

The Wild Bunch Drag Racing Association proudly presents

# Against the Clock

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**Best Newcomer feature on page 5**

## Editors Note....

Forgive me readers for I have sinned .. it's been weeks since my last confession! And then, when 'the confession' was nearly finished the little laptop crashed & I lost the lot (or was that 'lost the plot!'). So here it is - unintentionally re-written! Fair Shout!

There's been so much happening, not least the long awaited track arrival of the D.A.S.H Racing 'Chemical Reaction' slingshot, the wedding of the year, personal bests & show attendances.

Continuing with the stars of 2003 we have a feature on the winners of the Spirit of Drag Racing shield & also the Best Newcomer.

As they say on the news stand 'Read all about it!'



Alice



## Probably the best plan in the world ever!

The Wild Bunch is brimming with enthusiastic drag racers & The Cunning Plan team are no exception! Somebody said to me the other day "when I read the update on Tony's website I read it in a Welsh accent cos it sounds better!" Try it - you'll know what they mean! It's written with passion & an obvious love for the sport that Tony's thrown himself into for the past 14 years. In 2003, Tony & 'The Cunning Plan' won the Best Appearing Team & were awarded the highest Wild Bunch accolade there is - the Don Garlits Spirit of Drag Racing Shield. This is just part of the story behind the plan!

Born in Eastbourne in 1955, Tony didn't unite with his beloved Wales until after marrying lovely wife Linda. They met in the Tonypandy Naval Club during March '74 & were married 21st December that same year. 2004 sees their 30th wedding anniversary - Congratulations! But Tonypandy Naval Club? Oh yes, Tony was in the Navy for a few years on the 'ol submarines! Dive, Dive, Dive! He left in '76 & the couple settled in South Wales where Tony trained as a welder / fabricator. What was then Phil Price Motors is now Tonypandy Motors & Tony has remained

loyal in their employment since the late eighties. Umm, submarines to minis?? How so?! Well, Tony purchased a 1977 Mini Clubman Estate, "fitted it" with a 3/4 1300 race engine, painted it Porsche Guards Red & took it around the country to as many custom shows as he could manage! At one of the shows, Tony met Dave Williams now team mate, crew & sometimes driver of the car. Dave had a customised M3 Cortina & Tony had a customised Mini, the pair found they had a joint interest - customising & speed!

First time out at the drags was the 1990 Hot Rod Drags with the 'Simply Pink' 3.5 V8 Rover powered mini van on a chassis that Tony built himself & remains the base for the car today. 'Simply Pink' was supposed to be 'Simply Red' but a friend accidentally used an old red paint tin to put the primer in before spraying it & the car came out pink! 15.3 was the best ET of the meeting & at 88 mph, ladies & gentlemen, the fish was hooked! The



rover engine remained the driving force for 5 years but sadly the crank broke during a burnout at the Pod Mini meet. This inspired a winter strip down & saw the car return to the track with roll cage, 302ci Ford & fibreglass panels .... ready for Wild Bunch competition! Ever the playful jokers, Tony & Dave used to pull commentator Jerry Cooksons leg & as he was nicknamed "Baldrick" at the time, they pretended they'd called the mini "The Cunning Plan" & the name stuck!

There's no mistaking the car with it's striking colour scheme & it's certainly one of the most popular in the Wild Bunch. Recently nominated for the 'Sports Personality of the Rhonda', Tony Smith is a 'fair play' sportsman & along with Dave, the team thoroughly deserves the award entitled 'Spirit of Drag Racing'..

# Power Nationals

It wasn't really flaming June & after UPS R1 we were all on tender hooks over the weather! We needn't have worried as someone had pre-booked our order of dry & sunny! With 10 Wild Bunch cars in the running, the weekend shaped up like this:

John Munday had taken control of the driving duties in the 'up for sale' **Hot Dog** altered - the car he helped to rebuild a couple of years earlier! Not one for messing around, John ran a 12.627 on his 1st run, a breakout against his 13.00 second dial in! Lowering the numbers further he went on to run 12.427 & 12.223. He clinched the No 1 qualifying spot by being only 7 thousandths off his dial in, which for his second run in the car was pretty good! John sends a massive thank you to Gareth for the driving opportunity & to the rest of the Wild Bunch for their support. He would face Mike Cresswell in the **Living the Dream** slingshot on competition day. Mike & the team were still riding high after their event win at

