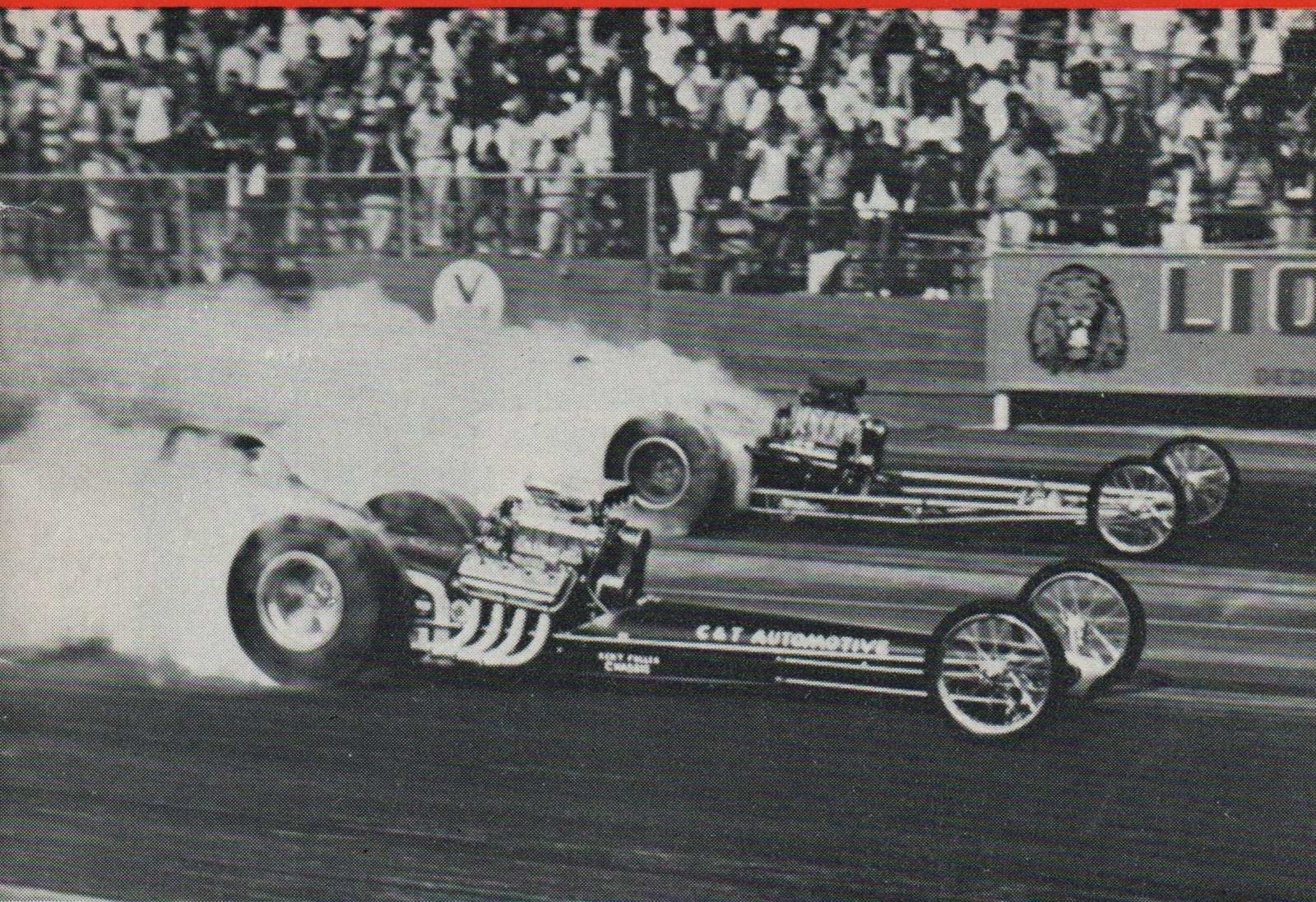


*Organised by the* **BRITISH DRAG RACING ASSOCIATION**

# **1st BRITISH INTERNATIONAL DRAG FESTIVAL**

**19 Sept. - 4 Oct. 1964**

**Sponsored by "THE PEOPLE"**

