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2003 Ultimate Power
& Real Steel Champion

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Editors Note....

We've got a wet write up on the Spring Nationals at SCR, a 'looks like Glastonbury' write up on the Excitement Nationals, a 'Oh my god it's sunny' write up on the Classic American Nationals and then there was the Open Nationals at York! It's a lot too read...but there's some pictures too, just to nurse you along a bit!!

Rumour has it that some copies of AtC are not being read....WHAT??? How can it be that the rag so lovingly put together is not being allowed to fulfil it's life destiny to bring unbridled joy to the hearts of all Wild Bunch members whilst they read delightful stories... go on.....read it....you know you want to...especially when you're on the front page Alec!



Alice

54 not out

All good things come to those who wait .. and wait ..and wait! In 1974, Alec Coe spent a year as the proud owner / driver of the 3.1 litre Ford V6 methanol injected slingshot called 'The Breaker'. Alec campaigned the car at Santa Pod in the Middle Dragster class running consistent 12's & faced opponents such as 'Pubcrawler' & 'Drag'n'Fly'. A growing family meant that the closest Alec came to the track for the following 26 years was as an avid spectator on the banks...and then came the decision by son Tom to buy a Peugeot 306. It somehow turned into a Slingshot & Trailer between the time Tom left the house with £3'000 heading in the direction of the Peugeot seller and his Dad showing him an advert for a slingshot in the back of Custom Car! That decision meant Alec's long wait was coming to an end as he spent a year sharing the drive of 'Psycho' with Tom. The Mad 'R's team was to grow one car bigger a year later when Alec purchased the 'Cheeky Monkey' slingshot. With the name changed to 'Shy Torque', Alec set about achieving the ultimate prize - to have as much fun as possible with as many runs on the track as the car could manage...and if they won anything, well that was just a bonus! 2003 saw the team come out with a new 360 ci SBC but although Alec won the Ultimate Power series,



1974 with 'The Breaker'

Real Steel Championship, was 5th in Wild Bunch, 5th in Roy Wilding Nostalgia Racecars & achieved a best E.T of 10.29....but the mile an hour was still low at only 117 through the top end groaned Alec!! Yes, it's clearly all about the FUN!! Alec isn't in this alone - oh no. There is a full, supporting team 'behind the scenes'! Crew Chief Kev Mortimer, in his own words 'is a shy character who hates to be noticed or having attention drawn to himself'! That's right, the one who fell over the wheel two years ago, broke his wrist &

missed the fireworks!! Yep, right again, the same person who dressed up at York for Toms magic show last year!! Very quiet, shy & retiring is our Kev!! He's had his own experience of driving the Shy Torque slingshot and says it's put him off climbing into the drivers seat ever again - there was no problem, the car just went too well!! Mad Rs herself - Rita - Alec's wife, openly admits that she gets very nervous when 'her boys' are on the track & was previously traumatised by the dial in board being held the wrong way up during qualifying at one event giving the team a rather large breakout!! Then there's Jan, Kev's wife. Always around with an offer of a cup of tea (or brandy!) & supporting from the sidelines. Tom & Jenny (son & future daughter-in-law) have their work cut out with the running of the teams 'Psycho' slingshot - but that's another story!

So what plans for 2004? An Enderle injection system in the not too distant future, which should bring the team improvement on both the E.T and the MPH - although they've already smashed last seasons best mph with a 127.78 at the Classic American Nats! Other than that it's just Mad Rs' having loads of



2003 Ultimate Power Champion

April 17/18th - We thought the whole weekend would be Bench Racing due to the dodgy looking clouds in the sky...but all was not lost. Saturday we started at 12.30pm & ran til the curfew...curfewed! Sunday was as predicted, a complete wash out...so this is all about Saturday! The *Hell's Belle* altered stormed her way to a 12.948 E.T - on the Crew Chiefs birthday too!! Braving the weather for their second event of the year the crew team were often caught walking back to the pits while Helen drove past them waving happily on her way straight back down the fire up road! Always smartly turned out, they picked up the Best Appearing Team award. Helen is now the proud recipient of an MSA licence & looking forward to campaigning the car at the Excitement Nationals in a couple of weeks. With a Best Reaction of .041, Helen also picked up that particular spot prize...ohhhh, Quick Draw Coulsell be warned - them there altered is after your prize! The *Living the Dream* slingshot of Mike Cresswell came out to make it's Wild Bunch debut with a very respectable 14.862 @ 91.46 mph. Mike really is living the dream having won a Corgi model of 'Commuter' when he was 11 years old & always wanting to have his own! Eh up lads, *B-Sting's* back!! Bob Morgan took the wheel of the car this weekend & really showed the newly re-structured team what drag racing is all about!!! He got his MSA licence signed and then on his first ever full pass he powered by with a 12.366 @ 107.91...their best ever mph! The team won Best Altered' aswell! We have missed you all! This weekend was seemingly a great opportunity for



