

Editors note on the inside page of this month's ...

Against the Clock



Under Warwickshire's Angry Skies

Many people find the history behind English drag racing intriguing, so I hope you will enjoy the first of several articles taking a look at each of the three Wild Bunch Championship race tracks. Here, from their very own Jerry Cookson, is the first of two all telling, all remembering accounts for **Shakespeare Country Raceway**

Long before the Warwickshire countryside near to Stratford-Upon-Avon, home to the great writer & poet William Shakespeare, echoed to the sounds of rumbling V8 supercharged racing engines, Long Marston Airfield came into its own as a satellite wartime RAF station in 1941. Constructed by John Laing & Son in 1940 the airfield layout produced three tarmac runways laid out in the standard 'A' configuration, with the main one measuring 1,500 yards and the other two 1,100 yards each. This was later changed when runway two, now the home to the UK's second permanent drag strip; Shakespeare County Raceway, was extended to 2,400 yards. Three hangers were erected & billets for over a 1000 permanent staff and trainee air crews were stationed just across, what is now, the B4632 Stratford to Cheltenham road, just yards from the airfield's main entrance. In the proceeding years, units from the RAF's Group of Ferry Command's were stationed at Long Marston, providing training flights & missions to Gibraltar and the Middle East. It was in the summer of 1942 when the big bombers started to pound the runways with legendary aircraft such as Wellingtons, Beauforts, Doninies, Hudson's, Bristol Bombay's, and the American built Marylands all flying missions from the Warwickshire station. Some missions were a success, others weren't

and there are a number of recorded incidents on the airfield. The first came in March 1943 when a Whitney V crashed on take-off after its undercarriage collapsed. A month later, a Wellington III crashed on an emergency landing, it had taken off from nearby Gaydon, after suffering engine failure. The bomber crashed into two stationary Whitley V's, four Canadian airmen in the Wellington were killed and another injured. Five months later in two fatal accidents, ten RCAF airmen from Long Marston were killed. In 1945, stationed personnel began to disband as the airfield began winding



down its operations under instructions from the Air Ministry. With the last units gone, the airfield ceased operations in the summer before being placed in the hands of No 8 Maintenance Group from closeby Little Rissington. For months, the runways fell silent, the only remaining memory were the wartime buildings, bunkers and a large collection of redundant and dismantled Wellingtons. As the years rolled by, the airfield was placed under a Care and Maintenance Order by the Air Ministry and subsequently refurbished for flying training purposes as young eager 'National Service' pilots jammed the skies with their Airspeed Oxfords belonging to No10 Advanced Flying School. Sadly, the training

flights only lasted until 1954 after another Order issued from the Air Ministry finally called time on RAF Long Marston. The airfield, along with its infrastructure, was later sold to, and remains in the hands of, the Hodges family.

Britain's first drag strip?

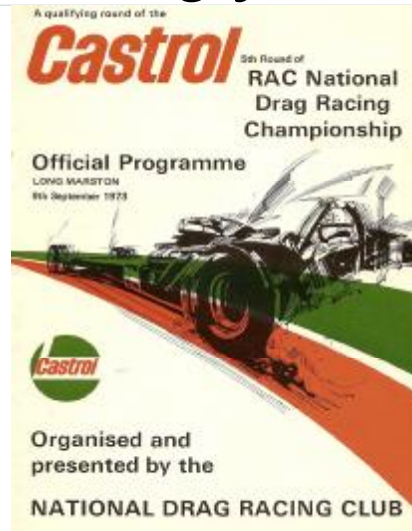
In the late fifties, soon after the airfield was acquired, several locally based motor sport clubs began looking for alternative venues to host their events. One such club was the Cheltenham & District Car Club who held several very successful two lane quarter mile sprints on the very same runway and direction as today's drag racing layout. In fact, many consider that those events in 1959, together with the appearance of Britain's first ever dragster built by Allan Herridge may even have been the countries first ever drag strip!

Long Marston also played host to motorcycle road racing. Using parts of the airfield's perimeter roads and runways, it was considered to be a challenging circuit with its long straights and tight corners. The airfield was also used for bike sprinting, with the National Sprint Association looking after the days events, national Rally cross (televised by the local ATV Midlands broadcaster), and Jalopy Racing - a poor man's form of Banger/Autocross oval racing on grass. It was a bustling place with all the motor sports events plus a host of local football and cricket teams with there pitches marked out where the Sunday Market overflow car park is these days.

It was much later in the seventies when drag racing properly got started at Long Marston. Organised by the touring NDRC (National Drag Racing

Under Warwickshire's Angry Skies cont...

for the ATV network's Sunday afternoon sport's show. With an afternoon's worth of match racing, condensed into a 53 minute package, it made the 'Castrol Dragster Challenge' the longest televised drag meeting anywhere in the world. Although held in damp conditions, the second meet did eventually take place as Dennis Priddle lifted everyone's spirits by turning in a crowd pleasing 4.72 second time in the 'Mr Revell' front motored fuel dragster. A time which technically still stands today as an eighth mile track record! With the out going club coming under the wing of the NDRC, 1976 was just one of those years where most of the summer was lost in a season of rain-outs. The May & June events were cancelled due to insufficient time to prepare for the meeting, not down to a lack of enthusiasm, but to every drag racer and promoters nightmare RAIN. So with the club out on a limb, the stake was moved to the last weekend in July where the sun shone but only 50 or so entries turned up. Time was



