

# BHRA CHRISTMAS CARDS

Orders are invited from members for quantities of Christmas Cards which are available in two styles. Style "A" bears the wording, "A merry Christmas and a happy New Year", whilst style "B" reads, "The Seasons Greetings". Both styles bear the BHRA insignia on the front together with the caption, "British Hot Rod Association".

Prices are, per half dozen:- 3/- including postage. Per dozen:- 5/- including postage. On orders of two dozen or more, your name and address will, if required, be printed free of charge. For orders under two dozen, this service will be performed at an extra charge of one shilling. All cards are supplied complete with envelopes.

Send your order to: E. C. Jennings (Cards), 48 Whitehorse Lane, South Norwood, London, S.E.25, together with your remittance made payable to the British Hot Rod Association. Don't forget to state the following: Name, Address, Style, if name and address to be printed.

Kool Kams is edited and published monthly for BHRA by Peter Bartlett, 55 West End Court, West End Lane, Stoke Poges, Bucks. Motorcycle Editor: Roger Wayne. Printed by Hayes News Ltd., 21 Clayton Road Hayes, Middlesex. Material intended for publication should be sent to the Editor at the Stoke Poges address. Material must arrive by the 1st day of the intended month of publication; please state if return is desired. Black and white photographs only should be sent, which must be in clear focus, and unmarked on the face.

bers were somewhat consoled by the Burnham Beeches meeting and the highly successful Woburn Abbey meeting. The Chairman went on to explain the difficulties of staging two-day Rod & Custom Shows that were within reasonable travelling distance for members exhibiting their cars.

The Model Secretary reported on the several successful model drag race meetings held this year, and on the National Championship which we have organised with the ECRA, the final of which will be held on November 20th at the main hall of the Elephant and Castle new shopping centre. The next model drag race meeting is to be held on November 7th at Philips Croydon Works, in aid of the "Evening News" Toy for a Sick Child Fund.

The Motor Cycle Secretary reported that the affiliation with the ACU would be through by January 1st, 1966, enabling the Club to run and organise events for motor cyclists. The affiliation is to be ratified by the RAC on December 16th. The Motor Cycle Secretary also reported on various items available at reduced prices for motor cycle members interested in obtaining slicks, etc.

The meeting then proceeded to amendments of the Association Rules. All amendments were passed and copies of the new rules may be had on application.

The Chairman stated that several enquiries had been received regarding larger decals, and E. Jennings is at present investigating the relative cost of the large decals. Three sizes were quoted, a vote was taken and the 6inch size proved to be the most popular.

The Chairman reported that member C. Pattison produced "T" shirts of various designs at very reasonable prices. He asked members if they would be interested in having their own Club "T" shirts, a vote was taken, and as the idea proved popular E. Jennings was requested to investigate the possibility of having "T"

done for Northern Division members.

K. Cooper of the Midland Division, stated that he wished to complain that the Dos Palmos dragster, imported by a syndicate from the USA, had been run in direct competition with English built machinery, and that it had been quite clearly stated that this would not happen. The Chairman pointed out that this was a BDRA affair to whom the complaint should be forwarded. The Chairman stated that as he was a member of the BDRA Committee, he thought R. Wayne should reply on behalf of BHRA. The Motor Cycle Secretary stated that in fact the complaint was justified, but he felt that members should be more appreciative of the objects of importing this dragster. It was providing a target for constructors to aim at, and at the same time providing interest to spectators at various events. D. Kipling, Midland Division, asked if there was any further news regarding the RAC allowing advertising on racing cars in this country. The Chairman stated that there had been no further developments since the agreement that the dragsters at the Festival could carry advertising. A. Herridge asked when the new drag strip would be open. The Chairman replied that present planning was for the strip to open in April, 1966.

R. Wayne announced that plans were afoot to send a team of motor cyclists and their machines to the USA in 1966, and he asked if members of the Association would agree to a donation from the club funds to support this venture. There were no objections to this.

The following were duly elected as officers of the Association for the forthcoming year; in every case, by a unanimous vote:—

**Chairman:** J. C. Bennett; proposed by R. Piper, seconded by D. Metcalfe.  
**Vice-Chairman:** E. C. Jennings; proposed by A. Herridge, seconded by P. Hicks.

**Treasurer:** P. M. Bartlett; proposed

wheels are Mini-Cooper and the engine is blown by a Wade unit driven off the crank.

Paul Manders' Chrysler hemi rail broke a half-shaft just prior to the Festival and he was unable to get another made in time. Having taken a good look at the latest U.S. rails appearing at Blackbushe, Paul decided to re-build over the winter using a 1-o-n-g chromemoly frame. So, between the two Festival week-ends, Paul completely stripped the machine and appeared at Woodvale with just the 122in. wheelbase chassis with the rear body-work attached and the narrowed Jaguar rear end. At the time of writing this, the frame is being offered for sale.

The Austin cabriolet gasser driven by Paul Hicks was dogged by the mysterious uneven running of the Olds V8 powerplant. It was later discovered (after the Festival, of course!) that the trouble was only the carb. float level which had been altered by the previous owner to suit a nose-down installation in a Stock Car, the position in the gasser being nose-up. Paul now had a 6-2's manifold for this mill, and the car will be virtually re-built for next season; it was built during the eleven week-ends prior to the Festival.

What a crowd we had at Slate Lane on the Saturday night before Woodvale! We were host to the "Southern Invasion" (as Pete Bartlett puts it)—it was like Little Drag City. There were at least twenty hungry rodders noshing away—it was a case of first come, first served. Fortunately, there seemed to be enough food for everyone, thanks to the efforts of my wife, Marjorie (Ta, Luv).

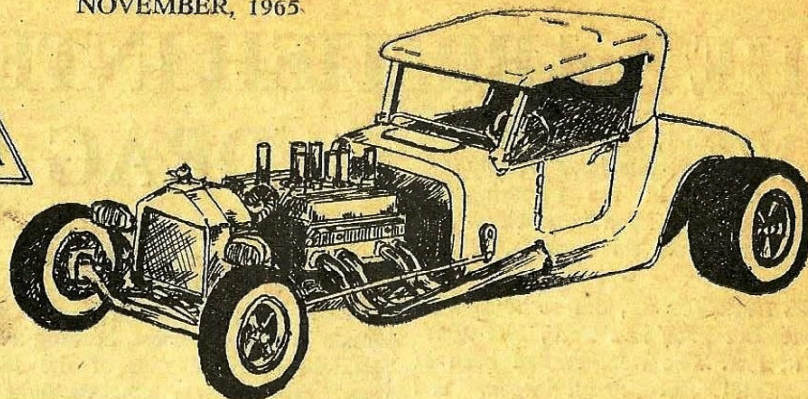
## DRAGSTER FRAME FOR SALE

As reported in "Rods North", Paul Manders, 260 Caunce Street, Layton, Blackpool, Lancs., is offering his 120 inch wheelbase dragster frame for sale at a price of £30 o.n.o. It is complete with torsion bar front suspension, and a narrowed Jaguar back axle, and Paul is prepared to send a photograph to genuine enquirers.

# KOOL KAMS



NOVEMBER, 1965



The Official Newspaper of the British Hot Rod Association

## ENGLAND TO HAVE FIRST PERMANENT DRAG STRIP

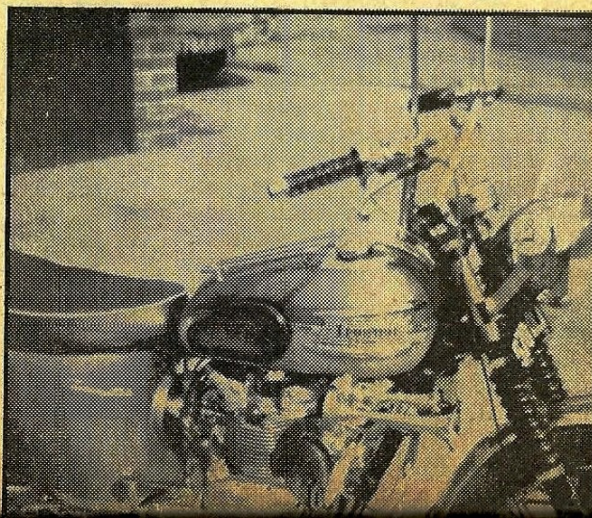
### EDITOR'S NOTES

#### COMPETITION

Here we go again with a new year, a new committee, and a new Kool Kams. By a unanimous vote at the AGM, Kool Kams will, in future, be published as a newspaper every month; there will be no more magazines. To mark this change-over, we have decided to give a fresh appearance to the paper starting with a new Title Heading. Over to you artists then; here's what we want! You can see from the Heading at the top of this page what area you have to play with. Design us

As announced at the AGM, a company known as National Dragways has been formed under the direction of our Chairman, John Bennett. This company will be developing a 90-acre site in Bedfordshire, and plans to construct a drag strip, complete with all facilities. The strip will be known as "Santa Pod Raceway", and the first events are scheduled for April 1966. It should be stressed that although the people responsible for this venture are all BHRA members, the strip will be operated entirely as a private commercial proposition.

