

HOFtalk



The British Drag Racing Hall of Fame News Bulletin Summer 2018 Issue 6

Compiled and Edited by Simon Groves; additional words by Andy 'Tog' Rogers

2018 INDUCTEES ANNOUNCED

The British Drag Racing Hall of Fame (BDRHoF) announced in July the names of the people selected for induction this year.

They are the family of a pioneer racer and long time journalist and manager of Shakespeare County Raceway the Cooksons, Jet dragster pilot and founder of TSI Timing Systems European division Steve Horn, bike pioneers Team Pegasus, multiple Pro Mod champion and race car constructor Andy Robinson and Top Fuel Dragster racer and tuner Peter Lantz.



Joan, Gerry and Jeremy Cookson



Steve Horn



Team Pegasus



Andy Robinson



Peter Lantz

Their detailed citations are in the next five pages and the Induction Ceremonies will take place at the BDRHoF Gala Awards Dinner being held at the Oatlands Park Hotel, Weybridge on November 17th when drag racing personalities and fans from around the world will celebrate the commitment and the influence they have had on drag racing. We welcome them all into the British Drag Racing Hall of Fame.

From the Editor



Welcome to the sixth issue of HoFtalk.

It's exciting times for the BDRHoF. We are looking forward to our Gala on 17th November at Oatlands Park. Our 2018 inductees have been warmly greeted. The Lucas Oil Global Achievement Award will this year be going to the SFI Foundation, responsible for setting safety standards that have saved lives around the world.

We have a new headline sponsor, Lucas Oil, beloved of many racers around the world. And the Bench Racing on the same day as the Gala includes the launch of the most significant book on British Drag Racing in several years. We also welcome special guest Rich Guasco.

We hope that you can be part of this year's Gala. The BDRHoF is an organisation set up by drag racers for drag racers. We welcome any contributions so that we can continue to honour those who have made a difference.

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The Cookson Family - A Profile by Simon Groves



Gerry Cookson first became aware of drag racing when his brother in law David bought Hot Rod Magazine and showed it to him in the early 1960s. They, and Gerry's wife Joan and son Jeremy, travelled together from their home in Sutton Coldfield to the 1965 Dragfest.

Enthusied by the spectacle they saw, Gerry decided to build a slingshot dragster powered by a Morris Minor engine. The car was almost ready for the track at the same time that Santa Pod opened in 1966. Tuition in welding

the chassis came from Ken Cooper, and Gerry did all his own work on the car. The slingshot, first known as Minor Leaguer, evolved into Trouble Shooter after new bodywork, engine and chassis changes to enhance performance.

In 1969 when wife Joan was pushing the car down the fire up road, the dragster's push bar collapsed, resulting in the car going into the guardrail and rolling. Undeterred, Gerry built a new chassis as he had previously done. By 1973, using a 1071cc Mini Cooper engine with a Godfrey cabin blower on methanol, the car was recording times in the mid 10 second zone and had many wins in the Junior Dragster class. Gerry then built a Berkeley Sports and entered it in the Modified Street division. By the early 1990s he was racing an MG Midget with which he won the Four Pot challenge, and, in the early 2000s, ran at RWYBs at Shakespeare County Raceway forty years after his track debut.



Whilst Jeremy helped his dad prepare his car for racing, he soon joined the junior section of the Midlands Drag Racing Association and helped Gerry edit the club magazine, the original Fire-Up. Jeremy was soon writing race reports for various motorsport and drag racing publications. A job at a local printer helped him gain the printing work for the club. At the end of the 1980s, he started editing a new version of Fire-Up magazine published by Avon Park manager John Wright and, after that closed, he embarked on editing European Dragster with promoter and publisher Keith Bartlett. These magazines got Jerry known to other journalists and racers.

Jeremy started commentating at Avon Park in the early 1990s, and his comprehensive knowledge soon resulted in him being widely engaged within the sport. He also publicised Avon Park and its associated track safety operators FAST. In 2006 when the then external promoter of Avon Park departed, Long Marston airfield owner Anthony Hodges decided to bring the function in-house and employed Jeremy as head of marketing and promotions. With Anthony's goodwill, Jeremy relied mainly on voluntary work for help with the various functions around the track until it was sold for development and closed early in 2018.

For over forty years, Gerry Cookson was an active and winning participant in UK drag racing, and for nearly as long, Jeremy Cookson has been closely involved in media and marketing of the sport, and for these reasons we are delighted to induct the Cookson family into the BDRHoF.

Photo credit - Keith Lee

Steve Horn - A profile by Lesley Wright



Steve Horn first entered Santa Pod Raceway courtesy of his Dad's friendship with one of the gate staff back in the early 1970s. He'd just started an apprenticeship in Electronic Engineering at RAE Bedford and soon became known for helping to fix various track equipment, which he saw as pay back for the free entry he'd gained.

At RAE Bedford he was involved in Research & Development of the Harrier Jump Jet and at Santa Pod joined the 'Jet Set' as the bunch of young lads who hung out with the Scorpion Jet Car, began to be known. By the Blue Thunder Jet Nationals, held at Santa Pod in August 1983, Steve was driving Hellbender and won the Cannonball style shootout against four other jets with consistent 7.20's at 220 mph, the eventual winner being indicated by the arrow win light manually lighting

up in the lane he stood in after the race was over.

When the Midnight Cowboy Jet Funny Car was being developed, Steve would drive the few miles to Santa Pod in his lunch hour so that he could sit in the pilot's seat, whilst Allan Herridge was trying to sort out the afterburner, then he would go back to work for the afternoon! The sad events later that year made Steve hang up his helmet and fire suit for good but he continued to crew for the jet cars.