ticking. No one knew why the venue was suffering from a lack of interest. Certainly the enthusiasm of all involved on the organising side was there. Could it have been something to do with the area, the track, or was it the fact that eighth mile drag racing simply didn't appeal to an audience anymore? In a winter of negotiations for quarter

mile drag racing to return to Long Marston, the land owners decided to re-surface a stretch of tarmac which was starting to dip after a major gas pipeline had been laid across the run-off area some years previous. Although the NDRC Midlands two day eighth mile meet in July was a success, it was marred by the tragic death of club treasurer John Rotherham, who collapsed and died at the track on the Saturday. Qualifying was brought to a halt as a mark of respect, but resumed the following day. Hectic it was with most racers putting in some respectable numbers, including Liz Burn who set a new Pro Comp track record of 5.28 in her 'Lizard' Dragster in the final against Ray Hoare's 'Turbo Saxon', and Gary Page who ran 131 mph in the injected 'Panic' Altered. The track's future was never in doubt but more change was needed in order to create a modern, operational racing venue. Don't miss the next edition of AtC with part two of 'Under Warwickshire's Angry Skies'.

Editors Note

Welcome to this 'late Summer / Autumn nearly gone' edition of AtC!!

What a lot of Wild Bunch news to get your reading goggles around! Put your feet up, grab a drink and snuggle in!

Gossip on the strip is that there's been a change in Editor over at Custom Car - none other than NSRA's very own Dave Biggadyke has taken over in the hot seat. Now the last thing I received from Dave through the post was a mouldy cheese sandwich (*I kid you not - wrapped in silver foil and everything!*) so I'm just glad that the next item associated with his name to come through my letter box won't smell as much!

"Cars" is everyone's must see movie, read the review on page 8 by Mark & Lottie to find out more about Lightning McQueen & friends!

We've also got the Mini Weekend race report including some alternative drag racing! Get the full view of these legs at the Beach Party PLUS find out what Team Twisted did with their coconuts!!



In fact there's so much crammed in over the next eight pages it's gonna take you a weekend to read!!

Fed up that you're not in AtC? Then get in touch - the address to send news to is just down there!

Alice x

Contents & Race Reports

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WILD BUNCH
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Summer Nationals at Santa Pod

Our 2nd event of the year at Santa Pod was upon us. Despite a field of just 6 cars, The Wild Bunch competition sparked just as bright as ever. Saturday was a qualifying day and there were scheduled to be 3 qualifying rounds. The day started off sunny and warm and became very hot! In the first round of qualifying, 5 drivers took part, with all 6 taking part in the second and third qualifiers. WB 3 was Team Twisted's Helen Smythe in the "Hell's Belle" altered. She Dialled in at 9.60 for her first round and ran a very good 9.669 @ 137.59 mph, just .069 off, and her best run for a few events. She lowered the Dial-in to 9.58 for the second round and ran a 9.819 also at 137 mph, and kept this Dial for the third round, running a 9.863. Helen qualified in 3rd place overall, and had a good performance which was good to see as they had introduced yet another work colleague to the joys of Drag Racing! WB 4 'Crazy' Chris Hartnell was raring to go after finding the source of the variable oil pressure at the last event – it was a detached and mangled oil pickup! He had replaced this and the oil pump and the pressure was back to normal. He Dialled in at 8.90 for the first round and ran a 9.194 @ 139.34 mph. He then did some tuning before the next round, kept the Dial-in the same, and ran a 9.006 @ 145.28 mph, which proved to be the "Quickest E.T." of the weekend for the Wild Bunch. In between qualifying rounds, the car sustained a puncture in a rear slick and Chris went out to a nearby village and got this repaired, making it back in time for the third round where the team raised the Dial to 8.99. Chris recorded a consistent 9.008 @ 144.65 mph, and took the Number 1 qualifying spot! Fair play! WB 9 saw Ed Yates back in the hot seat of the "RamRaider" slingshot of Team Dog's B's, after Ray had shoed it for the last two events. Ed was keen to improve on Ray's recent performance and the team are still developing the potential of the car. The team had made some adjustments since the last event, and on firing up Saturday morning, they realised they had to make another change, so had to miss the first round of qualifying. Undaunted, they dialled in at 9.00 even and Ed went straight out and ran a Personal and Team Best E.T. and Speed of 9.453 @ 143.74 mph!! They raised the Dial-in accordingly to 9.40 and Ed surpassed this with a breakout 9.392 @ 143.25 mph, for yet another PB, just 8 thousandths under the Dial! He qualified in 5th place overall. WB 44 Sarah Howells was back in the hot seat of the "Destiny's Angel" altered of Bernie's team Evolution Racing. She Dialled in at 9.62 for the first qualifier, and posted a run of 9.774 @ 139.02 mph. For the second round, they kept the same Dial-in and ran 9.711 @ 140.67 mph. They raised the Dial to 9.68 and amazingly Sarah ran the same difference to Dial as on the second round, a .091 off, which put her in 4th place overall for qualifying. WB 54 Phil Sweeney had worked

Winners at a glance!