York. They dialled in 10.98 & ran 11.092 with the 1st run of the day, bogged down on the line on the 2nd but took the 6th qualifying spot with their 3rd run - 11.120 off an 11.00 dial in. Always there with a **Cunning Plan**, Tony Smith bounded the Mini Van altered to a new 'body on' PB of 11.584 on his 2nd run of the day! It wasn't that run that earned him the No. 2 qualifier spot, that came on his 3rd run with a strong 11.62 off his 11.60 dial in. That would put him up against Alec Coe in the Mad R's slingshot **Shy Torque**. Alec qualified in 7th spot after three off the pace runs & the team decided to investigate their uncharacteristic mid 11's. They stripped the rockers & found damage to the cam so did not take part in competition but the weekends bad luck did not end there. Involved in a motorway smash on the way home, they were lucky to escape serious injury but the tow car was a write off & the brand new trailer suf-

fered minor damage. It was all a bit of a shock to the system but they're looking forward to returning for the August York meet so until then we wish them well. Chev Charman-Osbourne was at the controls of Evolution Racings altered, **Destiny's Angel**. Straight off the trailer with a dial in of 9.60 saw Chev run to 9.632 taking the No. 3 qualifying spot! Having run 9.676 @ 141.99 on her 2nd outing gave Chev enough comfort to sit out the final qualifier to assist Dad Keith in Alkymist! Chev would be facing Smokin Joe Stevens in the **Back in Black** altered on competition day. Still looking for that elusive 9 second run, Joe began his dial ins with 9.90 & ran 10.194 @ 128.27. Joe kept the dial in & posted another two consistent 10.1 runs, giving him 8th spot. Andy Murphy was in charge of the **'B' Sting** altered for this meeting. Breaking out on his first run with a 12.363 against his 12.40 dial in, the

team lowered the numbers & with a quickest of 12.35 qualified in the No. 4 spot. That put them against a car starting its weekend with the unveiling of an impressively large injection system - Crazy Chris & the **Backdraft** slingshot. The dial in board showed 8.50 - the team didn't want to break out. The checkout pass came in at 9.885 & further adjustments brought 9.23 @ 140.30mph. That gave them 9th spot. **The Black Pig** was enjoying its first ever MSA event now that Steve had a signed licence. Posting three consistent mid 11's the number 5 spot was theirs. Very well done. That matched them against the **Limited Funz** slingshot of Mark Coulsell. Qualifying saw Mark go from head hanging lowness when the steering assembly broke on the back up from the burnout on the first run, to in your face glee of a PB mph of 126.91 followed by a PB ET 10.385! Not the least bit bothered with his 10th qualifying spot, Mark was grateful to everyone that helped fix the car turning into a funny old weekend, where the eventual winner had his car fixed by the runner

BYE
BYE
#1 HOT DOG
#6 LIVING THE DREAM
#3 DESTINYS ANGEL
#8 BACK IN BLACK
#5 THE BLACK PIG
#10 LIMITED FUNZ
BYE
BYE
BYE
BYE
#4 'B' STING
#9 BACKDRAFT
#2 THE CUNNING PLAN
#7 SHY TORQUE (BROKE)

BYE
#1 HOT DOG (12.359 OFF 12.30)
#8 BACK IN BLACK (PB 10.063 OFF 9.98)
#10 LIMITED FUNZ (10.745 OFF 10.80)
BYE
BYE
#9 BACKDRAFT (9.330 OFF 9.20) <b>BEST ENGINEERED</b> <b>BEST APPEARING TEAM</b>
#2 THE CUNNING PLAN (PB 11.564 OFF 11.60)

#1 HOT DOG (12.224 OFF 12.18)
#10 LIMITED FUNZ (10.566 OFF 10.80)
BYE
#2 THE CUNNING PLAN (PB 11.560 OFF 11.56) <b>PERFECT ET WINNER</b> <b>CLOSEST TO DIAL IN</b>

#10 LIMITED FUNZ  
(10.468 OFF 10.60)  
**BEST SLINGSHOT**  
**BEST REACTION**



#10 LIMITED FUNZ  
(10.669 OFF 10.45)

#2 THE CUNNING PLAN  
(11.605 OFF 11.50)  
**BEST ALTERED**

## Real Steel R6 June 26th & 27th at SPR

With an entry field of only 6 Wild Bunch cars it was going to be a somewhat exclusive weekends racing at Santa Pod! Unfortunately the entry list was shortened further when Steve & Lesley Field were unable to make it to the track having broken down en-route whilst towing their beloved Black Pig altered.