Steve had a lot of interest in the original timing system (DRAGS Mk2) developed by Peter Billinton, but the most significant development was the purchase of the TSI system from the USA in 1991. Since then he has overseen the track re-wiring four times. With the TSI system, Drag Racing had reaction times, 60 foot, 330 foot, eighth mile ET and speed, as well as 1000 foot and the full quarter along with the finish line scoreboards. Lots of study and dummy runs of the system were needed to get used to the new choice of Sportsman and Pro Trees and now Drag Racing also had the Progressive ladder system. Bracket racing was born and with it the need to train staff, often in his living room in the evenings.

With Drag Racing achieving FIA status, Steve Horn was one of the first in the sport to be recognised as an MSA International Speed Time Keeper and travelled to many events across Europe and Worldwide.

It has to be remembered that the work of the timing team starts long before the race meeting starts and ends long after it finishes. Steve said that it always makes him smile when records are set although his focus has always been the equipment on track, keeping watch to see if any damage has been done or bulbs need replacing to get the action moving again.

It is for his long-standing dedication and hard work in helping to develop the systems and people required at Santa Pod and beyond for races to be won and records to be set, that Steve Horn is being inducted into the British Drag Racing Hall of Fame.

Photo credit - Julian Hunt (portrait)

Team Pegasus - A Profile by Keith Lee



Of all the iconic machines in the history of drag bike racing in Europe, one that is truly legendary is Pegasus. The name is synonymous with the show and go aspect of the sport, as one of the first show quality machines to grace the strips.

Team Pegasus came about as three friends from the Bedford area, Derek Chinn, Mick Butler and Ian Messenger, decided to have a go at sprinting and drag racing in 1967. They started with an old 600cc single cylinder Panther powered bike, aptly named Long Rod, which still survives today, and they soon acquired an appetite to challenge the top racers of the day who mainly used vee-twin motors.

The first incarnation of Pegasus was an unblown 998cc Vincent in 1968. Taking it in turns to ride the bike, the elapsed times quickly improved. A Shorrock supercharger was fitted for 1969, and the bike started to fly. That year, Pegasus was the first drag bike to race in Sweden, and Mick Butler rode the bike to its first British Drag Bike Championship win, defeating John Hobbs in the final.

In 1970, the beautifully prepared Vincent was one of two British bikes on the first trip from the UK to race at the NHRA U.S. Nationals at Indy. Despite transportation delays, the experience of competing at the sport's number one drag race was a brilliant adventure for the young team. The bike joined the nine second elite, recording best times of 9.83s/150mph.

In many smoky side by side charges, Pegasus notched up a good number of wins. It took the 1971 BDR&HRA and NDRC championships. Derek tried to extract more power for 1972, by upping the capacity to 1458cc, after which the original Pegasus was retired.



Mick Butler decided to strike out on his own after 1972, previously running a Norton powered bike alongside Pegasus, as he wanted to race more often. He built Super Cyclops, a 1000cc double Norton, which dipped down into the low nines, followed by a Weslake vee-twin, which Mick rode into the low eights.



In 1974, Derek and Ian unveiled the double-engined 1656cc Pegasus Norton - a true work of art. Early times were fraught due to an overworked motorcycle gearbox and clutch. Once the bike was fitted with a Lenco two speed and slipper clutch, the wins started coming again. Eddie Keightley joined them as a team crewman.

The Norton was a big hit on the show circuit, and won numerous Best Appearing and Best Engineered awards at the races, with several different airbrushed murals applied over the years.

Best times achieved by Pegasus were 8.39s/170mph. The bike was retired at the start of the '80s but happily the bike was sold to the National Motorcycle Museum where, for many years it was the main attraction in the entrance foyer.

Derek built a replica of the original unblown Pegasus in the late 1980s in order to have some fun racing at sprints, and it still runs at Dragstalgia. Amazingly, in 2016, after the double Norton had spent some 33 years in the museum, Derek and Ian got the bike running again. It was quite something to see and hear the iconic Norton out on track, with Derek riding it for one last time.

The three original team members all shared the same values regarding quality and will always be linked together, after their time spent in establishing the Pegasus name.

Supplied Action Images By Roger Philips & Keith Lee

Andy Robinson - A Profile by Robin Jackson



Andy Robinson is the MSA British Drag Racing Champion six times over. This distinction alone might warrant his induction into the British Drag Racing Hall of Fame, but it is only part of the story of the UK's long-serving 'Mr. Pro Mod'.

Pro Modified had emerged in Britain in the late 1980s and became the MSA Championship class in 2007. By then, Andy Robinson had already been involved in drag racing for over a decade. In 1974, during an engineering apprenticeship, a college lecturer had suggested he try marshalling circuit races as a pastime. Marshalling at nearby Blackbushe, he found himself attracted to the Run What Ya Brung activities of local hot rod and custom car clubs, something not available in the circuit racing world. A home-built, high-riding Ford Zephyr was his first serious racing machine and won him his first title, the NDRC Allcomers Street Championship at Long Marston in 1981.

A Chevy Monza followed, and then a Ford Sierra Sapphire, Andy's first venture into the burgeoning Pro Mod scene to take on leading contenders of the day such as Tim Cook, Dave Mingay, Dave Warne and Dave Pollen. In 1991, a new house with space for a custom-built workshop launched Andy's career as a professional racing car constructor. On the track, an innovative Rover 800 coupe dominated the Pro Mod scene, winning national championships in 1997 and '98, and was replaced by Andy's best-known car, the purple, flamed Studebaker Commander, first in unblown nitrous form, then adopting the supercharged methanol power the team employs to this day. The Studebaker won three MSA Championships. Its replacement, a 1969 Chevrolet Camaro debuted in 2013, has notched three more and is chasing its fourth in 2018.



Racing cars are a full-time, Robinson family occupation. The company, Andy Robinson Race Cars (ARRC), finds Andy and son Luke busy in the workshop while Kate, Andy's wife, manages the business. At the track, daughter Stefani is part of the large team preparing the Camaro for action. Moreover, the company's products are a constant feature of any European Pro Mod field. For example, The Main Event's entry list this year included four other ARRC vehicles competing against the Camaro.