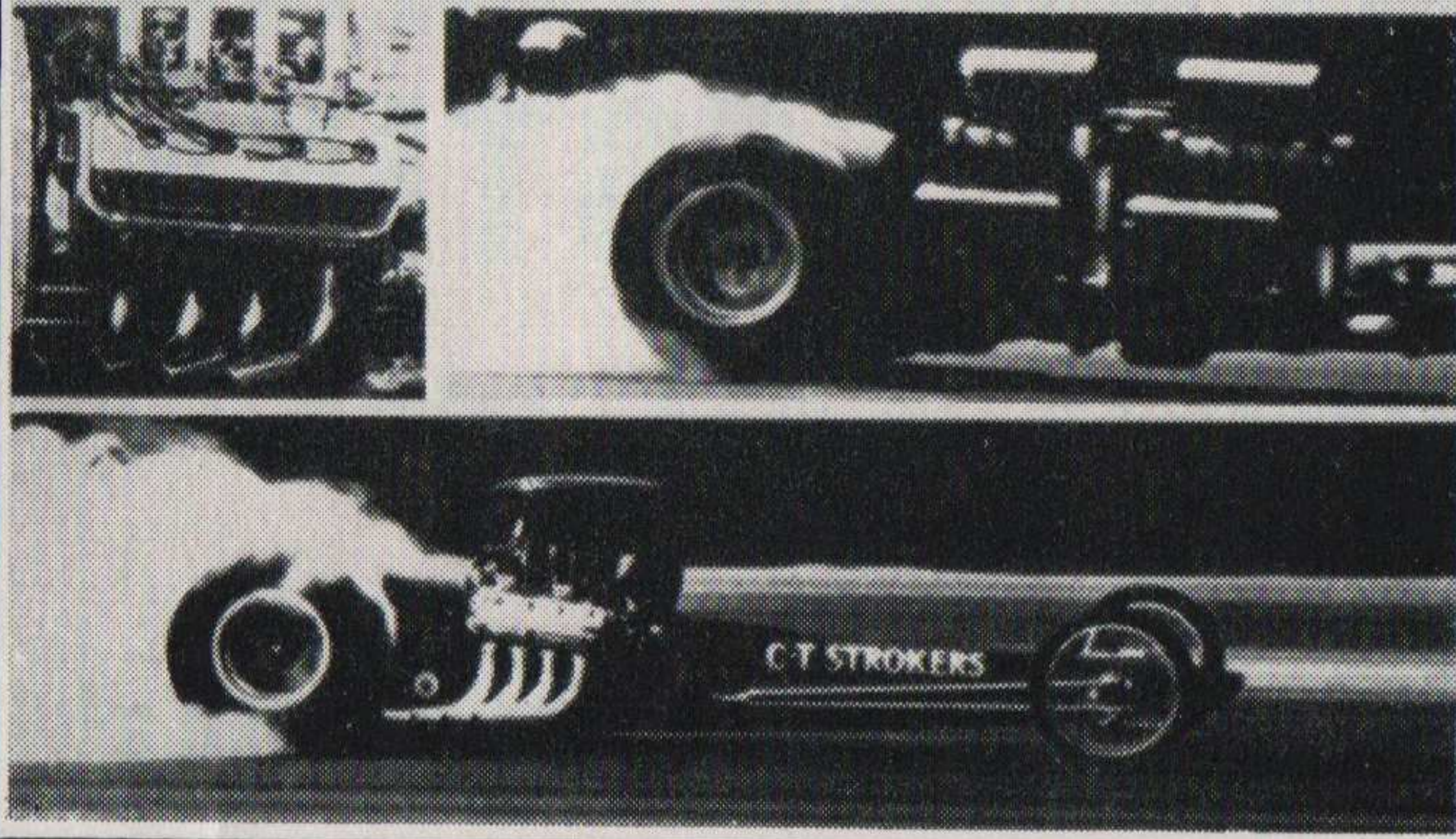


**Official Programme Two Shillings & Sixpence**

THE  
**BIG**  
SOUNDS OF THE DRAGS!



a descriptive on-the-spot recording of thrill-packed moments from the quarter-mile tracks