licence sign off's and another to achieve this was Matt Lee with *Worth the Wait*. Although Matt managed a few passes on the Saturday (all around the 12 second mark) they finished the weekend with a broken half shaft. *The Wicked Lady* ably driven by Dennis Hawkins was assisted for the first time this season by new crew Ian. Dennis made a first pass of 9.45 @ 141 mph and was happy to be back in the car. The *Back in Black* altered of Joe Stevens had lost the edge of it's previous consistency so Joe was looking for an improvement in this area. With a number of runs within the 10.448 PB radius the car looks to be more settled - but Joe ever the perfectionist remains unconvinced that the car has yet displayed it's best...so look out! *Backdraft* is in it's 10th anniversary year, with a beautiful paint job and now a best mph of 146.10. The wheels were way, way up though on a couple of runs so there might need to be a little bit of tinkering back at the Hartnell garage before the next event!! Chris came away with trophies for Quickest ET (9.311) & Fastest MPH. The Wildest Ride spot prize went to the good Dr, Tony Wynne-Jones and his usually straight running *Welsh Raider 2*. On his first run, Tony pulled a PB of 11.629 @ 120 mph! The Wild Ride came on his 3rd run of the day as the car wanted a closer view of the Christmas Tree, veered back towards one guard rail, then towards the other & fin-



ished with a neat 90 degree turn. Tony kept the car out of the barriers & breathed a sigh of relief for not denting the bodywork! He walked away with the Best Dragster/Radical award too! The ex-*She Devil 2* slingshot now owned by Neil Ward, made it's debut this weekend. The car has undergone a complete rebuild & the team spent all of Saturday in the pits completing some final touches. The car was fired up a number a times but the team were beaten by the time curfew & didn't manage to get the car down the track. Undeterred, Neil is looking forward to the next event! *Destiny* really came into it's own this weekend and the slingshot campaigned by Sid Slattery ran from a 12.134 @ 114.80 mph to an impressive 10.754 @ 125 mph! Now that is what I call 'improvement'! The team won the Best Slingshot award - helped along I would've thought by that brilliant PB and the stunning 'engine turn' finish recently applied to the body panels. It really does do it justice. *The Cunning Plan* team proved that they are running consistently in the mid 11's with the body on. They completed a parade of 11.735 / 11.625 / 11.753 and 11.663. Mad R's were out with the *Shy Torque* slingshot...alone without their female crew (who were holidaying / decorating elsewhere!). Alec ran a PB 11.036 ET & clambered over the 120mph mark with best speed of 124.31. Next up...Excitement Nationals.....

Ultimate Power Series R1

1st - 3rd May: We came, we saw...we swam! The allocated swimming area for the Wild Bunch was conveniently near the bar... so we could all drown our sorrows!! It was a wet weekend! We dreamed of 3 qualifying rounds on the Saturday...but our dreams were washed away! Pumped up with full enthusiasm for Sunday the *Back in Black* altered of Joe Stephens earned the spot of No 1 qualifier with a 10.470 off a 10.40 dial in. *Welsh Raider 2* owner / driver Tony Wynne-Jones hauled in the No 2 qualifying position with an 11.785 off his 11.60 dial in proving he is solidly in the 11's now. *The Cunning Plan* came into the No 3 qualifying spot in the capable hands of Tony Smith. Having completed a diff change in the spacious Limited Funz trailer on the Saturday, Tony ran a strong 11.871 off his 11.60 dial in. I sense some Welsh grudge matches in the offing between the two Tonys if they're going to continue to run such close dial ins! With a PB of 12.400 off his 12.00 dial in came *B-Sting's* Andy Murphy to qualify 4th - not bad for his first out-