The Robinson pit is renowned as a source of practical help and advice for racers throughout the paddock, whether company customers or not, a significant factor in the minds of the Hall of Fame's selectors as they deliberated their choices. Andy and Luke also serve as inspectors on the SFI Foundation's annual European racing equipment recertification tour, and Andy sits on the MSA Drag Racing sub-committee too. Drag racing forms only part of ARRC's product portfolio. The company's reputation is second to none in Historic and Classic circuit racing, where it specialises in building roll cages and provides all manner of other fabrication work.

It is for his abundant contributions to the practice and spirit of British drag racing over so many years that Andy Robinson is inducted into membership of the British Drag Racing Hall of Fame.

Photo credits: Eurodragster.com

Peter Lantz -A Profile by Andy 'Tog' Rogers



Peter Lantz Racing fired a shot heard around Europe on 16th August 1997 when Kent Persson drove the PLR Top Fuel Dragster to Europe's first-ever four-second pass, a 4.987/472.87 kmh (293.83 mph) at the NitrOlympX at Hockenheim. Although rightly remembered as a crowning moment, it was one of many achievements in Peter's career.

Peter Lantz's first race car was a Volvo-powered Competition Eliminator dragster built with two friends in 1979. The rail gave way to a Keith Black-powered dragster which was campaigned for two years before Peter ordered a Pro Comp dragster from the Kjellin brothers. Whilst that car was being built some of Peter's running gear was placed in Jonny Nilsson's Pro Comp Funny Car, which was driven by Kent Persson and which came out on top of a sixteen-car combined Pro Fuel and Pro Comp eliminator at Pite Dragway. The car won the Swedish Championship and set a European record before

being campaigned in the USA. During this time Peter also crewed with Bjorn Ardin and Torsten Dahl to learn about alcohol tuning.

Peter drove the Pro Comp dragster from 1986 until 1989 and then built his own dragster which he campaigned until 1991, when he also took the seat of the ABC Top Fuel Dragster and started to work with tuner Morgan Svensson who became a firm friend and with whom Peter credits all of his subsequent performances and successes. Peter took over the ABC Top Fuel Dragster in 1992 and then built his own Top Fueller in 1994. With backing from Optima Batteries Peter won the ETFA Championship in 1994, running Europe's quickest ET of 5.11 seconds. After a successful weekend at Mantorp Park in July 1997 Peter was invited by promoter Rico Anthes to the NitrOlympX where history was made.



The PLR dragster was equipped with a revolutionary injector hat known as the Sharkfin, which was designed by Morgan. The injector sat in clean air high above the roll cage and blower pulley. The blower design was also changed to front-load the air pressure since at that time 90% of the air went towards the back of the blower. Now standard practice worldwide, the idea was way ahead of its time in the 1990s.

Anita Mäkelä drove the PLR Top Fuel Dragster in 1998, finishing third in the FIA European Championships, then Peter climbed back into the car and won the first two Swedish Top Fuel Tour Championships in 1999 and 2000 before selling the dragster.

Although nominally retired Peter was asked to drive Pelle Lindelöv's Top Fuel Dragster in 2002 to sort out problems with the car. Peter hung up his firesuit for good after the 2002 FIA European Finals at Santa Pod Raceway.

After Peter retired from driving he and Morgan supported and consulted for other racers including Jens Nybo, Tommy Möller, Jöran Persåker, Jonny Lagg and Björn Mårtensson. Most recently Peter has been working with Top Fuel Dragster racer Stefan Gunnarsson alongside the US's Mike Domagala, who he says has taken his knowledge into another

dimension. With support from Peter and Mike, Stefan was the first Swedish racer to run a three-second 1000-foot time.

For his Championships and achievements, and for conferring success upon those racers whom he has supported, Peter Lantz is inducted into the British Drag Racing Hall of Fame.

Photo credits: Eurodragster.com

Chairman of the BDRHoF Stu Bradbury said, *"The Selection Panel has come up trumps yet again with another well deserving bunch of inductees. Over the years they have done a sterling job due to the broad representation of ages and experience we have on the board. Congratulations to all our inductees for what they have done and continue to do for our sport. We also welcome responses from racers and media who recognise that our Gala is a platform that they can bring along sponsors to, and a great opportunity to meet influential people involved in British Drag Racing."*

Members of the British Drag Racing Hall of Fame are shown below in order of induction:

- | | | |
|-------------------------|-----------------------------|----------------------------------------|
| 1. Allan Herridge* | 21. Dave Grady* | 41. Brian Chapman |
| 2. The Phelps Family | 22. Alf Hagon | 42. Russ Carpenter |
| 3. Phil Evans | 23. The Murty Family | 43. Gerry Belton |
| 4. Dennis Priddle | 24. Rune Fjeld | 44. John Whitmore |
| 5. John Ledster* | 25. Harold Bull | 45. Dennis "Stormin"
Norman |
| 6. Tony Densham* | 26. Geof Hauser | 46. Yvonne Tramm |
| 7. Roz Prior | 27. Al O'Connor | 47. Ken Cooper |
| 8. Dennis Stone* | 28. Peter & Erica Bartlett* | 48. John Clift |
| 9. Clive Skilton | 29. Krister Johansson | 49. Bob Keith* |
| 10. Sydney Allard* | 30. Peter Crane | 50. Santa Pod Raceway |
| 11. John Hobbs | 31. Terry Gibbs* | 51. Rob Loaring |
| 12. Nobby Hills | 32. Brian Sparrow | 52. Paula Marshall* |
| 13. Custom Car Magazine | 33. Pete Davies | 53. Karsten Andersen & Per
Andersen |
| 14. Ton Pels | 34. Harlan Thompson | 54. John And Lesley Wright |
| 15. The Page Family | 35. Barry Sheavills | 55. Steve Woollatt |
| 16. The Read Family | 36. Dave Lee Travis (DLT) | 56. Lawrie Gatehouse |
| 17. Brian Johnson* | 37. The Brachtvogel Family | 57. Pip Higham |
| 18. Alan Wigmore* | 38. Tony Murray* | 58. Stuart Bradbury |
| 19. Sammy Miller* | 39. Carl Olson | |
| 20. John Bennett | 40. Keith & Frances Parker | |