1 st Sarah Howells	Destiny's Angel
2 nd Helen Smythe	Hell's Belle
3 rd Roy Wilding	Chariot of Fire
4th Chris Hartnell	Backdraft
#1 Qualifier	Chris Hartnell .018
Best Reaction	Hellen Smythe .086
Closest to Dial in	Sarah Howells .031
Quickest E.T.(9.006)	Chris Hartnell
Best Performance	Destiny's Angel
Best Appearing Car & Team	Team Twisted



"Wahay"! photo by Team Twisted!

really hard to get the "Antisocial" slingshot to the track after having some work done



Wheels up boys!
Chris Hartnell & Phil Sweeney get on the high side with their slingshots!
Photos by Sharkman
www.topendtales.com
www.eurodragster.com

to a cylinder head, doing some grinding work on valves and pistons and re-assembling the engine, including a new cam, just in time for the event!! He started off with a Dial of 12.35 in the first round and posted a 16.411 with some problems on the run. He kept the same Dial-in and made some adjustments, running a better 14.106 in the second round. He improved again with a 13.521 @ 99.10 mph in the third round, to qualify in 6th place and make the show. Well done, Phil, and well done Abby on an excellent job of single-handed crewing! WB 100 Roy Wilding was running his "Chariot of Fire" altered. He had been doing some tuning at the last event and running very consistently. He dialled in at 11.39 for the first round and recorded a great 11.415 @ 116.50 mph, just .025 off his Dial, which held the top spot for the first two rounds. He then raised the Dial to 11.41 for the second and third rounds and posted an 11.502 and an 11.669, and finished in second place overall for qualifying.

As a bit of fun, we'd arranged a challenge between the Wild Bunch & Paul Marston

Racing, as there were 6 racers entered for each! The challenge was based on qualifying results & points were scored for each racer on their positions relative to their classes & the 12 racers involved. The PMR team won by 51 to 36 points! It was a bit of a laugh, and we hope to repeat the challenge again at the next MSA event!

Sunday (Race Day)

All 6 Wild Bunch cars had qualified for the race and there were due to be 3 good races and a Bye in the first round, the quarter-finals. The Quarter Finals first pairing saw Roy facing Ed. Roy dialled in at his familiar 11.41, whilst Ed chose a 9.30 to really go for it! Roy took the win with an 11.543 to Ed's 9.877, with Ed using up a bit more of the quarter-mile than Roy! The next race saw Helen taking on Phil, who opted for a 13.50 Dial to Helen's 9.62. They both had good reactions with Phil posting an .087 and Helen an .092. Phil recorded a 13.800 pass, and Helen took the win with a strong 9.683, to progress to the Semis. In the third pairing, Sarah Howells and 'Crazy' Chris Hartnell matched up. Chris kept his 8.99 Dial-in whilst Sarah and team chose a 9.65. Although Chris ran closer to Dial-in with another good 9.069 @ 143.25 mph, he had a much slower reaction, and Sarah advanced to the Semi-finals with a 9.817. Chris finished in 4th place overall by virtue of being the closest to Dial of the quarter-finals runners-up. Onto the Semi's & the only race pitted Helen against Roy. Helen kept the Dial of 9.62 and ran another strong 9.660, with the "Best Reaction" of the Bunch for race-day, with an .086, to take the win over Roy, who ran a creditable 11.483 on an 11.41, also less than a tenth off his Dial. The other half of the ladder saw Sarah with a Bye run, and she really honed her consistency, running a 9.731 on a 9.70, just .031 off, which earned her the "Closest to Dial-in" Spot Prize for the Bunch.

The Final! This fittingly proved to be the closest race of the day, with a rematch of the 'Shakespeare Nationals' final. Sarah posted a good 9.738 on a 9.70, whilst Helen ran a 9.639 on a 9.60! Just *one thousandth* in it on difference to Dial, but Sarah took the victory with a better reaction! Sarah, and Bernie's "Destiny's Angel" were awarded the "Best Performance" Mr Bolt Spot Prize by the commentary team for the great performance of the car, driver and crew. Helen and Dean won the "Best Appearing Car and Team" Mr Bolt award for their always smart appearance and well-turned out altered. Congratulations to all the Wild Bunch racers who put on an excellent show with some good close racing!

It had been a good well-run event, enjoyed by all the Bunch. Thanks again to all the hard working marshals and officials and crews for their sterling efforts in the hot weather. Much appreciated!



Life in the slow lane

Long time Wild Buncher Tony Smith lets us 'under the cockpit' of his new found life as a Motor Sports Scrutineer.
"When Glen

Stockton put a plea on the Wild Bunch website at the end of last season for anyone interested in becoming a scrutineer I did think about replying, but life as a racer would have been too hectic to fit it all in responsibly. Then I found out I could no longer run my car at MSA events without upgrading the chassis, so I changed my mind and gave him a call. I'd been MOT'ing cars for nearly 18 years and thought it would be easy just checking the race cars were safe to run on the track, but there's so much more to it! There's the rescue side, with a tour of the medical centre and being shown what is carried in the fire trucks. I've need to learn the requirements of obtaining track licences and insurance and where to display all the relevant notices. The checks are not as straight forward as other motor sports, for example Drag Racing has four types of fire suit to check across the different classes and I need to check which types the fuel vehicles are using. I have a log book which has to be signed off at every event and it's not just Drag Racing that I need to cover in order to fill in the book!

It's a busy weekend for me these days with early starts, setting the alarm for 7am, making breakfast and signing on by 8 but in comparison to other events this is a lie in! I had to get up before 4am the other week to get to a Stage rally by 5.30am and went to Llandow the other weekend before 7am to help with a car sprint! It's not all cups of tea you see!