Excitement Nationals

ing in the car for over a year! Getting quicker on the oche was Helen Smythe in the *Hell's Belle* altered. She ran 13.275 off her 12.75 dial in with a reaction of .103! That put the team as 5th qualifier - Go Helen...not bad for your first MSA meet hey! Mis-firing his way to the number 6 spot was old man Coe in *Shy Torque*. Alec dialled in 11.10 and ran 12.505. *Living the Dream* was Mike Cresswell & with his final licensing pass he not only secured his MSA license but also grabbed No 7 qualifier. Unfortunately he bogged off the line so was way off his 12.20 dial in with a 25.285. *Backdraft* uncharacteristically qualified in 8th spot but this was due to the controlled wheelie of a lifetime & a new PB of 9.177 against an 'optimistic' dial in of 9.20!! The new wing & weight box are clearly doing their thing! Mark Coulsell with the *Limited Funz* slingshot failed to qualify after losing fire on the start line & therefore missing the only qualifying run of the day...but the new RV looks stunning!...and Mr & Mrs Flower Pot survived the weekend despite certain 'ideas'

Still...take that as a warning, don't leave them unattended for too long! So there it was, the draw looked like this - *Back in Black* v *Hell's Belle*, *Cunning Plan* v *Living the Dream*, *Welsh Raider 2* v *Shy Torque*, *B Sting* v *Backdraft*.

Monday morning we awoke to find a rain stricken track & things looked pretty dire as far as any racing taking place was concerned. The clouds did lift though & the track opened for business around 3pm!! It has to be said the marshals worked their butts off drying that track but the Wild Bunch were too far down the running order to get a look in. With points being awarded for qualifying positions the top three in the Ultimate Power Series are: *Back in Black* with 120 points, *Welsh Raider 2* with 70 points and *The Cunning Plan* with 60 points.

Right, everyone face Mecca & pray for sunshine at the next Ultimate Power event - The Power Nationals June 12/13th!!!



Anyone got any suntan lotion - this heat is ridiculous - who fancies a wet T-Shirt competition?...HELEN SMYTHE please step forward!! It was about time that the sun shone on Shakespeare County Raceway & shine it did! The Dog Squad were out in force to Stag around for Mark Turton's forthcoming wedding...did you have a nice sleep in the car Mark?? Don't worry mate, we celebrated quietly for you during the evening!!!! The D.A.S.H Racing & Backdraft fun buses were sources of entertainment throughout the weekend. If you haven't looked already then come see the photos inside the D.A.S.H racing bus - you might be included in the 'Table, Kitchen or Bedroom of Fame'!! Okay, back to the weekends racing! The ex *She Devil 2* slingshot made it's first track passes in the hands of Neil Ward. Now this is quick & progressive improvement with a first run of 12.411 @ 89.94mph, Neil continued with runs of 11.287 & a minorly troubled 13.275 on the Saturday. Sunday came & he stormed off to a PB of 10.734 which off a 10.80 dial in is not too shabby at



all I'm sure you'll all agree!! The 2nd run brought no time which was a great shame as the 3rd run saw yet more improvement with his 2nd PB of the event - 10.713 @ 118.57. Gareth Kent brought the *Hot Dog* altered out for the first time in the 2004 season (you ain't missed too much Gareth, just alot of water!!). Proudly showing off the WB2 car he ran down to a 12.394 on Saturday which prompted a dial in of 12.48 for race day. The car was a little off on the Sunday & the closest Gareth got to his dial in was a 12.913 on his 3rd & final pass of the weekend. Quick off the line though he picked up the Best Reaction prize with a 0.073. Best Slingshot went to the *Golddigger* who were on a high following their recent successes...but it was to be short lived. The event started well for them running down to a new PB of 11.733 on Saturday followed by a bouncy wild ride but ending with an even better PB of 11.265 @ 109.29mph! Way to go!! However, as you'll see on the back page feature, all was not well & the team have now got a bit of work to do before they next come out on the track. It was going to be one of 'those' weekends unfortunately for more than one Wild Bunch team. Next up - *Destiny* with Sid & the team fired up to repeat the 10.7 second run of their last appearance at the Spring Nationals. Sid ran a consistent 10.8 with his first pass & things looked good...guessed what's coming?...on the 2nd pass the engine decorated Sid with oil via 3 or 4 holes in the sump. Credit where credit is due, the car