With three qualifying rounds scheduled for Saturday, getting in the scrutineering queue on the Friday night was a bonus & an aerobic workout in itself - yeh Joe! It's tough work pushing cars up the pits & back again! Racing started at 9am but despite spending the majority of the day in the fire up road, the 5 Wild Bunch cars didn't get their 1st qualifier until 3pm due to wet stuff & oil. Smoking Joe Stevens in the **Back in Black** altered with his 'look-a-like' pony tailed crew man (Darryl in a wig!) put in a 10.145 @ 128.56 mph off a 10.00 dial in.

That put him as No. 1 Qualifier. **Backdraft** & Crazy Chris were still running in the new injection system & completed a 9.868 @ 136.83 mph run. Tony Wynne-Jones & his **Welsh Raider 2** recorded a 13.900 @ 90.76 mph but experienced linelock problems. Andrew Gibb with the **Witchcraft** slingshot had already made our jaws drop with the stunning new paint job on the car - very sparkly & purple! He ran a 25.152 off his 12.30 dial in. Oil pump problems were diagnosed & the car trailered for the rest of the event. They did take away the Best Slingshot spot prize however, so all was not lost. Andy Murphy was back in '**B' Sting** & started with a 12.614 off a 12.39 dial in. Sunday started off sunny so a 2nd qualifier



was available with 3 Wild Bunch cars taking part. Crazy Chris improved on his previous run with a 9.591 to take the No. 3 spot. 'B' Stings Andy also improved with a 12.529 off his 12.37 dial in to take the No. 2 spot with Tony in at No. 4 & Andy Gibb at No. 5. Joe remained in the No. 1 spot & by virtue of this had a bye in the 1st round. Crazy Chris also ended up with a bye as the Witchcraft slingshot didn't run. Backdraft recorded a 9.706. The only pairing in the 1st round saw Welsh Raider 2 take on 'B' Sting. With Tony breaking out by just .008, Andy took the win with a 12.639 on a 12.45 dial in.

Tony took away the Best Radical spot prize & having run an 11.692 is looking to

more low ETs at the next event! There was a big oil down after the quarter finals (not us!) so again we spent a long time in the fire up road...waiting. Fair play to the marshals & officials, they worked so hard to keep the event going despite the constant wet stuff falling aswell. At 7.50pm we saw a great semi final between Joe & Chris. Chris took the victory with a 9.659 off a 9.60 dial in giving the Closest to Dial In spot prize. Being only 0.123 behind him, Joe took the Closest Runner Up award. On the other side of the small ladder, 'B' Sting had a bye run but broke on the line after the burnout. That meant Chris had a solo pass in the final & at 8.20pm he won the event with a 9.751 @ 129 mph. It was a long event but we had a great time & really enjoyed



## Wild Bunch on Walkabout



A few of the Wild Bunch have been out & about flying the Drag Racing banner! First up, Mark Couzell & the Limited Funz slingshot. *Did you know that the car was 'born' in 1966 - the same year as his lovely wife I believe!* Anyway! Wilnecote Junior School were delighted to have Mark & the car at their summer fair. With a raffle to win tickets to the Allstar Nationals, photos being taken of kiddies in the hot seat & the DVD of the 2003 Ultimate Power Series playing away in the background, the team got a lot of attention!! At the request of the teachers & kids alike, Mark performed two burnouts in the safety of the car park at the close of the fair then loaded the car back in the trailer & headed to Nostalgia Nationals! Team Twisted answered a plea on Eurodragster for competition vehicles to attend Thrapston

Town Fair in support of the Lace Rescue charity. Hell's Belle went on a drizzly but enjoyable day trip! Lace Rescue is a charity funded ambulance & rescue vehicle that supports motor-sport events. Despite the rain - which is obvious from the photo! - they had a great time talking drag racing to anyone that was willing to listen. "For a place so close to Santa Pod, surprisingly few people had seen drag racing .... so we spread the word!" says Dean. "We were lined up along the high street with a Classic MG, a hill climbing Austin 7, a couple of karts, a Mitsubishi EVO 6 rally car & the ambulance/rescue vehicle! Quite a mixture!"