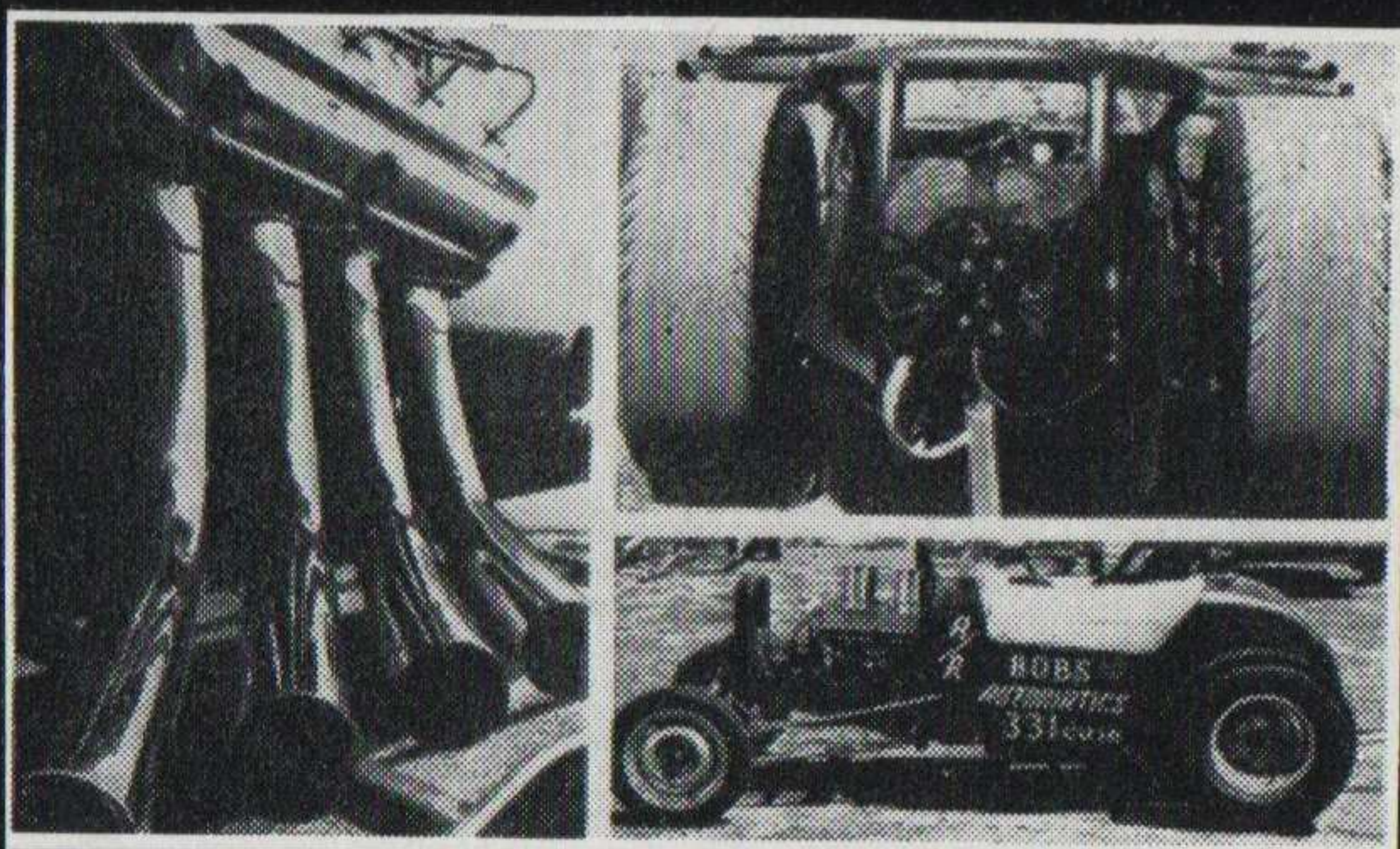


AVAILABLE SHORTLY ON



TRADE MARK CAPITOL RECORDS INC  
REGD USER E.M.I. LTD

ASK YOUR RECORD DEALER TODAY  
OR WRITE TO THE ADDRESS BELOW  
FOR FULL DETAILS  
OF THIS NEW MONO LP RECORDING



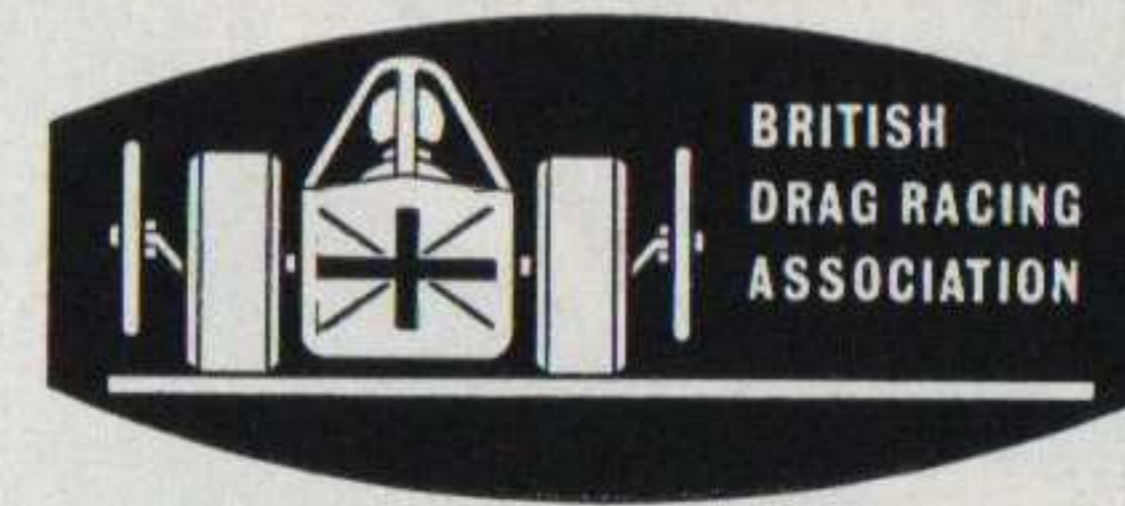
EXCITING!  
...AUTHENTIC!  
...SENSATIONAL!  
Capitol Records presents  
superb on-the-strip  
recordings of the big-time  
championship drag races.