on it's return to the pits was cleaned up & remained on display for the rest of the meet. The team are hoping to be out in York... & with the type of spirit they show I wouldn't be surprised if they are! *Backdraft* 'wheelie' (!!) was inspired on the 1st run of the meet against son Lee & pulled an impressive 9.172 PB ET @ 143.18mph! There was yet more to come though! Sunday morning's 1st run came in at another PB ET of 9.126. It's Wheelie Wheelie great!! Sorry Chris - I promise to lay off the wheelie cracks in future...or at least I'll try wheelie hard! SORRY!! *Welsh Raider 2* had it's weekends antics cut short when Tony Wynne Jones accompanied his mate CCSE racer Wayne Saunders to Warwick hospital following Wayne's top end barrel roll crash in the 57 Chevy. Wayne is recovering well from his broken bones, the car might take a little longer to fix but we're

assured he'll be back. Before this, Tony had dialled his beautiful Corvette in at 11.60 & ran down to a 12.607 in his one & only run on race day Sunday. *The Cunning Plan* just can't decide how best they like

it! The body on? Or the Body off?! With a mixture of 'on' & 'off' runs throughout Saturday the team dialled in 11.80 for Sunday & showed strong runs of 11.823, 11.888 & an 11.672 to put them in 2nd spot at the end of the meeting. *Back in Black* surpassed itself this weekend & had its hard core fan club (D.A.S.H. Racing!) yelling with delight when Joe ran his PB of 10.128 ET on Saturday...but it got even better on Sunday! Topping the 130mph mark for the first time, Joe ran a strong 10.092 ET - another PB - in the 2nd round and in the 3rd round came the

131.16mph run at another consistent 10.096. Come on Joe - that's at least worth a grin?! Pictured, Joe came away with the 'Best Burnout' spot prize & finished 6th overall. *Worth the Wait* driver Matt Lee enjoyed the spoils of his quiet patience with three PB's on each of his three Sunday runs! First came an 11.307 followed by an 11.269 with a final 11.209 @ 117.75mph! Nice driving Matt! *The Black Pig* of Steven Field spent much of the weekend sorting out problems with the heads following a PB of 11.50 on the Saturday. The car is now fully displaying it's graphics & looks great. Steven dialled in 12.00 on the Sunday & made a run of 13.565 @ 100.62mph. Always there with a smile Mike Cresswell & the *Living the Dream* team shot off the mark with a



storming PB ET of 10.98 on the Saturday. The team decided to try their luck & dial in that same figure for the Sunday. With an 11.043 followed by an 11.036 & an 11.290 to finish off it wasn't a bad guess for their first full Wild Bunch meeting! Lee Hartnell was out in his *Dazed & Confused* altered, with a very dazed and confused crew! Lee had a great couple of match races with Dad Chris running down to a best ET of 12.214 off a 13.50 dial in which sent the crew deliriously excited! Lee was awarded the Best Altered spot prize & is intending to be out again really soon having had a great weekend. Step up Old Man Coe...54 on Friday was Alec & having a wonderful time in the Mad R's team slingshot *Shy Torque*! He finished in 7th place overall with a series of PB's on his speed. Running a 10.336 on the Saturday prompted a dial in of 10.35 for the Sunday. The closest he came to that dial in was a 10.493 with a reaction of .089 - only bettered by Gareth in the Hot Dog altered. Finishing 5th overall was *Hell's Belle* driver & winner of the Wild Bunch Wet T Shirt competition, Helen Smythe! Having arrived feeling under the weather, the sweltering heat left Helen longing for some short, sharp 'fresh' relief & a fully clothed shower in the middle of Sunday afternoon proved to be a winner!! Her quickest run of the weekend was a 12.797. The team were awarded the Closest to Dial In spot prize for being just .013 off their Sunday dial in of 12.82 when Helen ran a 12.833! Nice!! With a very strong 8.853 ET, Paul Harvey

& the *Mailkey Dragster* took the Quickest ET spot prize of the event. He also won Best Dragster / Radical for the rear-engined car which is looking fantastic. Dialling in 8.97, Paul put in 3 strong runs of 9.057, 8.853 & 8.996

putting him top of the class & overall winner of the event just 4 thousandths off his dial in! Way to go Paul! Buzzzzzzzzzz around were the *B'Sting* boys looking beautiful as ever & winning themselves the Best Appearing Team award! Andy Murphy was in charge of the altered this time & ran down to a PB ET of 12.257 @ 105.92mph on the Saturday. Dialling in 12.30 for race day he finished 4th overall with runs of 12.448, 12.432 and 12.420. With 10 out of 16 racers recording PB's this was the best meeting weather wise & performance wise so far.... let's hope the weather improvement is here to stay!