So what have I learned that I didn't already know? Lots, but most of all that few people really read the rule book completely - and that included me until now! It can be easily mis-read so, if you haven't got one (most of you will have as they come free with or APIRA or SPRC membership) borrow one and have a good old look through. Most of the 'problems' I've come across during scrutineering are easily resolved at the event, or at least by the following one, but it's surprising how regularly the same areas come up across the classes. Just a couple of examples:
Roll Cage Padding - GSR 4:11
"It don't matter, it's only a T&T"
Well of course it matters, it may only be a T&T when you go rolling down the track smacking your head on the inside of the roll cage like a bell clapper. For the sake of pipe lagging or FIA padding it's got to be well worth it.

Ballast - GSR 4:2
Ask Andy Wilshire what it's like to have your leg broken by a weight bar although it's not just for your safety, it's to project marshals, photographers & spectators too.

Race Numbers - SR 4.6/4.7
The rule book states that Race Numbers must be at least 6 inches high & the class letters 3 inches high on a contrasting background. Any smaller than this & the Timing Crew won't be able to clearly see them from the tower. At an MSA meeting if your perfect E.T isn't on a ticket with your own race number because they're not clearly visible, you miss out. And anyway, you wouldn't want to be called round to race in the wrong class now would you Roy!

Battery Security GSR 8:1
If you put it in a box don't just rely on that to hold it in. The battery must be bolted through the box with at least 2 x 10mm threaded bars. Then, if it's mounted inside

the passenger compartment, you can put the lid on to stop the acid covering you in an accident.

Windscreens - GSR 7:8
This rule is a little misleading as it states Street Roadsters & Altered class cars are required to have a screen at least 5 by 12 inches. But on page it does state 'Mandatory' within sections referring to GSR 7:8 - check out pages 130 & 88 of 'the book'.

Then there's the nuts & bolts. The rulebook says that every bolt must have some type of locking device on the nut - spring washer, split pin, wired or nylock nut - with at least two threads showing. This is our most common find, I've even come across nuts not even reaching the nylon. With the power & speeds some of our cars get up to what would you think it would be like with a suspension bolt coming undone during a run. Not a nice thought!

The trouble is, when I find problems with vehicles, and it's the same with the MOT's, a lot of people's reactions are "Well it's been like that for ages & it's always passed before". That's as maybe but it doesn't make it right it just means that it's been previously missed but not this time! If you ask me 'Am I enjoying it' then the answer is definitely yes. When I'm running the car aswell I'm worn out by the end of the weekend but it's worth it. I will train as hard as I can to get my full licence as soon as possible, but you have to have trained for at least a year to become a full scrutineer. Covering other types of motor sport will be fun but drag racing will always be my number one!

I'm not an expert with the rule book, still learning, but I'm more than willing to help if you having any questions or problems."

Tony

photo by Nealle www.retrophoto.com

June Shootout Winners

If you normally go through AtC with a fine toothcomb looking for your name then some of you might have noticed the race report for the June Shootout was missing from the last edition - you didn't, well it was!
Congratulations to the top of the bunch that weekend, you were

Winners at a glance

1 st Tony Smith	The Cunning Plan .0542
2 nd Neil Ward	Andromeda .0625
3 rd Joe Stevens	Back in Black .0910
4 th Roy Wilding	Chariot of Fire .0978

Closest to Dial In	Neil Ward .0000 off!
Best Altered	B-Sting
Best Slingshot	66 Race Car Specialities
Best Dragster/Radical	The Wicked Lady
Best Engineered	B-Sting
Drivers Choice	Mark Hartnell"

Nostalgia Nationals 2006

Roll up, roll up! Get your 23 Wild Bunch cars 'ere! Blimey what a roll call we had for Nostalgia Nationals - Wild Bunch Series Round 3, **Real Steel** Series Round 6 & Roy Wilding Nostalgia Race Cars Series Round 1. It was another scorchio weekend with all of us feeling hot, hot, hot but we finished wet, wet, wet before the end of Sunday when the most enormous rain droplets poured from the skies - how rude - and we didn't get to complete our third round! The results were based over the first two rounds of Sunday and here they are!

Current Wild Bunch Champion Mike Cresswell was in the "**Living the Dream**" slingshot. Having suffered gearbox problems at the last event he'd completely stripped & rebuilt the box so was hoping for some good runs. He came out to a string of consistent low 11-second passes on Saturday. Looking promising for Sunday's rounds he dialled in at 11.09 but started with an off-pace 11.513 in the first. With a much improved 11.108, just .018 off in the second, Mike finished 9th overall and the team were very happy to be putting in some good passes again! Dave Williams snuck into the hot seat of "**The Cunning Plan**" altered & despite being 'out of the office' for a while it wasn't long before he'd tucked his feet firmly under the desk! With good mid 11's on the Saturday he dialled in at 11.68 for the rounds. With an 11.705, followed by his best run of the weekend, an 11.623, his consistency won the event! An excellent result for his first competitive outing in a year! Fair play! Helen Smythe & the Team Twisted "**Hell's Belle**" altered were dazzling as ever in purple splendour. She put in five runs on day one between 10.081 and 9.659. Dialling in at 9.72, Helen started well with a 9.657 & went on to run 9.594 @ 137.90 mph, her best E.T. so far at Shakey. Helen finished 7th overall, and she and Dean were happy with the quick runs the car had made in the hot conditions. Have a look for yourself by logging onto their website & viewing the action they took from their 'on-belle' camera! www.teamtwisted.co.uk. 'Crazy' Chris Hartnell was running the C&C Drag Racing "**Backdraft**" slingshot, and started the weekend well with an 8-second pass of 8.965 @ 147.04 mph. With 3 other runs ranging from 9.04 to 9.602 he plumped for a 9.00 Sunday