Consequently, although BHRA will undoubtedly reap benefits from publicity, it should be understood that they are in no way connected with National Dragways financially.



### BRITISH HOT ROD ASSN.: Annual General Meeting 1965

MINUTES OF the Annual General Meeting of the Association, held at Hedgesford Hills Raceway, near Cannock, Staffordshire, on Sunday, October 24th, 1965. The Meeting commenced at 1.15 p.m.

Present were: Chairman—J. C. Bennett, Secretary—Mrs A. Bennett, P.R.O.—V. Outen, Motor Cycle Secretary—R. Wayne, Midland Division Secretary—D. Withers, and Northern Division Secretary—C. Lingard.

Approximately 90 members were also present—nine from the Northern Division, fourteen from the Midland Division, four from the Southern Division, and the remainder from the Central Division.

The Chairman opened the meeting with a few words of welcome to the members, and conveyed the apologies of Committee members unable to attend. He then introduced the Committee members present.

The Treasurer's Report followed, read by the Chairman in the Treasurer's absence. The balance in hand

a complete heading to incorporate the words, "Kool Kams", and the words, "The official paper of the British Hot Rod Association", together with the month of issue. Remember that this is a hot rod association, not a drag racing organisation; therefore, try and steer clear of designs depicting dragsters. Entries can be in pencil or ink; it is the design we are looking for initially, so don't worry if your artistic talents aren't exactly brilliant. The winning design will, if necessary be reproduced by a professional artist.

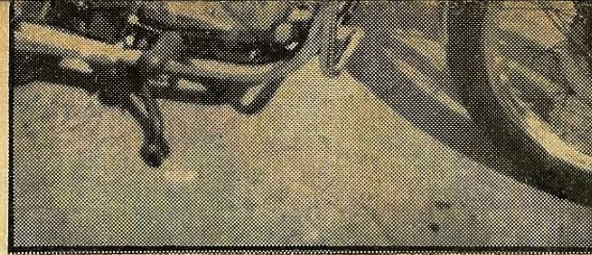
To encourage entries in this contest, we will be awarding prizes as follows:- 1st, a chrome BHRA car badge; 2nd, a pair of BHRA cuff-links, and 3rd, a BHRA tie-clip. Naturally, we can only use one design, and the entries will be judged on the following points:- Impact, Simplicity and Appropriateness. With your entry, state briefly what you would like to see featured in Kool Kams, although this in itself will have no bearing on the result of the competition. The Editor's decision is final, and no correspondence can be entered into regarding the results. All entries must be received by December 15th, and should be sent to the Editor. Note that the contest is open to BHRA members only!

#### MEMBERSHIP . . .

continues to rise and is now in excess of 260. When you consider that we reached a figure of 323 when most members became due for renewal at August 1st, this is indeed encouraging. Of the 252 who were due for renewal, about half have paid their subscriptions, but there are still another 125 who haven't yet bothered. If you know of any such "defaulters", perhaps a well-timed boot applied to their posteriors would do the trick?

PETE BARTLETT.

**MODEL DRAG DATES**  
November 20th: National Model Drag Championship Finals at the new Elephant-and-Castle Shopping Centre main hall, London. December 19th: Grand Xmas Drag Meeting with appropriate prizes. To be held at Philip Croydon Works, Commerce Way, off Purley Way, Croydon, Surrey. Starts at 10.30 a.m.



J/T Dedman's 1962 T130 ss. (See "Winding On", P. 2)

# Chairman's Comments

A NEW COMMITTEE year has begun; those of us who have been re-elected are pleased that members have shown their appreciation of our efforts in this way. There have been moments during the past year that many of us have been on the verge of crying "ENOUGH", but each time some new and challenging aspect of Hot Rodding has come along to make us press on still harder for the success of our Association.

The full size drag racing season has ended, for BHRA members it has been a very successful year, particularly in the dragster classes. It was unfortunate that the biggest event of the year, the Festival, should be so poorly handled, although the pre-event organising with its far greater difficulties was successfully carried through.

My sympathies are with Sydney Allard, the man who so obviously wants drag racing to succeed, and I can only hope that the results this year will not deter him from trying once again to popularise this exciting sport. I feel sure that our members would much rather see a selection of drag vehicles similar to the first year

than eight near identical rails. Nevertheless, these eight were certainly top class machines although not all quite the 200 mph rails we were expecting. Whatever happened to Kallita and Schubeck?

BHRA's brightest year is ahead; forward planning by your Committee has put us in the enviable position of promoting in November this year the first British National Model Drag Racing Championship, and in August next year the full size Championship. Coupled of course with having the first permanent drag strip in the country, we can now expect our membership to grow even more rapidly.

All we ask of our members now is to join in whichever aspects of Hot Rodding they enjoy (tell us if there is one we don't handle), and watch those they are not so interested in.

Spend the dark nights browsing through your own personal magazine, Kool Kams, and have a thoroughly enjoyable hot rodding year. Don't forget also to tell your friends all about BHRA.

JOHN BENNETT.

fied copy of the balance sheet was produced, and a detailed description given of its contents. The Treasurer announced in his report that the forthcoming year's balance sheet would be in greater detail as a result of his proposals to re-organise the methods and entries in the Association's ledgers. The Association now has 250 fully paid members.

A. Herridge proposed that the report be accepted, this was seconded by P. Hicks and carried with a unanimous vote.

#### Statement of Accounts for Year Ending October 8th, 1965

Balance brought forward from 1964	...	90	14	7
General Income (Subscriptions, etc.)	...	469	12	6
		560	7	1

#### Less:

Cost of various activities	...	65	13	7
Cost of administration	...	68	17	10
Cost of magazine and accessories	...	179	2	8
		313	14	1

Balance at 8th Oct, 1965: £246 13 0  
Honorary Auditor: Mrs M. Bayer, 57 West End Court, West End Lane, Stoke Poges, Bucks.

As a result of the weather conditions the Chairman suggested that his report should be considerably shortened; the members agreed to this. The Chairman explained the general position regarding the current resignations and thanked those members resigning for their services, and those who had acted as temporary officers during the interim.

In the absence of the Editor, P. Bartlett, R. Wayne, the Motor Cycle Editor, read a report prepared by the Editor. The report explained the development of Kool Kams and Kool Kams Extra during the past year, and

(Continued on page 6)

# THE 2nd BRITISH INTERNATIONAL DRAG FESTIVAL

## Winding On

By DICK LAWRENCE

(As full results have already appeared in the motoring press, they have been omitted from this report).

THE DRAGFEST, due to be held on September 25th and 26th, had arrived at last. The weather had been of continental flavour all week, and hopes were high for a very enjoyable weekend, with plenty of fast times to be set. But as usual, the British weather let us down in the worst possible; on the Saturday morning, down came the rain!

The whole of the morning it rained solidly until by lunchtime the strip was like a river. One or two brave entrants went down the course and back, but nobody could really pull the stops all the way out. As the afternoon drew on, the weather got steadily worse until at 3.00 p.m., the meeting was abandoned, and everybody made their wet and miserable journeys home, hoping for better prospects the following morning.

Apart from several very heavy showers, Sunday was a much better day, although as the strip never really dried right out, there was not to be any really "serious" dragging.

The Americans, determined to give a good show, made some really hairy runs. Buddy Cortines was the man of the day with two very fine runs considering the conditions, whilst Danny Ongais seemed to be the life stay of the American Team, always eager to make a run, and turning ET's of 9.62 and 9.16. He was also seen to light a small fire under the sump of his engine to warm the oil; dangerous, considering he was running on Nitro! Nick Colbert made runs of 13.67 and 9.14.

wheeled the automatic shoe-cleaning machine into the hotel lift, and sent it down to the ground floor?