As always, AtC would like to say a massive THANK YOU to www.feel-the-noise.com for the use of many of the photos printed in the publication.



Roy Wilding Nostalgia Racecars R1

30/31st May - 14 Wild Bunch racers made the journey up to York Dragway for the Open Nationals on the final May Bank Holiday weekend. The weather did us proud as did the PDRC crew & officials. Battling for points, trophies & prize money from Real Steel, here's how the weekend took shape....

New to the Wild Bunch & making their debut were father & son, Terry & Julian Meakin. *Luvly Jubly*, campaigned by Terry is the ex Malcolm Frost Firecracker altered. Running a 460ci Ford, Terry had a couple of runs on the Sunday but decided not to compete in the Monday dial in competition. This didn't stop him being chosen as the Best Altered winner though so well done for that in your debut meeting! Son Julian was out in the rear engine dragster *Claustrophobic*. Rarely away from the track on Sunday, Julian dialled in 13.70 for race day & broke out on every run! With a best ET of 13.174 & mph of 101.96 the V8 Rover powered car is sure to make it's mark. Sid Slattery & the *Destiny* team have worked solidly for the past 2 weeks changing the engine that was damaged at the Classic American Nats & as promised, they were here at York. Lady luck must've been out to lunch again because Sunday afternoon Sid came through the top end chasing Crazy Chris leaving a trail of oil in his wake. Sadly it seems that problems with the oil pressure regulator had caused a burst seal & more damage for the team to overcome. Talking of the Crazy one, *Backdraft* was consistently running 9.8's & 9.7's throughout the weekend. Delighting the crowds & the tower with wheelies galore, Chris dialled in 9.75 and hit the nail on the head (or at least very close to it!) 3 out of the 4 runs to finish 2nd overall. What sort of bonus was it to also pick up the awards for Best Slingshot, Best Appearing Team, Quickest ET with a 9.733 and Fastest MPH with 133.19. I'd call that a good weekends work! Entered but unable to make the journey to York were the new owners of the *Trespasser* slingshot. All geared up & with only minor check ups to do when at the track disaster struck quite literally when Mikes partner Linda was injured by a lorry door as she walked along the pavement in her home town. Suffering from whiplash type injuries & feeling battered n bruised, the decision was reluctantly made to miss their planned Wild Bunch debut. The car has quite a following now & Monday would've seen 3 previous plus the current owners at the race track!! It was Linda's birthday on Thursday 3rd June so Happy Birthday & Get Well Soon. Joe Stevens was ably assisted by brother Dan this weekend but the *Back in Black* altered was not giving Joe an easy ride. Having completed a gearbox overhaul, the 462ci Chevy broke the nose off the starter motor before Joe even got to the track. Dragging his Sister-in-law up to York via his garage to pick up a spare, Joe was back out in the afternoon!! Dialling in a 10.70 the consistency was back with a run of