The team fired the motor a couple of times which drew a bit of a crowd but sent a child running to it's parents - the same parents that had asked the team to start it in the first place! Although the weather brought the day to an early close

the team returned home happy to have done their bit! For more information on Lace Rescue go to [www.lace-rescue.com](http://www.lace-rescue.com). Bristol is our final Banner Waving stop! In a hanger in the depths of Airbus stood no less than nine drag race vehicles brought together for a display at the Airbus Families Open Day & it provoked a massive amount of attention from the thousands

of visitors throughout the day. Three Wild Bunch cars - Backdraft, Dazed & Confused and the 'finished the day before' Chemical Reaction slingshot stood alongside Ian Caseleys Roadzombie II Jet Dragster, Paul Stubbing's & Wendy Baker's AA/FA, Bob Lees Mustang Grandee, Steve & Wendy Clutterbuck's Supertwin Fuel Harley, Tim Blakemore's Funny Bike & a mock up of Wendy's son Tylers Junior Drag bike. "The feedback & comments from people at work on Monday were all very positive" said Crazy Chris, who works for Airbus & organised the display. "Bob was the only one who could legitimately fire up - to load the car on the trailer - & peoples mouths fell wide open with the noise! If only we'd been able to fire the others aswell!!!" Fair Shout!!

Always a popular event, Nostalgia Nationals was extremely well supported by the Wild Bunch with 16 cars putting in runs over the weekend. There would've been 18 but Dave Ward & the **Rampage** funny car suffered engine damage during a fire up in the pits so missed their first official WB track appearance & **The Cunning Plan** was uncharacteristically missing after a double blow out en-route to the track - all were okay.

So who did make it to the track, well Alan Smith with the **Avanti** slingshot made a single run but sadly the engine expired leaving holes in the block & sump so that sent him home early. Having better luck was good ol' Smokin Joe Stevens & his **Back in Black** altered. Having found torque converter damage at the last event, Joe installed his spare & laid down a 10.269 checkout pass to start his weekend off with a 135.66 PB mph. Dialling in 10.25 for Sunday, he ran 10.288 & 10.240 which won him the event. Closest to Dial In, Best Altered, Best Burnout & overall event winner....not bad Joe & worth a smile chick but I'm still waiting for that 9! Becoming more of a regular again is the now shortened version of **Herr X**. It's had 4ft taken out of the chassis by owners Pete & Gavyn Loveridge with the intention that they'd be able to make it to more events if they could fit its trailer on their drive! Sounds reasonable! It's not reduced the cars performance & they both made passes on Saturday dialling in 10.70 on Sunday. Gavyn had run a 10.666 on the Saturday & spookily did it again on Sunday! Pete ran through with a 10.654 to put them in 2nd place overall & they picked up the Best Slingshot spot prize. Great result! Bob Morgan was in **'B' Sting**. Dialling in his favourite 12.35 for Sunday, he ran 12.488 & then a

PB 12.311 @ 104.18 mph to put him in 3rd place overall. The 'rent-a-shirt' squad (*just teasing boys!*) also won Best Appearing Team. Steve & Lesley Field were delighted to be back at the track with **The Black Pig** after missing the Summer Nationals at Pod. Making up for lost time, Steve made 4 runs on Saturday & dialled in 11.80 on Sunday. With a 12.140 & a near PB 11.585 @ 115.47 mph, Steve was really chuffed to finish in 4th spot. Coming fresh from an appearance at Wilnecote Junior School was Mark Coulsell & the **Limited Funz** slingshot. Whilst fiancée Lynne desperately searched for a wedding dress on the Saturday, Mark busied himself with a couple of runs on the track! He dialled in 10.55 for Sunday & ran through with a 10.761 & 10.458. He won the now hotly contested Best Reaction spot prize with a .020 against a .000 perfect tree. Not bad Quick Draw Coulsell, not bad! Nostalgia is a favourite