The last runs of the day were made in semi-darkness, heading almost straight into the rays of the setting sun. Then it was time to fight our way off the airfield; the organisers, the police and the RAC, all deserve a special vote of thanks for the way in which they handled the vast crowds on their way home. Also, the motor cyclists who provided much of the action, such as there was, on Saturday, and who could not compete on Sunday because the meeting clashed with another traditionally established sprint meeting.

RAF WOODVALE,  
OCTOBER 3rd

The morning of the 3rd arrived, and spirits were high as it was sunny, but with a fairly stiff breeze blowing. Driving through Southport, on the way to Woodvale (so we thought), we caught up with dozens of other cars all heading in the same direction, and it wasn't until we arrived at the beach that we realised we were adrift. This was one of the biggest faults about the Dragfest; there just weren't enough direction signs. However, we eventually found the airfield, and anxiously waited for the action.

What appeared to be the most popular attraction, apart from the Americans of course, was the saloon car elimination for over 2,501cc. Ann Bennett was drawn against her old rival, Bill McKee, but her Pontiac proved just a little too good for the Chevrolet with a 15.8.

spectators, and for the first time in this country, 200 mph was exceeded; in fact, it was exceeded four times during the day. During the morning, Tony Nancy made a spectacular slithery run, going sideways more than once, and never really seemed to get to grips with the track on subsequent runs. Danny Ongais and Buddy Cortines both made runs in the 190's; Ongais turning 196 mph on his second attempt. After this run, Ongais changed a sticking valve in about 35 minutes flat, ready for the afternoon's elimination. Griffith, Colbert and Casady never really seemed to come to terms with the strip in the morning, all complaining of a lump about halfway down; this was avoided in later runs by starting the cars about 8 feet nearer to the grass verge.

The afternoon brought real excitement with the elimination for the American rails. Chuck Griffiths took the first run from Nick Colbert with an 8.11. Ongais beat Bob Keith with 7.91/200, and Cortines walked away from Nancy in 7.83/200 after Nancy completely "mushed" his start. In round two, Ongais beat Griffith in 7.90/200; 1.2 seconds faster than his opponent, but blew his clutch as he went through the traps. Casady knocked out Ben Griffith in "Moonshot", but was in turn taken by Cortines with 7.86/192.

Back in the paddock area, half the American team were helping Ongais to tear down his clutch in a desperate attempt to make the final run-off before the light failed. After what seemed like hours—in fact one hour, thirty-five minutes—the car was push-

THE DRAG FESTIVAL has been well reported in the national press, but I would like to say a few words about the preparation and appearance of the American motor cycles that came over here this year. Perhaps the most remarkable thing about the machines was the cleanness of line and the apparent simplicity of the design. Both these things are the result of much time spent on the machine after it is ready to run. This time is used to tidy the machine up to give it that characteristic show finish which we have come to associate with all American speed bikes and cars. Compare this with the state of the majority of British machines where bits appear to have been stuck on anywhere just to get the machine to the strip; one would not mind if this was indeed the case but week after week, British machines come to the strip with unpainted frames, batteries stuck on with wire and elastic bands, oilcans for petrol tanks. Although these comments do not apply to all the machines built in England, I'm sure that everyone will agree with me when I say that it is generally impossible to mistake a British machine for an American one or vice versa, and I know which looks the better to me.

One thing that has come to light after the tragedy of Florian Camathies, who was killed at Brands Hatch recently, was the fact discovered by the inquest, that the brazing on the machine's forks gave way and was a direct cause of the accident. This accident and the findings of the inquest pin-points the fact that brazing and welding are professional jobs, and

in Chris Pattison's Allard Dragon, and was rewarded with first place. Ann Bennett (Pontiac) was put out by Bill McKee (Chevrolet), he in turn being put down by A. C. Wemyss (Gordon-Keeble), who had previously won from Howard Parkin (Chrysler-Jensen).

J. Filbee (E-type) knocked out Jack Pearce (GTO Ferrari) to take the loot; rather an upset for Ferrari!

Of the big British dragsters, Allard, Barclay and Herridge all put up good times for the conditions. Alan Allard did a 150 mph run in the new stainless steel frame, Chrysler-powered rail using the same engine from last year's machine. Norman Barclay, driving the Croft Drag Racing Partnership's ex-Dos Palmos Chevy gas rail, did 140 mph, whilst Allan Herridge had the misfortune to shear a half-shaft hub key whilst firing-up for his second run. His first run was 12.31/117 mph.

Without a doubt, Sunday's event was very successful, attracting large crowds, many of whom had returned after Saturday's wash-out. They certainly had value for their money; the way the Americans, anxious to produce some action, were power-sliding their machines through the quarter-mile, made up for in spectacle, what they lost in the way of low ET's (comparatively speaking) and slow Terminals.

One or two personalities accompanying the American Team, deserve mentioning. Els Lohn, managing director of Eelco Engineering, was never seen without a cigar in his mouth. "Honest Hissel", in other words, Honest Charley, will need no introduction to readers of Hot Rod Magazine. Immaculately attired in dark red coveralls, with matching baseball cap, he was continually dispensing his own decals as though they grew on trees. Jim Kelly, who is quite famous in his own right as a photographer, covered the series for Drag News, and lived up to his reputation of being a practical joker while he was over here. Who was it that

she paired with M. Wright's 3.8 Jaguar, and won with a time of 15.59 to go into the next round against Howard Parkin's Jensen. This proved a more difficult task, and she was beaten, even though her ET was down to 15.57. In the final, Parkin's Jensen paired against Roy Chapman's Pontiac GTO. The Pontiac took it in 14.79/99 mph, the Jensen turning 14.71/97 mph. Here indeed, was the classic example of the slower ET winning through the quicker driver reaction.

The dragster class for British machines of over 5,001cc saw some exciting runs from both Allard and Barclay. Allard made a qualifying run of 9.25/168, and in so doing, became the first British car (or bike) to beat the Ten Second Barrier. Unfortunately, very few people realised the significance of this brilliant performance, and the commentator was not one of these apparently. Barclay, in the ex-Dos Palmos rail, running despite an apparent "blow-up" on its final run the previous weekend, beat B. Witty's "Norwestener" rail, which, having had its share of trouble at Blackbushe with a stray con-rod, was running on seven pistons only, with a screwdriver rammed down the redundant exhaust pipe. Say what you like, but at least the machine qualified for its appearance money! Alan Allard beat Allan Herridge in his Cadillac rail; it says something for the organisation that the latter was not even aware that he was running "for real". He thought it was his second qualifying run! In the final, Barclay red-lighted, and the prize went to Allard in 9.30/160.

The smaller 2,501-5,000cc Dragster class saw yet another win for Rob Mackie driving the "Pattison-BDRM-Allard Dragon-Ford" device, with 11.49/124. Colin Glass in the Bristol-Dragon beat Derek Metcalf's TR3 Dragster, and then Harold Bull's "Stripduster" in 15.80/87, to win the 0-2,500cc class.

As was expected, the American dragster took full marks with the

minute to go before the deadline expired.

In the twilight which was falling rapidly, a spectacular sight was seen as Ongais and Cortines fired up together for the climax of the meeting; there was no difficulty in spotting the cars in the dusk since bright yellow and orange flames were thundering from their exhaust stacks. The flag shot up, and away went Cortines to win in 7.74/201; the fastest quarter ever seen in Britain, but Ongais in "Mangler" failed to start. After all the time and effort just put in repairing the clutch, an air lock in the fuel line caused a blow-back which split the blower casing, causing burning fuel to spew all over the engine and on to the ground. Fortunately, the fire was put out before any real damage was done; thus the 1965 Drag Festival ended truly, "in a blaze of glory".

## Another one of "Ours"

Someone who has obviously put the idea of a beefed-up Kart into practice, is J. Granville Grenfell, of Weybridge, Surrey. Powered by a Vincent "Black Lightning" engine, the machine is very smartly turned out, and appeared both at the pre-Festival practice day at Graveley, and at the Blackbushe event where it turned a terminal speed of 85 mph, despite the gear-lever snapping in second gear, and it was raining too. The car weighs only 432lbs and its builder is a long-standing member of BHRA; in fact, with respect, he probably qualifies as our oldest member literally! We have asked him if he can provide a detailed report about his creation, but this may not be possible due to lack of time, since Mr Granville Grenfell is currently planning to build nothing less than a 24cwt dragster for next season, using for a power unit, a 1,000 h.p. aero engine!

pieces of metal to stick together, this does not qualify one to build frames and chassis that may be travelling at speeds in excess of 100 mph.