* indicates member passed away

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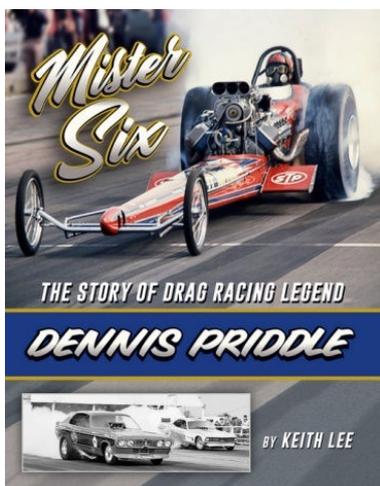
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HOFdiaries

BDRHoF to hold Bench Racing session for Priddle book launch



The British Drag Racing Hall of Fame Gala, to be held on 17th November at the Oatlands Park Hotel, Weybridge, Surrey, will again be preceded by the popular Bench Racing session, starting at 12 noon, and sponsored by US Automotive and Kelsey Media, publisher of Custom Car magazine. In the three previous years, a varied panel of US and European legends entertained a packed audience with their stories and views on the sport for two hours in the afternoon prior to the main Gala dinner and presentations in the evening.

The BDRHoF is delighted to announce that the Bench Racing session will again be held in the Terrazza at Oatlands Park Hotel. This year, the Bench Racing session marks the launch of *Mister Six: the story of drag racing legend Dennis Priddle* by Keith Lee. The book, which has been the product of almost two years' work by Keith, includes many anecdotes from the book's subject Dennis Priddle, members of his team and others from the sport. The book will include many images not previously published.

The Bench Racing session, to be hosted by Graham Beckwith, brings together Dennis and some of his competitors, prominent personalities connected with him, and team members over the years. The current panel looks like this:

- Dennis Priddle, former Top Fuel Dragster and Funny Car champion;
- Barry Sheavills, Top Methanol and Top Fuel Dragster Champion;

- Roy Phelps, former owner and promoter of Santa Pod Raceway;
- Stuart Bradbury, former Santa Pod chief starter and chair of the BDRHoF;
- Andy Craddock, former Top Fuel Dragster racer and Dennis's competitor from the 1980s;
- Geof Hauser, crewman for Dennis's main 1970s competitor Clive Skilton;
- Pelle Lindelow, former Top Fuel Dragster champion and regular visitor to the UK from 1982-2001;
- Gary Page, former Pro Comp champion and Top Fuel Dragster and Funny Car racer from 1970s to 2010s;
- Steve Read, Top Methanol champion and, following emigrating to Australia, Top Fuel champion; and
- Brian 'Star' Savidge, long time crew member with Dennis.

Other stars from Dennis's era will be present and the Bench Racing will be the very first opportunity to buy the limited edition book and have it signed by Dennis and other racers.



Keith Lee (pictured at Dragstalgia 2018) said 'I have covered a lot of ground, helped by my wife Annie, with research and proof reading. It has been a joy to work with Dennis, who has a great capacity for coming out with stories from the old days, and has been very open with me. I have seen many of Dennis's team, and also spoken to a lot of those involved with him over the years. The large format hardback book runs to more than 90,000 words, with over 250 pictures, so it will be a great read'.

Stuart Bradbury said 'Many thanks go to Keith for putting together a great panel who will bring a different flavour to the Bench Racing from previous years, which will fascinate our loyal audience many of whom themselves were part of British Drag Racing history'.

No pre-booking for the Bench Racing session is necessary and attendance is not restricted to those coming to the Gala Awards Dinner.

Dragstalgia Review by John and Lesley Wright

This event just keeps getting better and better and for those of you that weren't there – you're really missing out on some great nostalgia. Santa Pod was buzzing with excitement as the biggest line up of Nostalgia Funny Cars was arranged on the track Friday evening. A fitting tribute to the Hot Rod & Custom UK magazine sponsored Funny Car class of September 1979. Then there were 9 cars and now eleven, thanks to the addition of Janne Johnson's collection.



What a great guy he was to talk to and it fascinated me that he has no interest in running the cars, simply taking personal pleasure from re-creating iconic

vehicles to add to his superb collection. Two did however join the cackle fest on the Saturday night.

One thing I like is how this event is now attracting many names from our own Drag Racing history, Dennis Priddle hanging out with the Chi Town Hustler guys, Roy Phelps – happy to sign autographs at the BDRHoF stand, along with Barry Sheavills, Bill Sherratt, Peter Crane, Harold Bull, Jerry Cookson, and Team Pegasus.



Hanging out in the pits I talked to Dave Stone, there with his daughter Vicky and grandson who had made the long trip from the Isle of Wight to be there, and from just down the road Paul Stubbins and Wendy Baker. Dragstalgia is the event where we can all catch up with old friends to recollect and have corrected our distant memories. I wish more racers, crew and marshals who probably once vowed never to set foot in Santa Pod again would come.



Some people, like us, have never left and John's enjoying mentoring Rob Elsom with his Dirty Deeds Nostalgia Funny Car. In the most recent issue of Custom Car they have been described as slowly, sensibly sneaking up on performance and whilst the word sensible doesn't normally enter a Drag Racer's vocabulary I guess that is what they've done. John, by his own admission is a Fuel Snob, and I for one am grateful that he continues to nurture new blood into running nitro methane as a race meeting isn't the same until you've had a lung full!