events of Andy Solley & his **Repeat Offender** altered. Unmistakably orange, this car can lure you into a false sense of security - is the nitrous on or off?! Having discovered a blown head gasket, the team scoured local motor sports shops on the Saturday to purchase some more so had to dial in blind on the Sunday. 9.80 was the chosen ET & without the nitrous Andy ran 11.786 but for the 2nd run the switch got flicked & the ET dropped to a glorious 9.850 @ 135.61 mph giving him the Quickest ET spot prize. Nice! Tony Wynne-Jones has had his fair share of troubles this season with the **Welsh Raider 2** but he's had his fair share of promising runs

too. This weekend saw a bit of both! Having run a 12.168 @ 113.38 mph Tony discovered a broken oil union, went home, welded it up & returned Sunday morning to run an 11.970 off an 11.40 dial in, winning the Best Radical spot prize in the process! Martin Holgate was making his first appearance of the season with his jag powered **Paranoia** altered. He dialled in 10.00 for Sunday, sat out the 1st round & ran through with a 12.388 in the 2nd. This was scheduled as his last event due to crewman (Mr) Bonehead emigrating to France. **Paranoia** won the Best Engineered spot prize & we hope we see you all again soon. Now if anyone is due some luck it's 'Sizzlin' Sid & the **Destiny** slingshot. Following more repairs after the York event, Sid & Adam spent Saturday tuning the car. They dialled in 10.70 for race day, recorded a 12.719 but pulled a cherry on the 2nd run. Sid was more than happy to receive the

Drivers Choice spot prize, well done Sid, you really deserve that one. Matt Lee was out in the **Worth the Wait** slingshot & put in 4 consistent low 11 runs on the Saturday including a PB 119.15 mph. He dialled in 11.20 for Sunday & ran 11.433 in the 1st round but noticed low oil pressure so parked the car for the 2nd round. Hopefully we'll see him again soon having diagnosed the problem. First into the fire up road was guess who? Helen Smythe in the **Hell's Belle** altered of course, in fact they were the last car in the fire up road as the rain came down to end the meeting on the Sunday too! Bless em! They'd sat out a couple of events to make some repairs but ran consistent high 12's to start with & dialled in 12.81 for Sunday. She finished 6th overall with a 12.931 & 13.031. Roland Willats was out for the 1st time in 2004 with his **Drag-in Time** slingshot. He put in 5 prac-

tice passes on Saturday dialling in 14.246 which was the average of his best runs! 14.075 was followed by a PB 13.904 @ 94.49 mph & Roland had a ball on his first drag race event of the year. Mike Cresswell ran the **Living the Dream** slingshot this weekend & joined in the fun on the Saturday with a couple of passes including an 11.814 & 12.179 practising his burnout technique in the process!! Dialling in 11.20 for Sunday, he ran 12.016 & a weekend best 11.273. Experiencing electrical problems was Neil Ward with the ex-**She Devil 2** slingshot. He put in a dial in of 10.20 & although he got the car fired in the pits she wasn't having any of it in the fire up road so Neil didn't make it to the start line...but he'll be back so look out! Last but by no means least - Crazy Chris & **Backdraft**. Still puzzled by the cars off the pace performance of late, Chris started with a further off pace 10.396 @ 134.86. On his next pass he earned the NSRA award for Quickest Wild Bunch car of the weekend with a 9.827. After some basic checks he made the decision to sit out the rest of the meeting for fear of causing engine damage. So there it was, Nostalgia Nationals, gone in a haze of ... well.. nostalgia!

Wedding Bells!

Mark & Lynne  
got married on August 8th.  
To celebrate you are invited  
to a 'pit party' at the  
Allstar Nationals!

Date: Saturday 28th August '04.  
Venue: Limited Funz pit!  
Time: 7.30pm onwards.



## Night with the Stars

The Dinner Dance is looming! 27th November at Drayton Manor is the night to celebrate this years winners so grab your partners & buy your tickets from Claire at the bargain price of £22!