### ● Front page picture

Photo this time round is from J. T. Dedman who is with the RAF in Lincoln. His machine is a 1962 T100ss which he bought a year ago in a rather tatty condition. As you can see from the photo he has done a lot of work on the plot and has come up with a real show-and-go bike. Crash-bars front and rear were one of the first additions followed up by fitting two pipes in place of the siamese that were on when the machine was purchased. Drop bars were replaced with a mild pair of ape hangers, long-stemmed mirrors to see what's been left behind, and a pair of air horns to warn people in front. The forks were rebuilt after an argument with a ditch and a carrier fitted to take the luggage on the occasional leave. Paintwork at the moment is blue and silver but plans are afoot for a metal spray job during the winter; probable colours are copper and silver. Plenty of elbow grease has brought the alloy and chrome up into show trim and the addition of chrome headlamp and brackets have helped to really make this bike stand out.

Several people approached me at the AGM, with offers of help, and I did go into quite a long discussion with one gentleman, but unfortunately I failed to obtain his name and address other than that he lived in the West London area. If he would please drop me a line, I will be very much obliged.

Tim Byrne has decided that he has too much work in stripping and rebuilding his Ducatti this winter to attempt to bring his Rudge to sprint specification. He therefore wishes to sell the Rudge; any offer over £50 will be acceptable, and anyone interested should write to me and I will forward the letter to Tim.

# PETE'S PIECE • PETE BARTLETT

THIS MONTH, I have several items of interest; both from members, and for members! The first concerns safety belts. Brooks Safety Belts, which are of the inertia reel type, are being offered to members at a reduced price of £3-9-6d each (£6-19-6d is the normal price). Moreover, if 26 belts are ordered, the price reduces to £2-13-9d each, since one pair of belts are supplied free for every 12 pairs ordered. Postage and packing is 3/6d for one belt, or 5/6d for a pair. Will members who are prepared to order belts, please write to me indicating their requirements. Do not send money at this stage; you will be notified how much to send later.

Next, news that Valvoline's Drag Racing Division are interested in sponsoring a dragster which would become the British counterpart of Tommy Ivo's "Valvoline Special". They ask that owners of dragsters, or intending builders, write to: Drag Racing Division, Valvoline Oil Company, Dock Road, Birkenhead.

Tunex Conversions, of 94 Camberwell Road, London, S.E.5, are the makers of the "Diva" GT; they also offer a comprehensive tuning service for Ford 105E, 109E, and 116E engines, in other words, Anglia and Cortina mills. Prices, as one might expect for this type of work, are not cheap; in fact the mildest, Stage 1 tune, which is the fitting of a 36DCD Weber carb and manifold, is £21-10-0d. Stage 3 tuning can set you back about £110 including labour, with additional services available such as,

page out of the model drag unit's book: rather than discourage would-be participants by applying restrictions, virtually anything has been allowed to race, thus ensuring the growth of interest in the hobby. If we had insisted on the 1/32 scale rule, a good 80% of the entrants would have had to be turned away. As it is, we now have a strong following, and restrictions can be applied gradually, and where necessary. I don't agree with Tony's opinion that spectators would not be interested in seeing drag-karts performing. On the contrary, I think that the public would rather see a kart performing well, than some of the never-ending processions of Minis, etc, which seem to abound at most events.

## Members' Directory No. 4

- Andrew Archer, 4 Orchard Place, West Square, Iver Bucks. (Central).
- Melvyn Atkinson, 15 Backlane South, The Moors, Worcester. (Midland).
- S. Bailey, 161 Church Hill Road, Cheam, Surrey. (Central).
- S. Bailey, 45 Parkland Grove, Ashford, Middx. (Central).
- Colin Bamford, 68 Westcombe Avenue, Croydon, Surrey. (Central).
- Geoff Barrett, 46 Marina Drive, Dunstable, Beds. (Midland).
- Erica and Pete Bartlett, 55 West End Court, West End Lane, Stoke Poges, Bucks. (Central).
- Allan Bedford, 11 Holmsdale

# BHRA MODEL ROD AND CUSTOM SHOW: Sept 12th

By BILL MUNRO

THOSE WHO doubt the power of advertising should study the before-and-after case of BHRA model Rod & Custom Shows. The show run on March 21st at the same time as the drag meeting, drew a dismal 21 entries, redeemed only by the quality of the winners.

During the last full week in August, BHRA ran a stand at the National Model Show. That's all I have to say about advertising. On September 12th the entrance clerks recorded 14 entrants and checked in 59 entries!

It was hoped to have some of the American Drag Racing Team, who arrived on the 10th, to act as Judges, but they could only arrive at 4 p.m., a great pity, as at least Tony Nancy had done some judging for Revell-Testor, who hold some pretty high quality shows. Tony said, when discussing them, that the winners were some of the finest models he had seen.

However, willing hands were soon found to judge the show. The first of these was Bernie Davey, a fairly new member of BHRA who drives John Bennett's Pontiac in Sports/GT class in full size drags, and runs one of the slickest Monza fast-back Chevy Corvairs on the road today. Eduardo Martinez was our second judge. (Ed was in charge of the BHRA stand at the National Model Show). He runs a Model "B" Ford convertible ("The Rare One"), and he claims to have had one of the first rail (car)

Bedford, once ran "Model Corner" in Kool Kams. Barry produced another "Woody", this time the '31 "A" from Revell. This is an extremely difficult and fiddly kit and its working parts, i.e. four doors, tailgate and steering, all function properly, was a joy to see. The mill was in the finest of all Hot Rod traditions, the stock 4 Banger, a 3 litre hauler with a Riley head and twin Stromberg 97 carburetors. A matching set of mag. wheels all round, with 7inch M & H Roadster slicks take care of the hauling chores.

### BEST COMPETITION

Mickey Tong again. An IMC Ford GT finished immaculately in AMT white and Oriental blue. This 1964 version of the car had opening doors, nose and hood. The engine is the 289 push rod V8, and is fitted with 4 Webers. To show his eye for detail, Mickey had even "blued" the chrome exhaust. (How did he do it? A deadly secret!). This sleek car was set amid a veritable garage of tools.

### BEST STOCK

A real test of how well a kit can be put together, was a win by Pete Bolton, with a mere one point over his nearest opponent. His car was Johans 1934 500 "K" Mercedes in the most unusual paint I have ever seen. Pete started off by spraying the entire car royal blue Metallflake. Then taking a tin of blue fog, a pale Metallic, he gave the car two or

balancing, main bearing reinforcement, dyno testing, etc.

A tip from Tony Dickson, of Beckenham, Kent. Tony has recently acquired a '59 Plymouth Fury, and has been experiencing tyre-squeal on bends. He "cured" the trouble by fitting new tyres and bumping up pressures to 25-26lbs with tyres cold. Tony claims that this has completely eliminated the trouble.

New member Tony Duckworth, of 12 Castle Drive, Kendal, Westmorland, has located a 1930 Austin 6/12 Pick-Up Truck. He wants some information about the vehicle as he is thinking of rodding it. Anybody know this model?

Another member, R. Roberts, has moved to Exeter where he is studying at the University. He wants to get in touch with other members and enthusiasts in the area. If you want to contact him, the address is: Mardon Hall, Exeter University.