As even the most seasoned professional, Troy Martin, experienced at the event, running a Nostalgia Fuel Funny Car isn't easy and it can't be 'done dirt cheap'. But one thing that has to be accepted is that racing parts are just consumables and when you've run your first 6 and then bettered it by a couple of tenths as Rob did that weekend, it all becomes more than worthwhile.

With a young crew on board, teaching the race craft of engine compressions, blower speed, fuel nozzle areas, clutch settings, atmospheric, nitro percentage, chassis set up, wheelie bar height, track temperature, tyre pressure and lane choice, to name but a few things, it is a slow but rewarding task. There is no substitute for experience however over the decades, knowledge has been passed on and in one respect with events like Dragstalgia we have come right back to the beginning. In another respect with a new concrete track to master, with excellent track preparation and with ever



increasing amounts of information available from timing systems and data loggers, we've only just begun!

SFI Foundation to receive Lucas Oil Global Achievement Award



The British Drag Racing Hall of Fame (BDRHoF) and Lucas Oil Products UK are delighted to announce that the SFI Foundation Inc is to receive the 2018 BDRHoF Lucas Oil Global Achievement Award. The Award will be presented later this year at the BDRHoF Gala Awards Dinner being held at the historic Oatlands Park Hotel, Weybridge, Surrey on November 17th.

The SFI Foundation came into being in 1978 as a specifications programme which had previously been pioneered in 1963 by the then-named Speed Equipment Manufacturers Association (now Specialty Equipment Marketing Association). As a separate organisation, and in an era where failures were all too common, the SFI Foundation drove up standards for racing parts and safety equipment.

SFI Foundation Inc has 64 motor racing sanctioning bodies as its members, applying the standards it sets. On its creation in 1996, the FIA Drag Racing Commission joined the SFI and Santa Pod Racers Club has been a member of the SFI Foundation since 2000.

Carl Olson said, 'I speak for each and every one of our staff members when I say that we're honored and humbled by this Award. Because SFI is a not-for-profit foundation that does absolutely no advertising or promotion, it's easy to assume that its work takes place "under the radar". While there's a huge amount of pride in knowing that SFI's work significantly improves the level of safety at motorsport events, each and every one of the small but efficient SFI team dedicates every minute of every working day to the cause of maintenance and improvement of motorsport safety.'



Accepting the Award on SFI's behalf is Vice President Jennifer Faye, who has managed day-to-day operations at SFI for many years. Jennifer is familiar to many European racers as administrator of the SFI Re-certification Tour which, with the help of Tech Inspectors Andy Robinson, Luke Robinson and L-G Eriksson, attends four locations to inspect various key components.

BDRHoF chairman Stuart Bradbury said, 'We have selected SFI Foundation for the Lucas Oil Global Achievement Award in recognition for it raising safety standards in drag racing and motorsports in general. The standards applied to our sport have undoubtedly saved lives and serious injuries. As well as the specs

programme, SFI certifies technical inspectors, incident response training and enables manufacturers to test their products. These all have a crucial part in creating a safe environment for drag racing and motor sport in general.'

Lucas Oil Products becomes Headline Sponsor of BDRHoF



The British Drag Racing Hall of Fame is excited to announce that Lucas Oil Products has agreed to become its headline sponsor. Lucas Oil Products is an American manufacturer and distributor of automotive oil, additives, and lubricants and was founded by ex-trucker Forrest Lucas and his wife Charlotte (pictured below) in 1989.

In drag racing, Lucas sponsors several NHRA events and many drag racers in the US, Europe and Australia. It also sponsors other forms of motorsport with its marketing platform Team Lucas and, since 2011, has owned the cable network MAVTV, which it has transformed into a leading motorsports network Lucas Oil Racing TV. In Europe, Lucas has a network of retailers extending right across the continent.

Since it was formed almost twenty years ago, Lucas Oil has been heavily involved in supporting UK and European Drag Racing. Lucas Oil's story has been built upon hard work, an unparalleled line of premium lubricants and fuel treatments and an unwavering commitment to customer satisfaction. So Lucas Oil are proud as providers of premium products to be associated with the British Drag Racing Hall of Fame, which has grown into an organisation that honours the great champions of the sport.



Stuart Bradbury, Chairman of the British Drag Racing Hall of Fame, said, 'We are very grateful to Forrest, Charlotte, Morgan and their teams for the support that Lucas Oil Products have given to many racers and drag racing tracks and events over the years and it is a great pleasure for me to have them step up to become headline sponsor. We look forward to a long and fruitful partnership as the BDRHoF continues to celebrate our wonderful sport.'

BDRHoF to honour veteran photojournalists

The British Drag Racing Hall of Fame Gala, to be held on 17th November at the Oatlands Park Hotel, Weybridge, Surrey, will this year honour two photojournalists who have made major contributions to the sport, both in Britain and internationally.

Longtime buddies Roger Gorringe and Andy Willsheer have been covering the sport for a host of media outlets for almost fifty years apiece, and have each

collected a host of images. They have both been published widely in most automotive magazines and many drag racing books.



Roger first encountered drag racing in a cinema in 1965 but it was Easter 1969 before he was able to go to Santa Pod Raceway. First going trackside in 1972, he first contributed to Drag Racing News which he edited from 1978 for over ten years. In 1979 he started covering the sport internationally in the US and Europe, and has been doing so ever since. He has compiled and edited SPR programmes since 1999 and supplied majority of photos to Crazy Horses by Brian Taylor and DragRacing by Christina Bodén in Sweden.

Andy attended his first event at Santa Pod Raceway in 1972. He decided there and then to become a photographer, and for his second event he bought a Praktica camera and got himself a press pass. The following year, he and his brother John toured the west coast of the US, attending every meeting they could and the trip, planned for three months, ended up staying for fifteen months. Nigh-on every year since, as well as covering the sport in the UK and Europe, he has visited the US, often making two or three trips. His work has reached the UK daily papers and he was named a 'Hi-Riser' by Car Craft magazine in June 1983.