Winners at a glance!		
1 st Dave Williams	The Cunning Plan	.041
2 nd Mark Hartnell	Awesome 4-some	.049
3 rd Roy Wilding	Chariot of Fire	.053
4 th Paul Croston	B-Sting	.064
Best Burnout	Sarah Howells	
Closest to Dial in	Roy Wilding .004 off	
Best Altered	Steve Field - The Black Pig	
Best Slingshot	Lars Bjorkvist - The Blacksmith	
Most improved ET	Ray Ford in Ramraider .247	
NSRA Quickest ET	Alec Coe in Shy Talker 8.527	
Best Appearing Team	The Chariot of Fire team	

dial. Losing traction on one wheel he recorded a 9.257 in the first round & had to back off the launch again in the second round for a 9.552 to finish in 10th place. In what would have been the third round, he later recorded a closer 9.091, so was pleased to end the weekend with that one! Ray Ford was back in the "**RamRaider**" slingshot of Team Dog's B's, after Ed had yet again lowered the car's PB at the Summer Nationals. Ray instantly put his mark on things recording a new Personal and Team Best E.T. and Speed of 9.298 @ 146.57 mph! The team dialled in at 9.35 for the rounds & Ray ran a great 9.300 with a PB speed of 147.99 mph but he wasn't stopping there! Another PB was to come with a 9.256 to finish in a very solid 5th spot. With this run, Ray also won the Spot Prize for "Most Improved ET" with an improvement of .247 on his previous best [and even would have won it with a 'team improvement' of .136!]. Well done, Ray!! Mark Hartnell was in his third Wild Bunch event of the season in his "**Awesome 4-Some**" slingshot. He finished off Saturday with a great 12.492 so dialled in at 12.45 hoping for some good runs on Sunday. A 12.524 in the first round showed promise and a better 12.474 in the second, just .024 off his dial gave him a fantastic 2nd place for the weekend, his best Wild Bunch result so far! Well done, Mark! He also recorded a 12.402 at a new Personal Best Speed of 106.61 mph in what would have been the 3rd round, & was pleased to have had back-to-back successful events! Mark Couzell had had his gearbox and torque converter rebuilt in his "**Limited Funz**" slingshot, so was raring to go! He made a couple of good runs on Saturday, and dialled in at 10.70 for the rounds on Sunday. He had a problem with the shifter in the first round and so posted an off-pace 12.128, but bounced

back in the second with a good 10.766 @ 120.84 mph. 15th overall but back on form in the reaction department to take the spot prize with a .019! Terry Clifford was back with his retro "**Ratcatcher Resurrection**" slingshot. He made a couple of passes on the Saturday, including a 12.800 plus a better 12.329 @ 105.82 mph. He posted a Dial-in of 12.20 and ran a 12.739, followed by a 12.760 & finished in 12th place overall, and enjoyed his weekend's racing. Alec Coe & Kev Mortimer were running their blown alky "**Shy Talker**" slingshot, and Alec posted a couple of strong passes on the Saturday, including an 8.653 @ 162.89 mph. He dialled in 8.65 for Sunday's rounds and posted a great 8.527 @ 162.99 mph in the first round, which



Alec shows us his favourite number. Photo by Nealie www.retrophoto.co.uk

earnt him the NSRA trophy for the "Quickest Wild Bunch" member this weekend. The team have also recorded some of their runs on in-car camera this weekend, and this can be viewed via a link on the forum of the Wild Bunch website, under the heading of "Shy Talker - Drag Cam", the rearward facing shots look particularly quick! Martin Holgate was eager to build on his recent improvements in the "**Paranoia**" Jag-powered altered. He made several passes on the Saturday, including two in the 9.5's, his best runs for several years, so he and crew Herb were really pleased. Unfortunately, Martin was unable to take part in the rounds on Sunday, but if current form is anything to go by, we will soon see him dipping into the 8's! Sarah Howells was back in Bernie's "**Destiny's Angel**" altered. She made several runs on Saturday, with some storming burnouts, but the team experienced a brake problem, and enduring the heat & Sarah's cups of tea, Bernie set about remedying the situation! He dialled Sarah in at 9.70 for Sunday, and the hard work paid off, as she recorded a great 9.643 @ 142.77 mph in the first round & followed it up with a 9.789 to finish 6th place. A massive smile came when she was awarded the "Best Burnout" trophy, well, ain't that



What a cunning combination! Photo by Nealie www.retrophoto.co.uk

Nostalgia Nationals 2006 cont.

a turn up for the books! Mark and Viv Fullard were back with their **66 Race Car Specialties** historic slingshot. Mark made a couple of passes on Saturday, including a 10.355 @ 132.63 mph, and a new PB E.T. of 10.166! They dialled in at 10.30 and Mark ran a strong 10.230 in the first round. He sat out the second round in the heat of the day, which was a shame, as the run he recorded in what would have been the third round, was a great 10.301, which would have been just a thousandth off his Dial! Still, next time!! New member Ant Harris debuted his Dayglo red "**Frantic**" Topolino altered. Ant has spent a year or two personalising the car and having not made any runs Saturday, dialled in at 12.00 even, not really knowing what the car would do. On his *first ever* pass