Tony Beadle wrote to me commenting on various points raised at the 'AGM. On the subject of slicks, he understands that Goodyear will be importing racing tyres in April but doesn't know if this includes slicks. He suggests that anyone interested in obtaining slicks should write to Goodyear now to give them some idea of the demand. Tony emphasises the need for distinct class divisions in drag racing and expresses the personal opinion that overpowered drag-karts should be excluded from drag meetings on the grounds of safety and lack of spectator appeal. I don't agree with Tony on this last point; in the first place, drag racing is still very much in its infancy in this country. You won't help the growth of a sport by banning certain types of vehicles at the outset, and Tony can rest assured that if the machine wasn't safe, it wouldn't get past the Scrutineer. To take a

Kent. (Central).  
J. Bird, 97 Wedhey, Harlow, Essex. (Central).  
Kris Brown, 19 Salisbury Street, Shaftesbury, Dorset. (South).  
Alan Bunn, 8 The Drive, Chase Cross, Romford, Essex. (Central).  
S. Butcher, Layters Green Farm, Chalfont St. Peter, Bucks. (Central).  
Mike Butler, 6 Walton Road, Sheffield 11, Yorks. (North).  
Godfrey Cohen, 72 Sunnybank Road, Wyld Green, Sutton Coldfield, Warks. (Midland).  
William Collis, 97 High Street, Chasetown, Walsall, Staffs. (Midland).  
Brian Coole, 5 Craneswater, Bath Road, Harlington, Middx. (Central).  
Ken Cooper, 4 Reddicap Heath Road, Sutton Coldfield, Warks. (Midland).  
Keith Davies, 13 Sandfield Road, Thornton Heath, Surrey. (Central).  
687878 J/T Dedman, Line Sqdn., F Dispersal, RAF Scampton, Lincoln. (North).  
Michael Derry, 46 London Road, Cirencester, Gloucs. (Midland).  
Anthony and John Dickson, 23 Monks Orchard Road, Beckenham, Kent. (Central).  
Pete Farnell, 251 Willow Road, Enfield, Middx. (Central).  
B. Fuller, 10 Meadow Garth, Stonebridge, London, N.W.10. (Central).  
J. Gallop, 6 Claremont Road, Bishopston, Bristol 7. (Midland).  
P. Gibbs, The Caravan, The Lynch, Conduit Lane, Hoddesdon, Herts. (Central).  
Ron Giles, 5 Stanmore Avenue, Beechwood Estate, Middlesbrough, Yorks. (North).  
Rick Goodale, Flat B, 22 Foxgrove Road, Beckenham, Kent. (Central).  
J. Grenfell, 194 Brooklands Road, Weybridge, Surrey. (Central).  
John Greenwood, 4 Viewland Road, Plumstead Common, London, S.E.18. (Central).  
Richard Griffiths, 37 Froghall Drive, Wokingham, Berks. (Central).  
Janet Hackett, 15 Hall Lane, Hammerwich, Linchfield, Staffs. (Midland).  
Alan Hague, 43 South Street, Sheffield 2, Yorks. (North).  
H. Halfhead, 21 Cox Lane, Chessington, Surrey. (Central).

(Continued on page four)

king tracks in the country.

We were stuck for one judge on the day but soon engaged the services of Mr. F. Copeman, the Chairman of McClaren Exhibitions, the organisers of the National Model Show. Mr. Copeman, an old Bugatti O.C. member (who, with his son, joined BHRA that day), proved a very good judge indeed, insisting he knew which were straight built kits and which were built from the ground up. Well, who won what, and with what?

### BEST OF SHOW

Coveted award for the finest model in the show was taken by Bob Robertson. Bob, old Treasurer of the Angorfa Racing Club, who narrowly beat Best Custom in the first show on a re-judge, came storming through to take away the gold with a Monogram "Woody Wagon". The car is a 1929 Model "A" station wagon with a 283 Chev., equipped with six Stromberg carburettors, Maggies all round, and 10inch M & H Racemaster slicks on the back set off the body, each panel having been inlaid with wood grain Fablon. The whole piece was set on sand with a surf picture background.

### BEST CUSTOM

Model custom car ace Mickey Tong produced what must be the world's most beautiful Shelby Cobra. The car had not been radically altered, but a fast back-cum-sunroof had been fitted. The doors had been cut open, and the engine fitted was the normal 289 c.i. Ford with the utmost of Shelby options, four Webers, as fitted to the Ford GT. The car also won Best Paint certificate.

### BEST HOT ROD

Barry Magness' is a name synonymous with well built models and is well known to older BHRA members as he, along with Allan

three coats. The resuming hue is a beautiful deep metallic blue. The car also features working steering and opening dickey seat.

### ANGORFA TROPHY

A trophy for the best 1/32 scale car, presented by Angorfa Racing Club, was won by Pete Moynihan with his Pyro type '59 Bugatti. Pete is a Bugatti lover and his respect for the make shows through in his little sports racer, with full brake, ignition wiring and oil cooler. Paint is an authentic shade of Bugatti's racing colour, Molsheim blue.

### BEST PAINT

Here Mickey Tong was in his element. The "Best Custom" Cobra sported an absolutely flawless paint job. First the body was sprayed with several coats of AMT Devil's red Metalflake, and then sprayed again with Ruby Red Candy. The overall effect is simply fantastic and quite like any other paint job we have ever seen.

### BEST INTERIOR

Again Barry Magness. His Hubley Model "A" Phaeton was a one time "Best Stock" winner. The "Little Red Tub" was upholstered immaculately in brown velvet with white piping and white fur floor rugs.

### BEST ENGINE

This award went to Pete Moynihan. His little rail is equipped with an all-time Hot Rodders engine, the Ford flat-head V8, with fuel injection, the only chrome equipment on the engine. The mill was painted metallic red with black heads and silver head nuts. It was of course fully wired and detailed.

### LARGEST NO. OF ENTRIES

Pete Moynihan took this with 12 cars, 8 of which were 1/32 scale, eligible for all awards.

# RODDING AT RANDOM

BY VIC OUTEN (P.R.O.)

On an average I get around a dozen enquiries a month about joining B.H.R.A., most of them resulting from my column in Drag Racing or British Drag Racing — several of them are addressed to B.D.R.A. in fact and re-addressed to me. I have even had some asking for information on B.D.R.A. but then they get enquiries about B.H.R.A. at times as well, so it works both ways!

The best one this month was a chap who was looking through some old Motor Sports and saw an advertisement I put in the magazine in 1962!

Two of our members have gone abroad since last month; Martin Allsop, the R.A.F. corporal, is now in Malaysia; his address is F0686191 Cpl. M. Allsop, 230 Squadron, R.A.F. Labuan B.F.P.O. 660, if you feel like dropping him a line.

The other one is Syd Meads who is in Melbourne, Australia, place of residence not known at present.

I had a very enjoyable time at the Model Drag Meeting at Phillips in September, when the American Dragster team called in during the afternoon. I was able to have a chat with Bob Keith, with whom I have been corresponding since the Festival last year. It is rare indeed to meet an overseas member, especially one so well known as Bob.

Gary Atkins, editor of Australian Rodding World, manages to find time to write about once a month, generally at about 2 a.m. in the morning! In his last letter he was thinking of joining B.H.R.A.

Dave Welch of the "Haulin' Chassis

140inch wheelbase chassis, the steering box and all running gear. The idler supported drag-link is their own design and a great safety device. The cast aluminium steering wheel is of the deep dish type and is the only one like it produced today. The fibreglass body features a one piece nose clear back to the engine. The rest of the body is a wrap around type with a lined chute cage built in. The cowl lifts off to give access to the complete running gear from the top.

A six cylinder Ford powered D/ Dragster, belonging to Art Irwin, is at present in the workshop with a bent frame. Dave likens it to the Jag powered dragster Hounddog II and he reckons it would be at home on an English strip.

A friend of mine, John Greengrass, who used to be a member and was quite active in the early days, has recently married a Dutch girl and is now living in Holland. His green Mark I Zephyr with British Hot Rod Association in letters along the doors went with him, and is causing some comment among the natives. He now has a couple of membership forms and maybe we will recruit some more overseas members one day. John is thinking about rejoining in fact, but feels a little out of things and wonders if it is worthwhile. If you read this, John, it is a good 30/- worth, so how about it? His address is c/o Mrs Dicke, Marnexstraat, 387 Amsterdam.

I walked in the doors at Earls Court the other week and the first stand that caught my eye was Oldsmobile, with the Tornado in pride of place.

