship title.



Pro Stock

From the large international entry for this meeting, all can only hope for runner up spot to the man of the class for 97, Nick Pepper on the Star Racing entry. Last years champion David Beck finds himself in the unusual position of chasing for second place, although six other riders are in contention for the same final position.

Competition Bike

This years championship has been a story of only 3 riders, the seven second machines at Atkinson, French and Childerhouse. Although Derek Atkinson heads the championship, a

spectacular falling off at the last meeting may deny him his deserved crown and rumours are that he has decided to hang up his leathers and retire to the comfortable position of ex-racer.

Superstreet Bike

With the absence of last years champion from much of this years Championship, Tony Clarke, has left it to his team mate and mentor Ken Cooper to take up the mantle. Ken leads the Championship going into this round all be it by a small margin over the consistent Paul Carter and the erratic, but ever spectacular Mark Watkins.

ACU BIKES

TOP FUEL BIKE

The ultimate drag racing bike. Supercharged Nitro engines running 6 seconds at 200mph.

| Pos. | No. | Name | Points |
|------|------|----------------|--------|
| 1 | TF2 | S. Woollatt | 835 |
| 2 | TF19 | B. Johnson | 785 |
| 3 | TF1 | P. Baimbridge | 240 |
| 4 | TF3 | P. Brachtvogel | 230 |
| 5 | TF6 | J. Boag | 100 |



FUNNY BIKE

Must resemble a road going motorcycle but no engine or fuel restrictions. Low seven second runs at nearly 180mph.

| Pos. | No. | Name | Points |
|------|-----|----------------|--------|
| 1 | FB3 | M. Vickers | 2115 |
| 2 | FB2 | N. Midgeley | 1725 |
| 3 | FB6 | I. King | 1550 |
| 4 | FB4 | T. Blakemore | 1430 |
| 5 | FBS | J. Yves Versch | 1410 |



PRO STOCK BIKE

Single engine, petrol-burning with all main body parts being stock/stock appearance. High 7sec - low 8s at 170mph.

| Pos. | No. | Name | Points |
|------|-----|-----------|--------|
| 1 | PS2 | N. Pepper | 2250 |
| 2 | PS5 | L. Paget | 1650 |
| 3 | PS3 | C. Vistic | 1430 |
| 4 | PS1 | D. Beck | 1340 |
| 5 | PS4 | P. Willis | 1180 |



COMP BIKE

This is the "nearly anything-goes" class generally running in the 8 sec range. It comprises hybrid machines that do not fall into the traditional class types.

| Pos. | No. | Name | Points |
|------|------|-----------------|--------|
| 1 | CB27 | D. Adkinson | 2760 |
| 2 | CB5 | S. French | 2430 |
| 3 | CB33 | T. Childerhouse | 2150 |
| 4 | CB4 | I. Kilner | 1510 |
| 5 | CB19 | S. Chamberlain | 1270 |



SUPER STREET BIKE

Popular class enforcing street legal tyre/no wheelie bar rule. Often run mid 8secs at 150mph.

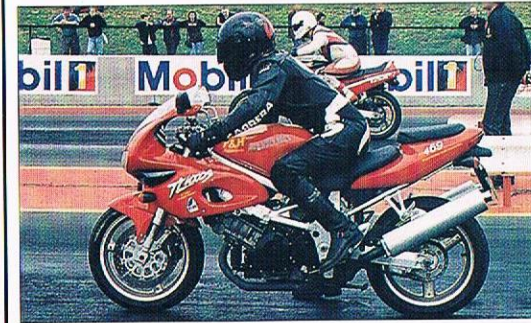
| Pos. | No. | Name | Points |
|------|------|------------|--------|
| 1 | SS5 | K. Cooper | 2205 |
| 2 | SS8 | P. Carter | 2000 |
| 3 | SS3 | M. Wadkins | 1960 |
| 4 | SS15 | D. Holland | 1655 |
| 5 | SS27 | G. Dance | 1560 |