in the car, he recorded a 10.1!! He also spent some of the day Sunday doing his MSA observed runs, and has nearly completed his licensing procedures! A real good debut, so welcome to the Wild Bunch, Ant and crew! Phil Sweeney was fresh from sorting out the tuning in the new Rover V8 in his "**Antisocial**" slingshot, so he was hoping for some good runs over the weekend. He got himself a new PB E.T. and speed of 12.145 @ 112.46 mph so dialled in 12.25 for Sunday's rounds but was off pace for both runs finishing in 16th place overall. Neil Ward had been running well with his "**Andromeda**" slingshot, and looked forward to running some good numbers at the weekend. He made a few passes on Saturday, including a 9.540 @ 146.67 mph, but the team were struggling with a problem in the nitrous set-up. Neil dialled in at 9.30 for Sunday, but posted a 9.828 in the first round & a 9.819 in the second, finishing in 13th place overall. Joe Stevens was running his "**Back in Black**" altered, and had a couple of tuning problems on the Saturday, and the loss of the blower belt on one run! He dialled in at an optimistic 9.05 for Sunday, hoping to have sorted the tuning, but recorded a 9.249 @ 143.98 mph in the first round and an off-pace 10.144 in the second, and finished in an uncharacteristic 14th place. Joe is sure to have this sorted soon, and be back out running in the low 9's (or maybe even the eights) again. Andy Solley was out in his first Wild Bunch appearance of the year with his "**Repeat Offender**" altered. He was unable to make a pass til late afternoon Saturday, when he recorded a tentative 12.595. He dialled in at 11.50 on Sunday, & hoped to use the nitrous at some point during the day. He posted a good 11.447 in the first round, just .053 under his Dial, and then recorded a best E.T. for the car without nitrous, of 11.167 @

117.86 mph in the second round, and finished in 8th place overall. A very warm welcome heralded Steve & Lesley field with "**The Black Pig**" altered, after a lengthy wait for parts following a breakage at an earlier RWYB event delayed their start in the 2006 Wild Bunch Series. Steve started the weekend with a 10.359. The team dialled in at 10.30 for the rounds, but Steve went straight out and ran a week-



Drivers & Crew wait their turn in the mid-day heat!
Photo by Nealie www.retrophoto.co.uk

end's best E.T. of 9.978! He then improved his E.T. further to a 9.807 @ 136.40 mph, and although further from his Dial-in was not too disappointed to finish in 11th place, given that the car ended up outperforming expectations! The team's return obviously made an impression, as they were awarded a 'Mr Bolt' trophy for the "Best Altered". Welcome back! Roy Wilding was once again at the helm of the "**Chariot of Fire**" altered, and celebrating the first event of his 'Roy Wilding Nostalgia



Guest racer Lars with The Blacksmith
Photo by Nealie www.retrophoto.co.uk

Race Cars Series' this season. He put in several runs on Saturday, all around the 11.4 mark so unsurprisingly he dialled in at 11.425 for Sunday's rounds! With an 11.528 in the first round followed by the "Closest to Dial-in" of the day, at 11.421, to finish in 3rd place overall for the event! The team of Roy, Angi and Aaron also won the "Best Appearing Team" for their smart appearance, professionally turned out car, and a consistent performance over the weekend. Paul Croston was again back in the hot seat of the "**B-Sting**" altered. He made four runs on the Saturday, 3 of which were 10.4's, guess what Sunday's dial in was - 10.42! He started off with a 10.543, & then recorded a great 10.415 @ 127.41 mph in the second round, just five thousandths under his Dial-in. That put him in 4th place overall

for the weekend. Another good performance! Tony Wynne-Jones was back in the new "**T.F.I. Friday**" slingshot. He made a couple of checkout passes on Saturday dialling in at 16.00 for Sunday's rounds. He was unable to improve on this, posting a 17.185 in the first round and a problematic 26.734 in the second to finish in 17th place overall. Another debut came from the Jones family's "**Ragin' Cajun**" Bantam altered.

The Joneses have been Wild Bunch members for years, but had not yet run a car. They had spent a lot of time building their Bantam-bodied altered, which looked superb in white & blue metallflake. They had a hard slog to get the car ready for the weekend, but it was younger son Elliott who was due to take the first turn in the car on the Saturday. Having overcome problems with leaks

& a burnt out starter motor they dialled in at 14.00 even. There were a few more new car teething problems so he missed the first round, but they managed to get the car out for the second round and put in a 30-second checkout pass. It was then due to be elder son Dan's turn, but unfortunately the rains came while he was still in the fireup road, so the team had to be content with the one pass, which was worth the wait as they'd finally got the car on track after a lot of hard work! Congratulations to all the Jones on the debut of a lovely-looking car! Sid Slattery was in his third Wild Bunch event of the season with his beautiful Jag-powered "**Destiny**" slingshot. He was looking to run back into the high 10's after some recent low 11-second runs, but had some problems in the pits on the Saturday. The situation eventually worsened to the point where the engine seemed to be seized up, and Sid has since diagnosed a big end journal locked solid. He is hoping to repair his older block and be back out soon, so we wish him all the best of luck with that! We also had a guest racer joining us this weekend, Lars Bjorkvist, who had driven all the way from Sweden with his stunning blown slingshot, "**The Blacksmith**", on an open-bed trailer, towed behind his white '34 hot rod!! It had taken him about 2 days to get here, and we were all glad that the British weather held out for the majority of the weekend, so he got several runs in on both days and had a great time! His gorgeous car was awarded a 'Mr Bolt' for "Best Slingshot" and the Wild Bunch also gave him some T-shirts & a poster to remember his weekend by. Fair play for travelling all that way, so glad that you could race with us, Lars! Hope to see you again sometime! It had been a great event & thanks to all the very hard working marshals, officials & fire crews for their efforts in the very hot weather.