## MEMBERS' DIRECTORY No. 4

(Continued from page three)

- R. Hamilton, 37 Caravan Site, Rayners Avenue, Loudwater, Bucks. (Central).  
 Nigel Hargreaves, Raikeswood House, 75 Raikes Road, Skipton, Yorks. (North).  
 William Hewitt, 250 Feltham Hill Road, Ashford, Middx. (Central).  
 T. Hudson, 88 Long Lane, Bexleyheath, Kent. (Central).  
 Geoff Jago, Dore Farm, West Street, Portchester, Hants. (South).  
 R. Jordan, 13 Harrop Road, Hale, Altrincham, Cheshire. (North).  
 Keith Justice, 8 Willow Avenue, Yiewsley, West Drayton, Middx. (Central).  
 Bob Keith, 2758 Scott Blvd., Santa Clara, California, U.S.A. (Overseas).  
 Colin Kettley, 39 Albert Avenue, Mixnams Lane, Chertsey, Surrey. (Central).  
 Richard Kingston, 3 Queensway, Gilway Estate, Tamworth, Staffs. (Midland).  
 Dave Kinsella, 28 Barnard Gdns., Wimbledon, London, S.W.19. (Central).  
 Paul Langdell, 2 Warner Road, Horsey, London, N.8. (Central).  
 Dick Lawrence, 14 Bensham Grove, Thornton Heath, Surrey. (Central).  
 Clive Lingard, 9 Slate Lane, Audenshaw, Manchester. (North).  
 O. E. Longshaw, c/o 89 Bellenden Road, London, S.E.15. (Central).  
 Barry Magness, 13 Blackthorn Grove, Bexleyheath, Kent. (Central).  
 Bruce Mantom, 57 John Street, Brierley Mill, Staffs. (Midland).  
 Syd Meads, Australia. (Address to be notified). (Overseas).  
 Pete Moynihan, 6 Amersham Road, West Croydon, Surrey. (Central).  
 Bill Munro, (Flat above) 133 Northcote Road, West Croydon, Surrey. (Central).  
 D. Owen, 16 Park Crescent, Little Paxton, Huntingdon. (Midland).  
 I. Park, 40 Rectory Lane, Byfleet, Surrey. (Central).  
 J. Pearce, 11 Pipers End, Wolvey, Nr. Hincley, Leics. (Midland).  
 Brian Pepperdine, 8 Andover Close, Uxbridge, Middx. (Central).  
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 M. Swainsbury, 21 Bunbury Ho., Fenham Road, Peckham, London, S.E.15. (Central).  
 David Tucker, 88 Eastcote Lane, Northolt, Greenford, Middx. (Central).  
 G. Tufnell, 29 Market Hill, Sudbury, Suffolk. (Midland).  
 A. Turner, 70 Tedbury Crescent, Erdington, Birmingham 23, Warks. (Midland).  
 Dave Tyrie, 69 Inchkeith Road, Southway, Plymouth, Devon. (South).  
 Barrie Wade, 84 Acacia Avenue, Hornchurch, Essex. (Central).  
 Roger Watkins, 27 Manor Drive, Mill Hill, London, N.W.7. (Central).  
 Roger Wayne, Glaslyn, Springwell Lane, Hill End, Harefield, Middx. (Central).  
 Tony Whitehouse, 4 New Street, Chasetown, Walsall, Staffs. (Midland).  
 Richard Wilkinson, 111 Lune Street, Lancaster. (North).  
 John Wright, Whaplode Lodge, Holbeach St. Johns, Nr. Spalding, Lincs. (North).  
 Richard Wright, Fleetway House, Fleet Road, Holbeach, Lincs. (North).  
 Dereck Yates, 592 Manchester Road, Bury, Lancs. (North).  
 Tony Beadle, 239 Windsor Avenue, Hillingdon Middx. (Central).  
 John Bell, 19 Fenwick Place, Clapham North, London, S.W.4. (Central).  
 John Brice, Parsons End, School Lane, Cookham Dean, Berks. (Central).  
 Richard Downes, 106 Club, Catisfield, Fareham, Hants. (South).  
 Clive Dixon, 3 Mylis Close, Wells Park Road, Sydenham, London. (Central).  
 Eric Ellis, 12a Temple Street, Brighton, Sussex. (South).  
 Paul Evans, 215 Chislehurst Road, Petts Wood, Orpington, Kent. (Central).  
 Jack Ferris, 81st AEMS, Box 36, RAF Bentwaters, Nr. Woodbridge, Suffolk. (Midland).  
 Terry Greenhill, 100 Hertingfordbury Road, Hertford. (Central).  
 Eric Halsey, 13 Winton Street



Co. bought a 200-acre tract of land in New Hampshire. The New England Hot Rod Council has been dissolved and the New England Dragway Inc. formed in its place. As they were running short of money, they sold 45% of their business to four people for 80,000 dollars and if the lawyers get cracking they may be able to race this year. A recent copy of Drag News featured Phil Millers Racing Team Car which is built by the Haulin' Chassis Co. The firm supplied the

I was examining the lines and metallflake finish when I noticed a chap looking my way. I looked at him and then it registered. It was John Baker of the Stormin' Stude. He was their representative on the stand, and the reason for our not recognising each other right away was the fact that last time we met it was in pouring rain and we both looked a bit scruffy. On this occasion we were both dressed normally! "Would you like to look under the

● Continued on Page five

Robert Piper, 118 Abbotsbury Road, Morden, Surrey. (Central).  
Bob Rothwell, Treskelly, Southend Road, Sandon, Nr. Chelmsford, Essex. (Central).  
David Simmons, 13 Monks Orchard Road, Beckenham, Kent. (Central).  
Malcolm Simpson, 9 Broad o' th' Lane, Astley Bridge, Bolton, Lancs. (North).  
Roger Skinner, 119 Baddow Hall Crescent, Gt. Baddow, Chelmsford, Essex. (Central).  
Michael Smith, 6 Lodge Crescent, Waltham Cross, Herts. (Central).

Greenwich, London, S.E.10. (Central).  
Jon Horn, 1 Wellcroft Road, Ivinghoe, Leighton Buzzard, Beds. (Midland).  
Michael Lea, 33 Lancaster Road, Wimbledon, London, S.W.9. (Central).  
Sid Lieb, 81st FMS, Box 203, RAF Bentwaters, Nr. Woodbridge, Suffolk. (Midland).  
J. Mann, 20 Greenaway Gdns., Burnt Oak, Edgware, Middx. (Central).

To be continued next month

## AUTOMATIC AUTOS

DAVE WITHERS

AS WE ARE all rodding enthusiasts, many of us must also be keen on aspects of ordinary motoring. Perhaps those who are will find something of interest in this brief story of the automatic transmission. As the information was compiled at the end of 1964, any changes since then may not be included.

Did you know that the epicyclic gearbox and fluid flywheel introduced by Daimler in 1930 was based on an invention by a Dr. Föttinger of Hamburg as early as 1907? Before the Daimler transmission was the "Constantinesco" of the early 1920's, a fully automatic box which, being entirely mechanical, was unreliable in service. In 1936, GMC of America were testing a prototype of their "Hydramatic" box and fitted the production model to a Cadillac in late 1940. The Hydramatic, with four forward ratios, was controlled by a combination of manifold depression and engine speed.

Automatic transmissions did not interest British car manufacturers during the 1940's but in 1952 an improved version of the Hydramatic box was offered as an optional extra by Rolls-Royce and Bentley. Jaguar followed this lead by offering a Borg-Warner unit on their Mark VII "M" type. Now we find that most British car

manufacturers list automatic transmissions as an alternative and, before very long, manual gearboxes will probably become the "optional extra" as they are for most American cars.

Types of automatic transmissions now being made run into dozens and are fitted to engines from 8,000cc down to the 750cc of the Dutch "Daf". The latter uses broad V-belts running over front and rear conical pulleys having adjustable diameters governed by engine vacuum and centrifugal weights. This system gives an infinitely variable gear ratio but cannot really be used for outputs of over 30 BHP.

Three or four years ago, S. Smith & Sons introduced their "Autoselectric" transmission for 1½ to 2½ litre cars but this was not favoured by many car manufacturers as its simple mechanical design was offset by a complicated electrical layout. In fact, Rootes were the only people to use it and when they lost interest in it, Smiths decided to call it a day and forget about the whole thing. However, their associates—Jaeger of France—offer a version of the Autoselectric for the Renault R8, but it is still unpopular as there is a delay while gear-changes are made. As you can see, our manufacturing giants don't always have their own will. The design of this box was bril-

liant in a theoretical sense but it just wasn't practical. It was basically two clutch members separated by a magnetic powder which, when magnetised, provided a solid drive through a 3-speed mechanical gearbox. Rootes now offer an automatic transmission consisting of a torque converter and a 3-speed epicyclic gearbox for their Hillman Minx. This car has carburettor and camshaft changes giving a 10% power increase to counteract transmission losses. The same box is also available for the 1½ litre Fords.

A smaller version of GMC's excellent Hydramatic transmission is to be found on the Vauxhall Cresta, having the number of forward speeds reduced from four to three. The ratios are produced by two epicyclic gear drives with a torque converter on first gear. An unusual feature is that (in order to reduce power losses found in the majority of automatic boxes) in the top ratio, 2/3rds of the drive are taken by a mechanical clutch and 1/3rd by fluid!

In 1961 Borg-Warner introduced their "Model 35" for 1½ to 2½ litre cars, available for the Ford Zephyr/Zodiac, 2½ litre Jaguar/Daimler and BMC cars. The "35" combines epicyclic gearing with a fluid coupling; this set-up being almost universal in America. This box is similar to the Hydramatic except that in top gear the torque converter trans-

mits all of the drive and acts as a fluid flywheel when the ratio reaches 1:1. Its disadvantages are poorer acceleration and maximum speed and a greater fuel consumption than other boxes.