9.90/10.90 BIKE

Entry level bike classes. Single engine, of any type and modification. Street tyres, no wheelie bar and split into 9.90/10.90 index.

| Pos. | No. | Name | Points |
|-----------|-------|--------------|--------|
| 1 (9.90) | SB1 | P. Bembridge | 3760 |
| 2 (9.90) | SB376 | J. Sheddin | 2920 |
| 3 (9.90) | SB501 | J. Kirby | 2510 |
| 1 (10.90) | SP359 | J. Davies | 2830 |
| 2 (10.90) | SP170 | S. Fylds | 2560 |
| 3 (10.90) | SP3 | P. Stewart | 2110 |



FOCUS ON...

10.90 Bike - Sandra Chaplain



Sandra 'Sam' Chaplain

Age: 30

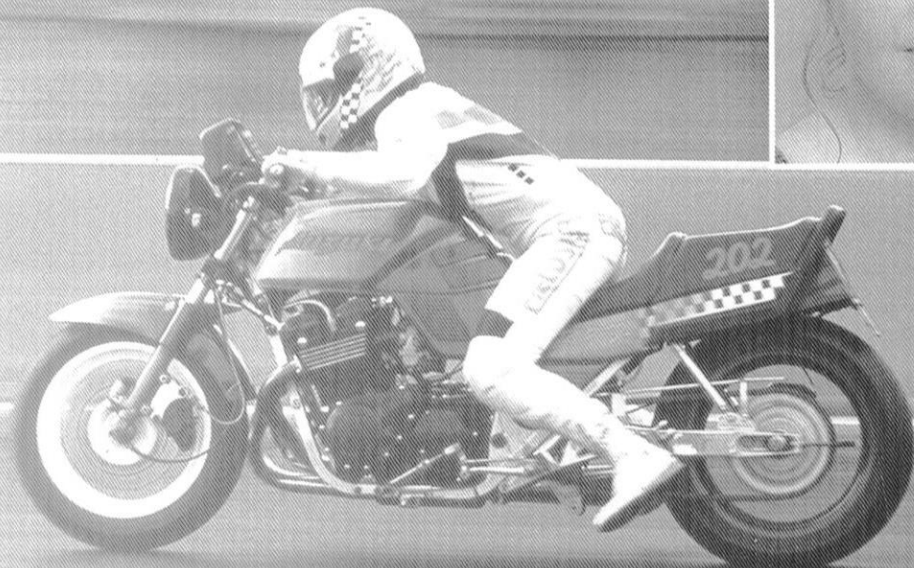
Married to Roland, she has one daughter, Annick and a son, Roly.

Race Bike: Suzuki GSX 100 EFE

Race Class: Sports (wo) man bike no. SP 202 10.90

Sandra first competed in a drag race in 1996, in the SPRC Divisional Championship, finishing the season in overall third place. She started racing on a Yamaha Virago (535cc) and part way through the season changed to the green and blue Suzuki she now rides.

This season she has raced in the major events as Santa Pod and has enjoyed increasing success - recent high points include being overall winner at the Cannonball and qualifying first in the Sportsman's Nationals. She is currently in third place in the championship. Future plans, finances permitting, are to move into Competition Bike in 1998, riding a former Pro Stock 1325 Suzuki which is currently being prepared by Roland.



Motorcycle drag racing provides an interesting contrast to her more sedate hobbies - needlework and swimming - and her work with the Department of Clinical Medicine and Cambridge University. This has attracted interest from the media and she has recently featured on Anglia Television and in various newspapers.

Sandra really enjoys the atmosphere at Santa Pod, with encouragement from the officials, racers and spectators alike setting it apart from other motorsports. As a relatively inexperienced motorcyclist, passing her test in 1995, she was initially cautious about racing. However, with the helpful patience and support of all around

her she soon felt at home at the track and is now running consistently.

Sandra would like to thank...
...all who have helped and encouraged her on her way, and to Roland, without whom none of this would have been possible.