Stuart Bradbury, Chairman of the British Drag Racing Hall of Fame, commented: 'Roger and Andy have each contributed a huge amount to the media coverage and the recording of the history of the sport in Britain and internationally, and this award is not only vastly overdue, it is very well deserved'.

Rich Guasco to be special guest at 2018 BDRHoF Gala



The British Drag Racing Hall of Fame is pleased to announce that legendary Fuel Altered builder and racer Rich Guasco is to be a special guest at its 2018 Gala to be held on 17th November at the Oatlands Park Hotel in Weybridge.

Rich Guasco built his first street roadster at the age of 12 and drove gas and fuel dragsters in the early 60s. In 1964 he debuted the first in a series of Pure Hell fuel altered with a short 92" wheelbase, raced by the late Dale Emery. In the 1970s, Rich also ran a series of Pure Hell funny cars driven by several legends of the time. Rich is a member of the Roadster Show Hall of Fame, the San Francisco Roadster and Custom Motorcycle Hall of Fame, he has served as the Grand Marshall for the NHRA California Hot Rod Reunion, Hot Rod Hero for the Goodguys Rod & Custom Association in Bowling Green Kentucky, and is a 2011 inductee into the International Drag Racing Hall of Fame. In 2014 he brought the Pure Hell Fuel Altered to the UK to race memorably, with Brian Hope as pilot, against Ron Hope's Rat Trap and Nick Davies and Rob Loaring's Havoc.

Chairman of the BDRHoF Stu Bradbury said 'We are delighted to see Rich Guasco as our Special Guest at our 2018 Gala and want to give a big Thank You to Ron Hope for arranging for Rich to attend. We are in no doubt that Rich will be wonderfully entertaining as he has a big fund of stories about his racing experiences'.

BDRHoF announces 2018 Gala and new Board Members



The British Drag Racing Hall of Fame has announced that its 2018 Gala will take place on 17th November at the historic Oatlands Park Hotel in Weybridge. The BDRHoF also announces two new Directors, and a new adviser to the Board.

Chairman of the BDRHoF Stu Bradbury said 'We are delighted to have made a firm booking for the dinner and awards ceremony which will once again happen in the York Suite of the hotel. The main focus of the event will be on inducting our new members of the Hall of Fame for 2018. There will be a Bench Racing session in the afternoon, and we will be welcoming an array of sponsors and special guests which we will announce in due course'.

At the 2017 Gala, British drag racing fans took part in a Bench Racing session sponsored by Beech Underwriting Agencies in the hotel's Terrazza, or terrace, during the afternoon before the evening's three course dinner and prize ceremony. A large contingent of special guests included Connie Kalitta and Jim Oberhofer from Kalitta Motorsport and Steve Gibbs, former NHRA Competitions Director and now organiser of the Nitro Revival nostalgia gathering which took place in May at WeatherTech Raceway, Laguna Seca. Steve was presented with the Lucas Oil Global Achievement Award for his long career in the sport.



The BDRHoF also announces changes to its Board of Directors. Ian Hart has joined as Director in charge of sponsorship, and Nigel Payne is Director helping with transport arrangements. Ian and Nigel are known for their involvement in UK Junior Dragster racing, with sons Ruaridh Hart and Jordan Payne helping the BDRHoF alongside their racing activities.



Ian Hart



Nigel Payne



Lesley Wright

2017 BDRHoF inductee Lesley Wright has joined as an adviser, and Guy Loveridge (previously a director) has become Adviser for Historic Motorsport.

The BDRHoF is taking reservations for the 2018 Gala Awards Dinner by email at stuart@britishdragracinghof.co.uk or by telephone at 01933 279102. This year the dinner tickets which includes table wine are priced competitively at £70.00 each, an increase of £5 due to price increases. We have managed to keep the same rates for hotel rooms at £115.00 for double rooms and £94.00 single which includes breakfast and VAT as well as parking. The event always sells out well in advance, so if you would like to join us for the occasion we suggest you make your reservation sooner rather than later. On receiving your reservation you will be given the procedure to book rooms.

On-going news about the Gala, sponsors and other events in which the BDRHoF is involved is regularly published on the British Drag Racing Hall of Fame website, www.britishdragracinghof.co.uk, www.eurodragster.com and on Facebook and Twitter.

BDRHOF Benevolent Fund donates £1,000 to Yorkshire Air Ambulance



The 'PDRC Nite of Champions', the 43rd Annual Pennine Drag Racing Club trophy presentation night and dinner dance, took place in March at the Campanile Hotel, Bradford.

A donation from the BDRHOF Benevolent Fund was made to Yorkshire Air Ambulance Charity by Graham Beckwith, British Drag Racing Hall of Fame Selection Board Member, trustee of the BDRHOF Benevolent

Fund and MC for the evening. Graham stood in for fellow trustee and BDRHoF Chairman Stu Bradbury, who was to have made the presentation, but was unable to travel from his Wellingborough home due to the weather.

Receiving the cheque was Vickie Bowden, West Yorkshire Community Fundraiser for Yorkshire Air Ambulance Charity. Vickie said 'Yorkshire Air Ambulance Charity

is very grateful to the BDRHOF Benevolent Fund for their generous gift and for supporting the YAA, it really is appreciated'.

For the BDRHOF Benevolent Fund, Graham Beckwith said 'The announcement of the presentation to YAA was well received and was applauded loudly and the rest of the evening went very well too. It is good to be able to make an award to organisations who provide services to the community as a whole as well as drag racing'.

Photo of Graham Beckwith and Vickie Bowden courtesy and copyright Richard Smith

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These are stories about BDRHoF members and what they have been up to recently. Send your stories to simon@britishdragracinghof.co.uk so we can include them in the next issue.