Several other automatic transmissions have been developed over the past few years but have not been applied to production vehicles at the time of writing. An example is the "Ferguson-Teramala" which has a 2-speed gearbox between the engine and the torque converter, although the usual practice is to fit the gearbox after the torque converter.

Another efficient but fairly uncommon transmission is made by Hobbs and was offered for Borgward cars at one time, also being available for Fords. It has four forward ratios and incorporates a hydraulic coupling for smooth changing but is unpopular as it needs an oil cooler to dissipate the excess heat caused by its slip. However, its efficiency has been demonstrated by tests in Jaguar and Lotus cars in actual racing conditions.

It is pleasing to see that oil refiners are also working hard to improve automatic transmissions. In this direction, Shell-BP are developing a heavier oil with a higher viscosity so that impellers and turbines of smaller diameter can be used and pumping losses reduced. This should lead to automatics being used more often for racing.

## North-East Notes

By BILL TAYLOR

Everyone else seems to be writing articles these days, so I thought I might as well have my "two pennorth" in. There isn't a great deal of news up here in the heart of deepest Durham, but we do have one or two claims to fame; e.g. the bloke who wrote the very good articles on the "Dos Palmos" dragster and Keith Schellenberg's Mustang racer, is one of ours, as is the chap who does the drawing of the "T"-rod on the front of "Kool Kams". Last, but definitely not least, is the fact that the former "Dos Palmos" gas dragster is based in this area at Darlington.

Actually, the main form of rodding round here is Stock Car Racing, and there are several pretty exotic machines apart from the normal run of Jags and Ford Flatheads (e.g. a narrowed Fiat "Topolino" powered by a souped-up 351 c.i. Caddy, and a very smart "home-brew" running a large Ford "Interceptor" mill of unknown displacement). Several of the drivers have promised to enter their machines if we can organise a drag meeting locally, so we are doing our best.

As regards new members, the usual cry is, "It'll have to wait until I've got thirty bob!" Some excuse, but what can you do, short of lending them the money? Latest member, Ced Iley, is a keen rodder and was much impressed when he witnessed his first drag meeting, at RAF Woodvale, being heard to mutter,

## MIDLAND RODDING

DAVE WITHERS

YES, THAT IS a new name at the top of this report. As Dave Kipling mentioned previously, he has had to give up his post as Midland Division Secretary to attend college in Birmingham and I've been asked to take over from him. No doubt we'll still hear from you, Dave, and I'm sure everyone wishes you all success in your studies.

Among some interesting letters from several enthusiastic members was one from Stuart Bradbury of Wellingborough in Northants. Stuart wrote to tell me of his distinctive Mini-van and enclosed some very good photographs of the customised interior. A member of BHRA since September this year, Stuart doesn't follow the normal Mini-owners' trend of plastering his motor with strips of chrome-tape and so on. Instead, he has given his Mini a much pleasanter appearance by padding the interior and fitting a wooden dash panel. Further improvements include longer flick-switches on the dash and a gear-lever extension for easier cog-swapping. Twin spotlights and reversing lights have also been added to this smart little van, which has been converted to a four-seater. To give it the power to match its good looks, the mill has been fitted out with a Cooper head topped by a polished aluminium alloy rocker cover. Stuart, at 20-years-old, is interested in all forms of rodding, but mainly dragsters.

Another keen new Midland member is Bill Randall of Shrewsbury who says that he isn't the owner of a car or bike at the moment but is looking out for a fairly cheap car suitable for some mild customising. Until then,

ready small engine compartment to make this a really potent machine. Stopping power will be provided by a set of 12inch hydraulic brakes from a Mk VII Jaguar, bought for the modest price of 50/-. These will be mated to the rod's 19inch wheels. Bob started this existing rod in the autumn of 1964 and hopes to have it finished by next Easter, insurance companies willing!

Talking of insuring hot rods, Colin Shervington, of Rugby, has asked if I can help him find out the cost of insurance for various types of rods as this is one of the major factors which will decide what sort of rod he will build. I'd be pleased to hear of other member's experiences in this tricky matter so that I can pass the information on to Colin. In fact, I'm always pleased to hear from anyone for any reason, so if you feel like telling someone about your interests, drop me a line—I'll appreciate it.

Colin is the proud owner of a customised scooter on which he must have spent quite a lot of time. I've asked him to describe it in detail so that other members can hear about it, but to give you something to stir your imagination, I can tell you that the colours are blue, yellow, red, black, white, silver, gold and orange! It has an imitation marble floor and black quilting behind the legshield, with a Ford-type pickup box at the back. I believe that the engine has also been "got at". Colin also joined BHRA last September and sounds like a very keen member.

A member who became keen on rodding about the same time as myself is Bernard Cooper of Darford

## British Hot Rod Assn. Committee 1965/66

### Chairman

JOHN C. BENNETT,  
48 Whitehorse Lane,  
South Norwood,  
London, S.E.25. LIVINGSTONE 5575.

### Vice-Chairman

E. C. JENNINGS,  
115 Birchanger Road,  
South Norwood,  
London, S.E.25. LIVINGSTONE 5575.

### Treasurer & Editor Kool Kams

PIETIE BARTLETT,  
55 West End Court,  
West End Lane,  
Stoke Poges, Bucks.

### Motor Cycle Secretary & Motor Cycle Editor

ROGER WAYNE,  
Glasslyn, Springwell Lane,  
Hill End, Harefield, Harefield 2389,  
Middx. HAYES 2635

### Competition Secretary

RICHARD LAWRENCE,  
14 Bensham Grove,  
Thornton Heath, MIT 0708  
Surrey. LIV 6560

### Assistant Competition Secretary

BERNARD DAVEY,  
121 Norbury Avenue,  
Thornton Heath, LIVINGSTONE 5575,  
Surrey.

### Model Secretary

PAUL WEST,  
106 Hazelbourne Road,  
London, S.W.12.

### Assistant Model Secretary

COLIN BAMFORD,  
68 Westcombe Avenue,  
Croydon,  
Surrey.

### Public Relations Officer

VIC OUTEN,  
Lee Green,  
The Flat, Barclays Bk. Chambers,  
London, S.E.12.  
HOP 5188 after 3 p.m.

"Sheesh!" Ced has owned a large American "Indian" vee-twin flat-head ex-police bike, a "vertical" Ford "Pop", a Jowett Javelin, a "special" with an MG body channelled over a shortened Ford 8 chassis with a hot Ford 10 mill. (I can vouch for the fact that this machine could really perform). At present Ced is running a '37 Wolseley 14, now undergoing restoration with mild customising. Although 28-years-old, this machine will cheerfully do 75 (the height makes it feel like 50!), and just as cheerfully devour through its twin SU's 1 gallon of gas for every 15 miles. The Wolseley will possibly be making way for a Jag in the near future. Ced also has a 350cc drag-bike on the stocks.

Elsewhere in the division there is an NSU "Prinz 4" powered dragster under construction, but as this is in Scotland I don't know much about it.

his rodding activities are confined to models, a hobby on which he seems quite keen. Bill first caught the rodding bug in '62 and joined BHRA in August this year. He is now busily engaged in an attempt to enrol some more rodding enthusiasts from his part of the country. Keep up the good work, Bill—the more members we have, the more we can do!

Bob Henderson, of Prestatyn in North Wales, was already the owner of a hot rod when he joined BHRA last September, and what a rod; It started life in 1934 as a Lagonda Rapier, a potent car even by today's standards, and has now lost all resemblance except for the radiator. 21-year-old Bob and his wife, Ann, are both keen rodders and have stripped, hand rubbed and painted the body with four coats each of White, Poppy Red and Blue Fig. The upholstery is all black apart from the white hood and spare wheel cover. A 3½ litre Jaguar mill and gearbox have now been acquired to fit into the al-

We both had the thrilling experience of seeing Allard's big Chrysler-powered dragster demonstrated in a sprint at Bebden several years ago. Although Bernard was originally a keen motor cyclist he has now gone over to cars, as he is a family man, and is the owner of a '56 A90 Westminster which he is running stock at present. One of his earlier possessions was a Norton International 500cc OHC with a high-compression piston, TT carb., Manx close-ratio gearbox with no kick-start, etc. I'll bet that really sang. Bernard attends just about all of the Graveley, Duxford and Debden meetings and, of course, was quite disappointed at finding that some of his "neighbours" were objecting to the use of Duxford for drags and sprints.