Open Nationals at York

10.774 @ 126.76mph. But having been shut down virtually in stage due to oil on the track, the engine was too hot & Joe was not able to re-fire putting him out of the competition for the rest of the day. *Daddy Cool* arrived to join in the fun with a full supporting crew of family as always! He always catches the crowds eye & this year was awarded the Best Dragster/Radical. Dialling in 10.00, Daddy Cool made 4 strong runs with a best of 10.404 @ 115.76mph. Twisted Helen was out in the *Hell's Belle* altered for what was going to be a bit of a hairy weekend. Lets just say that the final run on Sunday saw the car come through the finish line 'slightly off centre' & without many wheels on the ground at the same time. Having thoroughly checked for damage, the team were back out for the 3rd & 4th runs on Monday. With a 15.00 dial in, Helen ran through 14.550 & 14.384 in much less dramatic style & nerve still intact! *The Black Pig* of Steve & Lesley Field trotted into the burnout box & then floored it's way straight into stage! Fantastic!! Steve ran consistently all weekend. Dialling in 11.90 his first run was 11.999 - so, pretty close! Finishing a well deserved 3rd overall, Steve's quickest run on race day was 11.577 @ 112.71mph. Big thanks from Steve go to both Lesley for her support & his tip-top crew man John, whose dedication & late nights in the shed make it possible for *The Black Pig* to race. Well these two certainly gave us a giggle on the very last race of the day, *B-Sting* & *The Cunning Plan* seemed determined that neither of them was going over the finish line first! With tell tale speeds of 69 & 86 mph respectively, it's not difficult to see that there was some friendly 'sandbagging' going on & the pair apparently in fits of giggles as they tiptoed over the line! With a 12.40 dial in, B-Sting were just .006 off on their first run & won the Closest to Dial In spot prize for being just .005 off on the following run! The team were elated on Sunday with a timing ticket displaying an 11 second run - what would have been their first time in the 11's. Sadly, there was a problem with the timing equipment on that run which was quickly resolved but the team had that big milestone cruelly snatched from their grasp. Not downhearted for long (if at all!), the team played a cunning plan on race day but were pipped at the post by the one, the only - Tony Smith who had a slightly better *Cunning Plan*! The body stayed on for the whole weekend & Tony produced some great, smoky burnouts to the delight of the crowd. Dialling in 12.20, Tony laid down two high 11 second runs & two 12 second runs putting him in 4th place overall! *Shy Torque* was presented with a beautiful new 'stable' on arrival at the drag strip. Inspired by it's new surroundings, Alec & his ride put in some strong runs throughout the weekend & it has to be said were probably a bit unlucky not to be placed in the competition on Monday. The unlucky bit was a dial in of 10.80 & then 4 runs around the

Wild Bunch R3 Real Steel R4

11.1 mark. No complaints from the team though - despite their massive travelling distance of 321 miles they love racing at York & will be back in August for the Northern Nationals. Tony Wynne-Jones arrived late on Sunday night with the *Welsh Raider 2* corvette. Dialling in 11.60 the car launched as strongly as we've seen so far this season but the result was a broken prop shaft & damage to the diff. Still running through with a 12.125 Tony's hoping to have the car ready for the Summer Nationals at Santa Pod but will now have to sit out the next Ultimate Power Series event in two weeks time. With a 4 Sale notice on the side of the trailer, Clayton Round was hoping to catch the eye of any perspective new owner of his Buick powered ex *Chariots of Fire* slingshot. Having suffered engine damage at the last meeting whilst powering his Rebel T altered through the top end on a 7 second run, it's a sickner that on the 2nd run of Monday the Buick was to meet a similar fate. Dialling in with a 10.60, Clayton ran a 10.665 on his first run followed by the troubled run with a 12.257. Despite this extra setback at a time when they needed it least, let's hope that the inspiring & ever resourceful team are back out soon. That leaves just the one team to finish off with....the team in 1st place overall.....Mike Cresswell & the *Living the Dream* team. Congratulations to you all on your first event win! The 383 Mopar powered slingshot was willed on by the crew on the start line & well driven against the 11.80 dial in on Monday. With runs of 12.048, 11.357, 11.976 & 11.826 Mike came within 100.015%, just .007 off overall! Well judged indeed & if the crew could get a prize for 'most smiles & cheers' then I think they would've walked away with that too! Well done guys, you really deserved it.

So there it was, a sunny weekend at York finishes off this issues race reviews. As a reminder, the next few meetings are :

Power Nationals - June 12/13 SCR (R2 UP, R5 RS) MSA LICENCE/ PRE ENTRY.
Summer Nationals - June 26/27 SPR (R6 RS) MSA LICENCE/ PRE ENTRY.
Nostalgia Nationals - July 3/4 SCR (R2 RWNR)
Mini Weekend - July 17/18 SCR (R4 WB, R7 RS)
Northern Nationals - Aug 7/8 YORK (R5 WB, R8 RS, R3 RWNR)
Allstar Nationals - Aug 28/29/30 SCR (R6 WB, R9 RS, R3 RWNR) MSA LICENCE/ PRE ENTRY



The man behind 'Paranoia'

2003 'Daddy Cool'
Personal Achievement

Martin Holgate has been around in drag racing since the 1980's...just over 20 years later he's been awarded the Daddy Cool Personal Achievement accolade. A dedicated family guy aswell as talented drag racer, here's an insight to the man behind Paranoia.