# A meeting with Destiny

The very worthy winner of the Best Newcomer award in 2003 was 'Sizzlin' Sid Slattery, in his own words here's the man himself. "The first time I ever saw Drag Racing was at Pod around 1975 with my Dad. I don't remember too much but a few names like Paranoia, Two Ton Carmen, Slo Mo Shun & Drag 'n' Fly stuck in my mind. Through the '80s I became an avid spectator along with Adam Clarke who is now my indispensable Crew Chief & Dale Carline. Watching was great...but my wish was always that one day I would get to race. That wish very nearly came true in 1990 with an Austin A40 (V6 injected Ford no less!) called 'Heavy Breathin' which was owned by Ian Roddy. Unfortunately at 60ft the fuel pump broke so the dream drive had to wait, but it was a flying start! Adam & I were already looking to build our own car & having had some experience with Jag motors restoring

cars with my Dad, plus wanting to do something a bit different, we decided to build a Jag powered sling-shot. There was a trip down to an Essex swap meet which should've seen us purchase a chassis but it turned out to be bent! We were well out of pocket through van hire charges but we didn't come away empty handed! Oh no! The chassis seller very kindly let us have the steering wheel for free - sensible chap! We also managed to buy an axle & then off we went to put down a deposit on an XJ6 which would give us the engine & box! Surfing around on "T internet" one day, we spotted a Jag engined slingshot for sale.....WHAT??! Just like



that!! This turned out to be the ex-Pubcrawler & we bought the car over the phone. Can sometimes be a big mistake but not this time! The car was every-thing we imagined & more! Our first full pass was a 14.2 @ 100 mph during the Nostalgia Nationals in 2003. Lets just say that it woke parts I didn't know I had! There was so much going through my head that I was off down the track before I'd even thought about what was going to happen! Since then we've run down to 10.75 @ 125 mph & although we've had engine problems with a thrown rod, teething problems with the clutch, fuel

& oil leaks (thanks to Martin Holgate, Chris & Clayton Round for helping us out) we're still pleased with our progress and believe there is better to come. Having only had the car running three times in 2003, we were surprised but delighted to receive the award for Best Newcomer. We're chuffed to be part of the Wild Bunch as you're a great crowd & have made us feel really welcome from day one....Thank You! We plan to run all the Wild Bunch & Roy Wilding Nostalgia Race Cars events in 2004 so thanks again for all of your support & encouragement & good luck to everyone else for the remainder of the season. "DESTINY" Right time, Right place & we are very proud to own such a beautiful & significant dragster. We plan to keep it where it belongs....on the track!" Sid, Sheena & Adam.

## Wild Trumps are coming!

[www.the-wild-bunch.co.uk](http://www.the-wild-bunch.co.uk)



Freefone 24 hour  
helpline  
080 8800 3344



**Meningitis**  
Research Foundation



[www.the-wild-bunch.co.uk](http://www.the-wild-bunch.co.uk)

Remember the old 'Top Trumps' game we used to play as kids? Well I thought it might be a giggle if we had our own Wild Bunch version, so here they are - Wild Trumps!

I'm hoping to get a card for each of our cars & get them on sale as soon as possible. I've had some really good feedback already, including some ideas on how to structure the categories (Engine etc) so don't be surprised if you see some subtle changes to the finished product! They're pretty basic so don't get too excited but any money raised will go straight to the Meningitis Research Foundation.

If you haven't already done so then please send me a lovely photo of your car & the specifics as set out on the example so you too can be a Wild Trump!

### The Cunning Plan



**Team Cunning Plan**  
Comp Altered Mini Van

Engine: 360ci Chrysler  
Fuel: Super Unleaded  
Best Reaction: .520 (400 tree)  
Best ET: 11.33 (Body Off) 11.56 (on)  
Best MPH: 118 (Body Off) 114 (on)  
Best Achievements:  
2003 Garlits Spirit of Drag Racing

The Mini Nationals saw the arrival of 2 'new' Wild Bunch cars & a total of 13 competing for points. Saturday was practice day with good weather despite the forecast so we were well prepared with brollies!! In short - here's the roll call....Pete & Gavyn Loveridge took to the track in *Herr X*. Recording 6 passes on Saturday between them, they dialled in 10.70 for Sunday. The first round saw Pete run a 10.715, then Gavyn ran 10.711 & left it to Pete to put in a 10.673. It gave them 1st place overall. Shortening the car has definitely not reduced the fun in any way! Very well done. Back with *The Cunning Plan*, Tony Smith wasted no time in getting on the track with 9 passes on practice day! Body on or body off?! Such a decision! Dialling in 11.75 for race day, with the body on, he ran 11.702, 11.724 & 11.792 putting him 2nd overall. There's a lot of em around...ey, well it's that time of year....'B' *Sting!* Andy Murphy was having his turn in the altered, although he did get booted out of the hot seat by former team mate turned commentator Baz Bohannon for a run into the low 12's...it was like he'd never been away! Andy dialled in 12.35 for race day getting the closest with his third run, a 12.351 - just one thousandth away. Finishing in 4th place overall, Andy also shared the Closest to Dial In spot prize with Helen Smythe from Team Twisted. Both were just .001 under their dial ins! Wow! Joe Stevens - burnout king - was *Back in Black* in the competition al-