Mini Weekend at SCR

Ohhhh, It was another hot one, which was just aswell because Saturday night was Beach Party night! Check out the back page for some of the pics - grass skirts, the odd shark and a bit of hula!

Anyway, back to the racing!!

18 Wild Bunch cars took part - a great turn out. Shall we begin?! Oh yes, lets!

Tony Smith was back in the hot seat of **The Cunning Plan** mini-van altered, with a high target to follow after Dave's win at the Nostalgia Nats! They're currently leading the Wild Bunch series so wanted a good performance! With an 11.68 dial for Sundays rounds, Tony started well, an 11.645 followed by 11.569 & then a close 11.673 in the third. That run

made all the difference and Tony finished in 2nd place overall to maintain the lead in Wild Bunch. Helen Smythe was hoping for some more good E.T.s in the Hells Belle altered. She was currently in the lead of the Real Steel Series, so hoped to keep her position.

She dialled in at 9.75 on Sunday & posted a 9.611 in the first round, her best run of the weekend. Finishing in 7th place overall, Helen still leads the Real Steel Series.

Chris Hartnell was running the C&C Backdraft slingshot hoping, as always, for some 8-second runs. He began with a 9.381 @ 146.06 mph, and then put in two consistent runs of 9.269 and 9.263, so dialled in at 9.26 for Sunday.

Going straight out with a quicker 9.124 in the first round, and then an even quicker 9.054 in the second he was hopeful for that another eight but it wasn't to be. He lost traction on the launch on the third run, and posted a 9.414 finishing in 6th place overall.

Step up young Andy Gosling for his first ever turn in the all-new Ram-Raider slingshot of the Dogs Bollocks team. With a previous best ET in the 10.8's he was secretly hoping to go a little lower! To the delight of the whole team he went straight in with a debut pass of 9.530 @ 142.67 mph! Superb!

There was no stopping him after that, he recorded successive PBs of 9.487 @ 143.30 mph, 9.415 @ 143.83 mph and a new Team best E.T. for the car of 9.252 @ 145.02 mph!! Dialling in at 9.25 for Sunday he was still on a roll & the PB's just kept coming all the way down

to a 9.195 @ 146.24 mph! Having now been over 15 mph faster than he'd ever been before, he won the Most Improved MPH Spot Prize!

The cherry in the third round knocked him out of the top four but he was thrilled anyway and slingshot had performed exceptionally well, with its good construction and appearance being awarded the Best Engineered Spot Prize by the scrutineer. They also won the Best Slingshot Mr Bolt Spot Prize and Gos himself won the Drivers Choice Spot Prize voted for by the majority of drivers attending the event. Congratulations Gos - look who won all the prizes!! What a weekend! Mark

Winners at a glance!

1 st Roy Wilding	Chariot of Fire
2 nd Tony Smith	The Cunning Plan
3 rd Sarah Howells	Destiny's Angel
4 th Andy Murphy	B Sting
Best Reaction	Mark Coulsell .019
Best Altered	B Sting
Best Slingshot	Ramraider
Best Radical/Dragsster	The Wicked Lady
Best Engineered	Ramraider
Most Improved MPH	Andy Gosling in Ramraider
Drivers Choice	Andy Gosling

Hartnell was hoping for some more consistency with his **Awesome 4-Some** slingshot. He dialled in at 12.50 for Sundays rounds, but unfortunately a tree fault occurred on his first run, against B-Sting, and no time was recorded for either car. The officials offered them both a re-run & they went straight back round to put in another pass. Mark missed a gearshift & posted a 14.868, really rotten luck although he did post a good reaction of .024 on this pass, his best ever! Close runs of 12.551 @ 105.87 mph and 12.467, just .033 off his Dial came but the first run had spoilt the average and he finished in 9th place overall. Better luck next time, Mark! Mark Coulsell was looking for his usual mid-10-second form in his **Limited Funz** slingshot and had four testing and tuning runs on the Saturday, in the right area! He dialled in at 10.60 and started off with a 10.747 in the first round. Another 10.7 in the second & an 11.206 in the third, left him out of the running but proved he was back on time in the 'quick off the mark' department with a spot prize winning Best Reaction of .014! Alec Coe was driving the Mad Rs **Shy Talker** slingshot on the Saturday, and started the day well

with an 8.564 @ 155 mph. Sadly on the third run the car blew a head gasket & the team spent several hours that evening repairing the damage, hopeful that everything was sorted for Sunday. It was Toms turn to drive so they dialled in at 8.55. Tom ran a great 8.647 @ 165.66 mph but the car would not fire for the second round. Finishing off with a 9.154 in the third it later looked like there was more damage to the engine. This could be it for the season for Shy Talker - we really hope it isn't. Darren Law & the team were back with **The Wicked Lady** rear-engine dragster having done some investigation into the recent troubles that had plagued the car. Things looked more promising when he started off running a 10.709 @ 130.12 mph on the Saturday morning but the car slowed on the next run and the team once again needed to investigate. It turned out a couple of the lifters had worn, as had the cam, so the car was parked for the rest of the weekend. There was some consolation, as they won the Best Dragsster/Radical Mr Bolt Spot Prize, awarded by the commentators! Sarah Howells was running in Bernie's **Destinys Angel** altered & Bernie dialled her in at 9.57 for Sundays rounds. She ran quicker all day, with a 9.501 @ 143.81 mph in the first round, a great 9.493 in the second, very close to her PB, and a 9.550 in the third round, just .020 under the dial. Sarah finished in 3rd place for the weekend & was loving every minute! Phil Sweeney was running his **Antisocial** slingshot, hoping to crack the 11-second barrier. With several 12-second passes, including a 12.453, he wasn't a million miles away but having dialed in at 12.50 for the rounds he developed gearbox problems on the first run. This sadly put him out for the day, hope to see you back soon though. Neil Ward was back with the **Andromeda** slingshot. Neil, another 8-second, was hoping they'd sorted the nitrous gremlins from the last event. Despite some low 9 second runs on Saturday the elusive eight was still at large. Dialling in 9.30 for Sundays rounds he put in a great 9.446 pass, and then a 9.487 @ 140.62 mph in the second but pulled a narrow red light in the third. Smokin Joe Ste-