BDRHoF and International Drag Racing Hall of Fame member **Dennis Priddle** made the trip to Tierp Arena where former Top Fuel racer Pelle Lindelow hosted a reunion for racers who were in on the start of the sport in Sweden, at Anderstorp in 1968. Dennis and friends Phil Pead, Brian 'Star' Savidge and Paul Harris were given the full VIP treatment.



Swedish legends attending included Janne Carlsson (The Saint Volvo Funny Car, driven by Leif Dahback), Roland Larsson and Ake Ryman (Canon Toyota Funny Car), Anders Lantz (Dynapac Altered and several Pro Comp entries), Tage Hammerman, Bjorn Andersson (Opel Manta Funny Car) and Leif Helander.

The restored Funny Cars of Janne Johansson, display engines and much memorabilia provided a suitable backdrop to this superb occasion.

Congratulations to BDRHoF major sponsor **Geoff Stilwell** of Beech Underwriting Agencies on setting a new land speed record during Bonneville Speed Week in the USA . The record attempting feat took place on 14-15 August 2018.

Driving a 1927 Model T Rear-Engine Roadster, Geoff and his BUA Motorsport team set the record at 258mph with a top speed of 265mph. The car, which retains the original steel bodywork and has a distinguished racing history, is powered by a nitro-fuelled 482 cu in KB Hemi.



Geoff's team includes many well known to UK fans, with crew chief Bill Schultz, and crew members Bob and Sharon Muravez, 'Mr 400mph' Al Teague, Clay Millican, Carl Olson and Sparky Perry. On 16 July they were joined by the Camfather Ed Iskenderian (pictured left with Geoff) who celebrated his 97th birthday that day, and supplied a camshaft and lifters to help the engine make the ponies required for 250mph.

Support for the project comes from Lucas Oil and Isky Racing Cams.

Team Havoc with crew chief and BDRHoF member **Rob Loaring** and driver Nick Davies competed at Dragstalgia in their CHRR-winning Fuel Altered, possibly the car's last outing. The car ran faultlessly with a string of low 6.2s and taking the win in the Nostalgia Cannonball against other Alteredds and Funny Cars. Havoc's homecoming was chosen as the Moment of the Weekend by event commentators.



Congratulations to BDRHoF Selection Panel member and history consultant **Keith Lee** (pictured on page 10) for winning the **Peter Crane** 'Spirit of '76' shield for his outstanding contribution to Nostalgia Drag Racing. Keith has organised the NSA bike group running at Dragstalgia which this year comprised 24 historic machines. The bikes of BDRHoF member **Dennis Norman** (ridden by son Gary and grandson Matthew) were running. BDRHoF member **John Hobbs** (pictured) upped the nitro percentage which yielded times of 8.57/160 on the concrete surface. And 2018 BDRHoF inductees **Team Pegasus** were also present with the Pegasus Reborn Vincent ridden by Graham Martin.



BDRHoF member **Robin Read** once again ran his Daimler powered dragster at Dragstalgia in an attempt to be the first British-engined car to run faster than 200mph. Engine modifications were made, however problems relating to blower pressure restricted the performance to a best of 7.0/192. Robin and his team have now agreed plans to upgrade the existing car mechanically and run it later in the season to achieve his long-sought target and we wish him all the best.



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HOFtributes

We were sorry to hear of the death of **Roland Pratt** of the 1960s-70s *Hillbillies* team. Roland, along with Mike Derry of the Hillbillies, fielded a classic short-wheelbase Topolino-bodied Comp Altered and campaigned Funny Cars with Vauxhall VX4/90, Avenger and Scimitar bodies, and Clive Skilton's Revolution III dragster. A top-end crash in the VX4/90 Funny Car and a huge fire in the Avenger earned Roland a reputation for being indestructible. Roland also built one incarnation of the Stones' *Tee-Rat* Fuel Altered. Our sympathies to Roland's family and friends.



We were sorry to hear of the death of photographer **Stuart Mitchell** whose name, although he photographed widely, was particularly familiar in the racing community courtesy of his spectacular Gasser Circus pictures. He was not just a photographer but an artist, a friendly and helpful guy into the bargain, widely known and well liked. Our sympathies to Stuart's family and friends. Stuart's pictures

which will forever stand in tribute to a fine fellow, can be seen at www.facebook.com/stumitchellphoto/. Pictured above is Stuart's photo of BDRHoF member Harold Bull preparing to run in the replica *Stripduster* at Dragstalgia in 2016.

We were sorry to hear of the death of Funny Car and Fuel Altered pilot and Crew Chief **Dale Emery**. Dale is remembered in the UK for driving the Chadderton and Okazaki Funny Car which became *Gladiator*, at Santa Pod Raceway in the mid-1970s, and also crewed for Raymond Beadle's Blue Max at Santa Pod. Previously he had been pilot of the Pure Hell Fuel Altered. We were lucky enough to see Dale as recently as last November when he attended the BDRHoF Bench Race, at which it was a privilege to speak to the modest and unassuming legend. Our deepest sympathies to Dale's family and friends. (Photo: Eurodragster.com)



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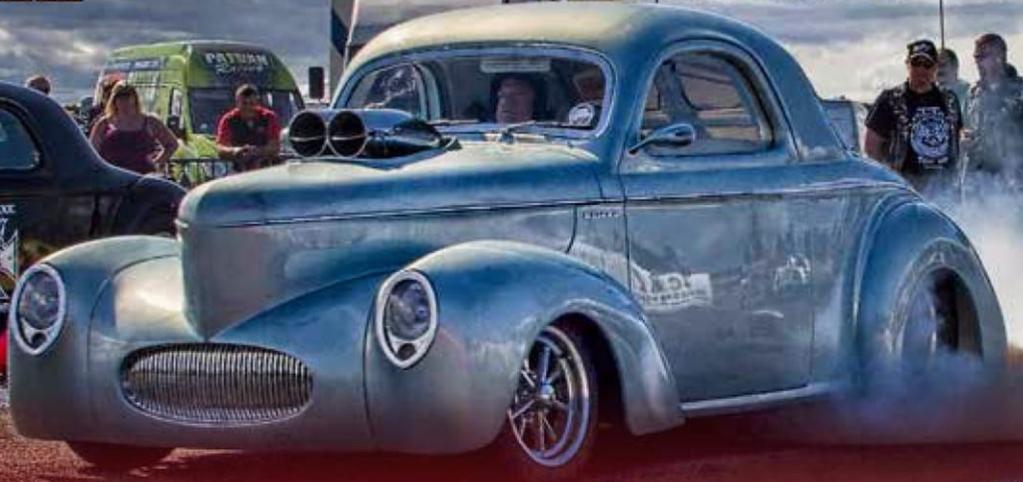
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About the British Drag Racing Hall of Fame