tered. Joe made 5 passes on Saturday including a 10.388 @ 134.42 mph. Dialling in with 10.28, he got closest with a 10.285 in the final round & finished 4th overall. He also kept his crown by winning the Best Burnout spot prize - nice one! *Hell's Belle* spent most of her time in her favourite places - the fire up road & the track! With 8 passes on Saturday, Helen was well prepared for race day & dialled in 12.93. Her final run gave her the Closest to Dial In sharing 12.929 & earned her the Best Reaction award for a .441 on a .400 tree. Gareth Kent was back in the hot seat of the *Hot Dog* altered for what would be its last time on the track under his command. Crew man Les also made a couple of runs but it

re-installed last years cam following damage at the previous event. Still sporting the big injection system, he got off to a wheels up run of 9.463 @ 136.46. Sunday brought a Quickest ET of the meeting 9.326, a hairy launch & then on the final run a strange noise through the finish line. Metal was found in the injector trumpet & on further investigation once returned to the pits, Chris found the engine had dropped a valve. It ain't over til the portly lady sings so don't think he's down & out...not by a long shot! We wish him all the best with whatever rebuild he comes up with. D.A.S.H Racing had finally done what they'd been threatening to do all year, put their car on the track! *Chemical Reaction* was loud &

promptly ran straight into the 9's with a 9.739! Following that with two 9.8 passes he's also knocking on the door of 140 mph already & took away the spot prize for Best Radical/ Dragster. Welcome to the Bunch Darren! Steve & Lesley had brought their *Black Pig* altered out, much to the delight of its fans. Steve was another driver who put in 8 runs on the Saturday getting right down to a PB ET of 11.468 @ 116.33 mph - a PB MPH!! 11.60 was selected as the Sunday dial in & the closest Steve came was 11.768 in the 1st round. The Best Altered spot prize was awarded to the team for it's smart appearance & strong performance. Working on his burnout technique was Mike Cresswell in the *Living the Dream* slingshot. Having put in several passes on the Saturday he was hoping to get back in the high 10's on race day. Mike dialled in 11.25 & ran 11.647 in the 1st round, didn't record a time in the 2nd & ran through with a better 11.478 @ 112.64 in the 3rd. Tony Wynne-Jones was running his *Welsh Raider 2* radical Corvette & put in 3 passes on Saturday ending with a PB 11.439 @ 119.86 mph. He retired early from the event with a broken oil union.... Again! And finally, *Destiny* was back out in the loving arms of 'Sizzlin' Sid. He put in checkout passes of 12.236 & 12.549 on Saturday then improved with an 11.456. He dialled in 11.50 for Sunday & got close with his first run of 11.520 @ 115.07 mph. And that as they say was that! All in all ... a mini adventure!



proud in purple & lime green (*lovely colour yeh Chris!!*) with driver Darryl 'Shag' Howells at the controls. With a checkout pass of 13.128 @ 124.24 mph, the car looked set to perform well. The team dialled in 11.20 for Sunday & got close on the third run with an 11.173. The car won Best Slingshot & the teams eye is firmly on a 10 second run. Second of the 'new cars' was Darren Law in the recently acquired *Wicked Lady*. With this being his first weekend in a drag car of any sort, the runs he made were pretty impressive & he got his MSA licence signed on his 2nd ever full pass in the car - fair shout! Darren dialled in 10.00 for race day &

was Gareth who dialled in 12.30 on Sunday getting closest on his 2nd run with a 12.509. Aply assisted by Les, fiancée Lou & son Marcus all sporting brand new Crew shirts, the team were awarded the Best Appearing Team spot prize - very well deserved...especially Marcus! Things hadn't altogether been going to plan in the *Backdraft* camp. This weekend was going to top the lot & not in a good way. Crazy Chris put in 6 passes on the Saturday having

THE WILD BUNCH  
DRAG RACING  
ASSOCIATION

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www.the-wild-bunch.co.uk

NEXT ISSUE DUE SEPTEMBER