Mini Weekend at SCR cont.

vens & his blown Back in Black altered made 4 passes on the Saturday with a best of 9.276 @ 143.83 mph. He dialled in at 9.10 and wouldn't have minded breaking out to get that first eight! He ran a good 9.219 @ 142 mph and followed this with a great 9.187 at a new PB Speed of 145.50 mph in the second round. Unfortunately, he had a slight oil leak on this run, so had to sideline the car for the rest of the event. He's getting closer to finding that 8-second run though & we're sure it won't be long. Steve Field arrived late Saturday after displaying The Black Pig altered at a charity fete. Lesley dialled him in blind at 9.95 for the rounds, and once again, he went & and the car performed better than expected! He recorded a really strong 9.796 then posted a 9.825 @ 137.17 mph, followed by a much closer 9.937, just .013 under his Dial-in. He finished in 5th place overall. Not bad on a blind dial! Steve 'Jacko' Taylor was back in his Claustrophobic rear-engined dragster. He didnt run on the Saturday but dialled in his usual numbers, 13.10 for the rounds! Unable to fire in the first

he came back in the second with a good 13.185 @ 100.59 mph. He then re-

corded a 13.231 in the third round, and hopes to improve on this at the next event. Roy Wilding spent Saturday fine-tuning the Chariot of Fire altered, and it really ran consistently, in fact within four hundredths all day. Roy dialled in at an exact 11.415 for the rounds on Sunday, and maintained his consistency with runs of 11.386, 11.381 and 11.348, never being further than .067 off his Dial-in. All his testing and tuning paid off, and Roy won the event, his first win for several years! Many congratulations to him, Angie and Aaron on this success!! Fair play! It was the return of Andy Murphy in the B-Sting altered and his first run Saturday was straight back in the 10s with a 10.908 @ 121.29 mph. He made four more runs that day including a new PB of 10.452. He dialled in 10.52 and unfortunately the first run was the aforementioned tree fault, so he had to repeat the run. This time he put in another PB E.T. of 10.403! For the second round he recorded a 10.494 and later posted a 10.477 at a new Personal Best speed of 125.79 mph. Andy finished in 4th place overall, so not rusty at all! The team also won the Best Altered Mr Bolt Spot Prize for the event so they were really chuffed with the weekend! Paul Bambrick stunned us all again with his second outing in the brand new

American Pie slingshot. He arrived mid-morning Sunday & spent some of the day firing up and sorting out some tuning. He dialled in at 12.00 even and joined in with the third round running a new PB and speed of 13.146 @ 101.74 mph, still in checkout mode. We hope to see more of Paul's gorgeous-looking slingshot real soon! The Jones family were back with their Ragin Cajun altered. They fired the car in the pits on Saturday but something didn't seem right. Eventually when a little smoke puffed out from the head gasket, the team realised it had gone. This led them to a dropped liner, so it was lucky they hadn't run the car. They ended up showing the car off at the Long Marston fete in afternoon - fair play!

So there is was, another good event where the weather kept us positively warm! What would we do without the hard working marshals & officials, we really appreciate all their efforts especially Bruno & the track prep crew doing a special job each time we ran. Thanks also to Jerry Cookson for his help & organization.

Now Tony, I don't wish to scare you but isn't that a shark in the paddling pool next to you?!

..... Later!!



Matt, Mark, Crazy Chris, James, The 'Girls', Tony & Team Twisted!

Photo's by Team Twisted, C&C and Alice!

Wild Bunch

Movie Review

by Mark & Lottie

Cars



With a cert of PG, Wild Buncher Mark Hartnell & girlfriend Lottie felt it only fair that as 'older people' they went to check out the content for the younger ones - that's very considerate guys!! Here's what they thought - "Cars is obviously aimed at the younger audience but it's brilliant fun from the start all the way across the finish line. Cars have taken over the human population in this film with everything right down to the flies being a car, but it looks great and I'd love to have been one of the characters where you can just turn on your ignition and go! It's all about a rookie NAS race car - Lightning McQueen - trying to win the all-important Piston Cup, but on his way to the races lands up in a small town called Radiator Springs and makes some new friends who teach him a bit more about other

things in life. He gets in a bit of trouble and must learn some respect before heading back to the race tracks. Will he win his trophy? You'll have to go watch & find out! "Lightning" is fast, keen & loves racing about. He gets a wicked red metal flake paint job during the film - now who does that remind us of?! This cheerful story is told through mind blowing animation & is very good fun. Kids from about 5 will love it or if your son is the spawn of a Wild Bunch racer then the age range drops to 1, start 'em young!"