The British Drag Racing Hall of Fame is a not for profit organisation that was established in 2006 to recognise significant contributions or achievements in the sport of British drag racing. It is run by volunteers and the twelve Selection Panel members include club & track officials, promoters, former racers, journalists and fans with a long background in the sport. They convene annually to nominate candidates for inclusion into the Hall of Fame.

Eligibility for induction into the British Drag Racing Hall Of Fame is extended to any person who has driven, piloted, owned, designed, built, maintained, prepared, promoted, officiated, supported or taken part in any capacity connected with British drag racing. An inductee must have been retired for a least three years or must have been engaged at the top level of his/her area of British drag racing for at least 20 years, or made a recognizable and significant contribution to the sport. Inductees are characterized by their desire to win, mastery of their own particular field and courage to innovate.

British Drag Racing Hall of Fame Selection Panel

Stu Bradbury – Former Santa Pod Raceway Chief Starter and Hall of Fame Chairman.

Keith Bartlett – Santa Pod Raceway CEO and FIA Championship Promoter

Philip Evans – UK delegate to FIA Drag Racing Commission and Chair of MSA Drag Racing Committee.

Robin Jackson – MSA British Drag Racing Championship representative and Santa Pod Raceway Press Officer.

Jeremy Cookson – Former Shakespeare County Raceway Promotions Manager and UK Nostalgia enthusiast.

Graham Beckwith – Former Santa Pod Raceway Commentator and now event MC and track announcer at York Dragway.

Ian Marshall – Santa Pod Racers Club Chief Starter.

Phil Cottingham – Spectator Representative and Former Carter Motorsport Marketing Manager.

Ian Messenger – Former Bike Racer & BDRHoF Website Administrator.

Darren Prentice – Santa Pod Raceway Track Manager.

Andy Rogers (Tog) – Eurodragster.com news editor.

Keith Lee – Photo journalist, former bike racer, Santa Pod Raceway commentator and BDR&HRA committee member.

Drag Racing History Consultants – **Nick Pettitt** and **Keith Lee**

The BDRHoF also presents Media Awards for Photo and Written Journalism. A further trophy is the BDRHoF Lucas Oil Global Achievement Award.

British Drag Racing Hall of Fame Limited

In September 2016 a Limited Company was incorporated to place the BDRHoF on a corporate footing. The management of the BDRHoF is carried out by its Management Board which looks after strategy, finance, commercial, marketing,

sponsorship, press & public relations, membership liaison, international liaison, events and general secretary duties. The Directors are listed below:

Stu Bradbury – Honorary Chairman

Bev Bradbury – General Secretary and Treasurer

Simon Groves – Company Secretary and Membership Liaison

Ian Hart - Sponsorship Liaison

Robin Jackson – Press and Visitor Liaison

Nigel Payne - Transport liaison

Advisers: **Phil Cottingham** (outdoor events), **Phil Evans** (special motorsport liaison) **Julian Parsons** (audio visual), **Andy Wheeler** (social media and special projects), **Jordan Payne** and **Ruaridh Hart** (Junior Drag Racing liaison) and **Lesley Wright** (publications).

The Board meets regularly to discuss issues associated with finance, operations and structure. For convenience meetings are usually held at the Oatlands Park Hotel (the Gala Awards Dinner venue) and major topics have included the Gala Awards Dinner and increasing promotional activity. This year meetings have been held on 6th January, 28th March and 25th May.

BDRHOF Benevolent Fund

In March 2016 the BDRHOF Benevolent Fund was created as registered charity no. 1167197. The BDRHOF Benevolent Fund is run for drag racers by trustees who have had many years' experience in the sport. Trustees are: **Stu Bradbury, Simon Groves, Robin Jackson, Ian Messenger, Graham Beckwith, Ian Marshall and Phil Cottingham.**

Racers or officials who through injury have fallen on hard times may be invited to apply for grants. Money raised will also go to the Air Ambulances local to UK drag racing tracks, and their medical facilities. All money raised by donation goes to charitable grants.

A collection was organised at Dragstalgia on 14 and 15 July as part of the BDRHoF presence at the event, in a marquee sponsored by Lucas Oil Products. There will also be collections at BDRHOF events and through corporate giving by sponsors.

Help Required

If you would like to help the BDRHoF we are urgently seeking assistance with event management tasks such as journalism, script writing, programme producing, liaising with sponsors, and more besides. In working for the BDRHoF you will have a chance to network with legends of drag racing around the world and enhance your CV skills base. Contact stuart@britishdragracinghof.co.uk.

Contacts

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Sponsors

The BDRHoF could not exist without the support of its sponsors. Three levels of sponsorship are available – Partnership, Primary and Regular/Event sponsorship. If your company would like to join these supporters please contact stuart@britishdragracinghof.co.uk

BDRHoF Headline Sponsor – Lucas Oil Products



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BDRHoF General and Event Supporters - Santa Pod Raceway; DialAFlight; Chair Office; Kelsey Media; Rat Trap Racing; Atlantic Fluid Tech; Prop Portfolio and Straightliners.



Items for sale

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