Born in 1956, the need to race hit home sometime in the early 80's & with a street legal turbo Kawasaki, Martin rode the bike to York dragway, ran it down to 10 seconds on the strip then at the end of the meeting rode it home! With a change of allegiance from bikes to cars, Martin purchased a 1969 Mustang but only managed to run down to 16 seconds...not nearly quick enough as far as he was concerned so the car had to go! He replaced it with a 1973 Plymouth Cuda but it still wasn't the car that dreams are made of & the altered obsession was just around the corner!

The 'Wholesaler' was the first, bought from a used car dealer in Hull & was the ex Barry Giles 'Tequila Sunrise'. That takes us up to around 93/94 when along came the 'Alcoholic Kat'. During a meeting at York, the parachute came out sideways & Martin plus Kat experienced a nasty top end crash. Rebuilt over the winter, the car came out the following season with twin turbos & the addition of 'Blown' to it's name! When the engine let go during a Santa Pod meet, Martin decided that it was time he & the Kat parted company. Sometime in 1995, the 3rd (& final) Paranoia altered came up for sale from the original owner & builder Brian



Thomas. Being only the 2nd owner from new over a history that spans some 25 years gives Martin a special bond with the car. Recognised at one time as 'Europe's fastest Jag powered race car', Paranoia is well known by drag racers & fans alike. The 3.8 litre alcohol & nitrous injected Jaguar Straight 6 engine has seen a best ET of 9.38 & a fastest mph of 143. So, you finally



found a car that was quick enough Martin?! 2003 was a difficult season, with the timing chain letting go at the Nostalgia Nats causing damage to the engine. He worked really hard to ensure having been invited to the Hot Rod Drags as one of the quickest 10 from Wild Bunch, he was able to attend, a testament to the sort of persevering attitude Martin always displays. But, after nearly 10

years together, Martin has made the difficult decision to part with the piece of drag racing history - Paranoia. As anyone will tell you, enthusiastic & reliable crew is hard to come by so with Crew Chief of the past 12 years or so, Bonehead (Mr Bonehead to his friends!), deciding to emigrate & make a new life for himself abroad, the reality is that Paranoia is too much to handle alone. With family commitments that go beyond the normal call, Martin is preparing to sell the altered, although there are plans to make a racing appearance at the Nostalgia Nationals in July. Maybe it's here that the elusive 8 second run they've been searching for will present itself & the team will be able to put that particular goal to bed. We're all hoping! Joining in the fun at race meetings are partner Janice, who is a special needs foster carer, daughter Rhianne & however many other children may also be making their home with Janice at the time! Janice has recently received a Long Service award for 20 years as a foster carer, a demanding but extremely enjoyable way of life. So, if all goes to plan the intention is to purchase a door-slammer once Paranoia has been sold, or at least a car that can be run without a crew. At the latest York event Martin took his daily drive BMW coupe down the strip to a respectable ET of 13 seconds so he's practising already!! I'm sure you'll all join AtC in congratulating Martin on his award & in hoping that the plan to race the car at the Nostalgia Nationals works out.

After York, here's the top of the tables...

WILD BUNCH

1. LIVING THE DREAM
2. BACKDRAFT
3. THE CUNNING PLAN
4. B STING
5. SHY TORQUE
6. THE BLACK PIG
7. MAILKEY DRAGSTER
8. HELL'S BELLE
9. BACK IN BLACK

REAL STEEL

1. LIVING THE DREAM
2. BACKDRAFT
3. THE CUNNING PLAN
4. B STING
5. SHY TORQUE
6. HELL'S BELLE
7. THE BLACK PIG
8. MAILKEY DRAGSTER
9. BACK IN BLACK

ULTIMATE POWER

1. BACK IN BLACK
2. WELSH RAIDER 2
3. THE CUNNING PLAN
4. B-STING
5. HELL'S BELLE
6. SHY TORQUE
7. LIVING THE DREAM
8. BACKDRAFT
- LIMITED FUNZ

ROY WILDING NOSTALGIA RACE-CARS

1. LIVING THE DREAM
2. BACKDRAFT
3. THE BLACK PIG
4. THE CUNNING PLAN
5. SHY TORQUE
- THE BLACK PIG
- DADDY COOL
- CLAUSTROPHOBIC

Front Page photo of Alec Coe receiving his Ultimate Power 2003 trophy taken by Tog

Early Testing!