That's about it for this time. Don't forget that any Midland Division members who can offer any suggestions to improve BHRA, or have anything to grumble about, are very welcome to write to me.

**Assistant Public Relations Officer**  
JOHN GREENWOOD,  
4 Viewland Road,  
Plumstead,  
London, S.E.18.

**Northern Division Secretary**  
CLIVE LINGUARD,  
9 Slate Lane,  
Audenshaw,  
Manchester.

**Secretary**  
MRS. ANN BENNETT,  
48 Whitehorse Lane,  
South Norwood,  
London, S.E.25. LIVINGstone 5575.

**Midland Division Secretary**  
DAVE WITHERS,  
9 Vergette Street,  
Peterborough.

**Scottish Division Secretary**  
A. W. BELL,  
46 Westwood Crescent,  
Mainholm, Ayr,  
Scotland.

**Assistant Scottish Div. Secretary**  
W. H. TAYLOR,  
64 Woodhouse Lane,  
Bishop Auckland,  
Co. Durham.

## RODDING AT RANDOM ● Continued from Page Four

hood?" John asked. "I can't do it too often because as soon as it is open I get besieged." Quite true—the crowds soon gathered, but I was up front and was able to get a good look while he explained the various parts and innovations. Some motor car; and smoking front tyres should be a novelty on the strip for a while! John also told me he had plans for a "hemi" in his car next season.

At one stage he got called away and a young lad noticed my lapel badge and said "Ah! NHRA." I asked him if he was a member; he said he wasn't but did belong to BDRA. So then I told him about BHRA and we had a short natter about drag racing. He read British Drag Racing and on my mentioning my name, he recalled my monthly

ramblings in that magazine, which goes to show that even when you take a day off, you still get caught up in the world of hot rodding!

During my week's autumn holiday, Beryl and I had a very pleasant day out at the invitation of Geoff Jago. In my last article in Drag Racing I happened to mention having a re-spray for my car in mind and being quoted £100. Geoff offered to do it for about half this figure, including some metalflake, pin striping and scalloping! His suggestion of coming to see him and Diana and having dinner with him was eagerly acted upon, and we were very well looked after during our three hours there. He has his own idea of what would look good in the way of colour on my Zodiac and if I manage to survive the

winter without any diabolical expense, I intend taking the car down next spring for him to give the treatment.

An interesting sight in his workshop is a range of customising equipment from Custom City arranged along one wall. The mag wheel look covers are great and if I had 14 or 15 inch wheels I would have had a set. As it is I have a set of their £6 wheel covers and they are completely different from anything obtainable in this country. While on the subject of Custom City, I would like to compliment them on their speedy service. Everything I have ordered from them has arrived by return post and they do not mind answering any queries you may have. It was a good move when Pete Bartlett arranged a 10% dis-

count for BHRA members, and if you want to know what they are offering, the address is Eastergate, Chichester, Sussex, in case you have forgotten. Of course, if you are near Geoff's workshop, you can see them on display which is even better.

Melvyn Atkinson is in trouble again. He wants a reversing light lens and rim to fit his Olds (54). Some light fingered gent half-inched one of his!

Timmy Lismore of Deptford has been hiding a '36 Ford V8 dhc for the past four years, but is now restoring it to almost mint condition by the photos I have seen of it. Perhaps he will write an article on it—if he doesn't, I'll be over to see it and do it myself!

## Members Mail

Dear Pete,

The new KK (September) highlights the current theme of BHRA; activity!—a sure sign that we are going places. Your efforts have even encouraged me to put pen to paper.

For some years, I have owned a Morris 8 (1936) convertible which, while providing day to day transport, has undergone a small degree of customising. Engine-wise, it is fully reconditioned with a shaved and polished cylinder head, double valve springs, Series E crankshaft and rods, and a Servais exhaust. A four-speed gearbox with remote control replaces the original 3-speed. The car is green with white hood, tonneau and running boards. Other small mods serve to impress the locals!

Other Morris 8 owners are invited to join the thriving Morris Eight Tourer Club (1929-1939), which has a large world-wide membership. We hold monthly meetings in all parts of the country with rallies, driving tests, film shows, etc. (Actually, they prefer "Factory Stock" vehicles, but any keen M8T owners will be welcome).

I also have a Berkeley B9s, so I should be interested in meeting other Berkeley owners.

P. V. LANGDELL

2 Warner Road,  
Hornsey,  
London, N.8.

# B.H.R.A. Annual General Meeting 1965

• Continued from front page  
examined the economics of the two formats. The Editor proposed that K.K. in future should follow the newspaper format; this was seconded by J. Bennett, and passed unanimously by the members. The Editor added that this type of format should prove easier to produce regularly on a monthly basis, and that it was his intention to publish it in the third week of each month, provided sufficient copy was received from the members by the 1st of each month.

The Chairman at this point explained that E. Jennings, the Vice-Chairman, was now carrying out all the small printing work, i.e. membership cards, performance certificates, etc, for the Association. The Chairman showed the Association a Christmas card which E. Jennings had produced and announced that it was now available for general purchase.

In the absence of the Competition Secretary the Chairman briefly outlined the past year's events and explained the forthcoming year's events which will include the Drag Championship. The Chairman went on to explain how the biggest drawback of drag racing at present was the lack of a permanent venue, and he took much pleasure in announcing that five BHRA members, including himself, had been able to obtain an area in Bedfordshire suitable for a permanent drag strip. He explained that although it was obviously of advantage to the Club that the controlling owners were BHRA members, the new drag strip would have to be economically operated, and to this end a company entitled "National Dragways" had been formed.

The Chairman apologised on behalf of the Committee for the absence of a Rod & Custom Show in the past year, and it was hoped that the mem-

shirts manufactured for the Association's members.

In continuance with any other business the Chairman asked if there were any questions, criticisms or suggestions from the members.

E. Ellis of the Southern Division asked if working parties would be required for the new drag strip. The Chairman thanked him for his offer and stated that as this was intended to be a private, commercial enterprise, he would at this stage rather not accept this offer. D. Metcalfe, also of the Southern Division, asked if there was anything being done about drag racing classes for next year. The Chairman replied that the British Drag Racing Association were forming a Technical Committee to discuss this. BHRA Committee are also at present discussing this rather complex question. P. Hicks of the Northern Division asked if there would be a class for "gassers" and a class for "altereds". The Chairman explained that the RAC regulations catered for all types of vehicles, although the wording was somewhat different from the USA style. He had no doubt that classes to cover these vehicles could be found within the general framework of the RAC regulations. D. Metcalfe proposed that the Secretary should write to Mr S. H. Allard, who is at present in hospital, wishing him a speedy recovery; this was agreed unanimously by the members. E. Ellis asked when the regulations containing the classes would be published for the coming season. The Chairman stated that they would be available within the next two months.

R. Piper, of the Central Division, stated that he was now in a position to have chromium plating work carried out for members in the Central Division; P. Hicks of the Northern Division said he could also get this

by N. Cowlard, seconded by C. Lingard.

**Secretary:** Mrs. A. Bennett; proposed by R. Piper, seconded by B. Perkins.

**Competition Secretary:** D. Lawrence; proposed by E. Ellis, seconded by A. Herridge.

**Public Relations Officer:** V. Outen; proposed by D. Withers, seconded by P. Hicks.

**Motor Cycle Secretary:** R. Wayne; proposed by B. Perkins, seconded by B. Davey.

**Model Section Secretary:** P. West; proposed by M. Hines, seconded by D. Kipling.

**Editor Kool Kams:** P. M. Bartlett; proposed by B. Perkins, seconded by J. Greenwood.

**Midland Division Secretary:** D. Withers; proposed by B. Randall, seconded by N. Cowlard.

**Northern Division Secretary:** C. Lingard; proposed by A. Herridge, seconded by B. Davey.

**Scottish Division Secretary:** A. W. Bell; proposed by P. Hicks, seconded by D. Kipling.

There being no further business the meeting closed at 3 p.m.

## RODS NORTH

BY CLIVE LINGARD, N. Div. Sec.

Two Northern dragsters just missed the Festival by a hair's breadth. John Grierson's 929-cube o.h.v. Ford rail was only finished just after the entries closed for Woodvale. This dragster is rather unusual in so far as it has the Ford - O - Matic transmission. Front