Testing new pieces of kit often gives teams a bit of a dilemma. Dave Armstrong - owner of WB97 'Twinjynx' tells the story! "This was told to me by John Harrison of H&H Racecraft.....Many years ago, John & Bootsey ordered a race magneto from the States. When it arrived, Ronnie Picardo & his wife were visiting & John came up with a 'test plan'! He got Ronnie's wife to hold 'the funny piece of wire' that came out of the mag....when he spun it, it sent her flying across the workshop.....proving that it worked!!!! This could be the earliest recorded test of the first V8 racing mag in the UK!" Racing Insurance anyone?!

THE WILD BUNCH DRAG RACING ASSOCIATION

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Digging for Gold

For a team that had never even driven a road car up the strip, the Gold Digger gang took on a whole bundle of fun when they bought their Buick 425 Super Wildcat slingshot! They spent two seasons working with the 'opportunities' the car kept providing them and by opportunities I include the consistent clutch replacements that came their way! When you're eating clutches approximately every three runs & they're £250 a go something has to give! Seemingly Buick 425 Super Wildcat parts are not available in plentiful quantity from Halfords either - more opportunities! At the end of 2003, the team focused attention on their 3 speed manual gearbox & got AP Racing 'diamond geezer' Pete Collins involved in some diagnostics! 'What he doesn't know about race clutches' says Crew Chief Bruce 'just ain't worth knowing!'. The team now have a new specially built clutch &

just to improve the working conditions for Colin 'the steering wheel attendant', Bruce managed to build a more spacious & comfy compartment with a period fluted trim! The first T&S at Shakespeare County at the start of the 2004 season was the teams first outing with this set-up. Would it all come together? Oh yes! Colin ran a PB on the Satur-



day with a 12.083 / 108.17 mph and then on Sunday stormed off the start line to a 11.837 / 103.69 mph!! Bruce continues, 'We know we still have some more to come, particularly in mph from half track to the traps. For the moment though we're just over the moon to come home on a high rather than feeling we were just there to make up the numbers'. The team

would like to thank Roy Wilding, Pete Collins (AP Racing), Chris Hartnell, Met Tec and especially their fellow Wild Bunchers for their support - which Bruce promises to wash and return real soon!! The Gold Digger team campaign a beautifully turned out car.....and the team aren't too bad either! When you're riding on a high...the lows kick pretty darn hard. The Classic American Nationals brought the good, the bad & the ugly for the team all in one go....the good was a PB ET of 11.265, the bad was being stranded half track following the launch on the 1st run of Sunday...the ugly was the broken diff they found on return to the pits. It's heartbreaking when you fight to get it right & then wallop....the fight starts all over again. Good luck guys & we hope to see you again soon and Bruce... don't worry about washing & re-turning the support.....just share it



Jayne in the Matrix

When I think back to what I wanted to do when I was 10 years old, I have to admit that Drag Racing didn't even come into my mind (bit of a late starter I was!). Not so for Jayne Kay our very own 'Wild Bunch Kid'! At the recent Classic American Nats at SCR, Jayne took charge of the Junior Dragster Matrix...& never looked back! Despite the butterflies in her tummy when she got

in the car for her first drive on the Sunday, she socked it to 'em by taking the Matrix the fastest it's ever been! With a .771 reaction, a 15.58 ET & a mph of 40.87 over the 1/8th, Jayne's thumbs up & plea of 'when can I go again' proved that she was more than capable of the job in hand! Jayne got to drive the car another 4 times & was determined to go as fast as she could, coming away with a best mph of 41.10! That's one quick 10 year old! With a signed MSA competition license as a result of this great weekend, Jayne is now



firmly on Dad Gary's case to get on with the build of her very own...so come on Dad...stop Draggin it Out!!! It's been said that Jayne is mad about the Wild Bunch, well Jayne, we're mad about you too & we're very proud of you. A round of thanks goes to Wendy, Dick, Holly & Hazel Talbot for the hire of the car & their support plus a special thanks to all the Wild Bunch who were so quick to offer encouragement during Jayne's debut weekend. Hot off the press comes the news that Jayne also drove at the York Open Nationals event in yet another car! She's bettered