**THE  
BIG  
SOUNDS OF  
THE DRAGS!**

You can all but see the big,  
bad draggin' machines as  
you hear them  
scorch the asphalt.  
THE STOCKERS  
...THE ROADSTERS  
...the tense final moments of  
THE BIG ELIMINATIONS,  
and plenty more.  
Here's a variety of great  
sounds, featuring everything  
from the big, blown AA  
dragsters to the  
super-stock automatics.  
It's the ultimate in  
audio-motive excitement!

(Includes narration and original track  
announcements for your complete enjoyment)

E.M.I. RECORDS LTD., E.M.I. HOUSE, 20 MANCHESTER SQUARE, LONDON, W.1.



# 1st BRITISH INTERNATIONAL DRAG FESTIVAL

19 Sept. — 4 Oct. 1964

Sponsored by "THE PEOPLE"

Organized by the  
**BRITISH DRAG RACING  
ASSOCIATION**



# Foreword

by Sydney Allard

*President, British Drag Racing Association*

Having for many years built and competed with cars powered by large American engines, I was tempted in 1961 to build a dragster to the American pattern.

The interest from all quarters shown in the car clearly indicated that considerable enthusiasm in the American sport of Drag Racing was building up in this country and this was confirmed when two American dragsters came to England last September.

This most successful visit led us to arrange the Drag Festival which you are here to see, to which we are delighted to welcome the U.S. Drag Racing Team captained by no other than DANTE DUCE who made so many friends over here last September.

Whilst the American cars represent the world's top contenders in Drag Racing, we hope to show you a representative field of all types of cars and motorcycles to emphasise that this exciting sport of racing side by side over the standing quarter mile is not only restricted to costly racing machinery.

We very much hope that you enjoy your first real taste of Drag Racing!

*Introducing the*

## BRITISH DRAG RACING ASSOCIATION

*by Gerry Belton*

*General Manager, British Drag Festival*

*Secretary, British Drag Racing Association*

THE month of September, 1963 saw the opening of a new chapter of British Motor Sport when Dean Moon, of Los Angeles, California, brought his blown Chevrolet V8 powered dragster "Mooneyes" to England, to challenge Sydney Allard's British dragster to a short series of match races over the standing quarter mile.

World Land Speed Record contender Mickey Thompson also flew in from the States with his 1,000 b.h.p. Ford-powered dragster and set up Europe's fastest standing quarter mile to that date with a dramatic 8.84 seconds and 178 m.p.h. run.

The visit of these, the first American dragsters ever seen in Britain revealed a tremendous build-up of interest in this country in the hitherto all-American sport of Drag Racing. Thus encouraged, a small group of enthusiasts, headed by Sydney Allard, with an accumulation of many years of experience in all aspects of car and motorcycle sport, got together to form an association to organise, promote and generally foster Drag Racing in Britain, to be called the British Drag Racing Association.

President of the Association is Sydney Allard, who built Britain's first dragster in 1961. Vice-Presidents are World Record Motor-cyclist George Brown; Group Captain Coulson, Chairman of the R.A.F.M.S.A.; and appropriately, Wally Parks, President of the National Hot Rod Association of America.

The primary object of the B.D.R.A. is to promote regular drag race meetings, both competitive and practice, during the year. At the same time the Association celebrated its formation by taking over the major responsibility of organising the President's ambitious brain-child, the First British International Drag Festival in September, 1964.

Full competitive membership of the Association is two guineas. Associate membership, designed for those who wish to join the B.D.R.A. but not compete, is half a guinea annually.

British Drag Racing Association, 24-28 Clapham High Street, London S.W.4. MACaulay 7282

# 1st BRITISH INTERNATIONAL DRAG FESTIVAL 1964

---

## THE ORGANIZING CLUBS

Under the overall administration of the British Drag Racing Association, the six meetings of the Drag Festival have been organized by the following leading Clubs whose enthusiastic co-operation has made the Festival possible:

1. Saturday, 19 September, Blackbushe Airport  
BRITISH AUTOMOBILE RACING CLUB (Surrey Centre)  
*in association with the BASINGSTOKE MOTORCYCLE CLUB*
2. Sunday, 20 September, R.A.F. Chelveston  
THAMES ESTUARY AUTOMOBILE CLUB  
*in association with the STEVENAGE MOTORCYCLE CLUB and the R.A.F. MOTOR SPORTS ASSOCIATION*
3. Saturday, 26 September, R.A.F. Woodvale  
LANCASHIRE AUTOMOBILE CLUB  
*in association with the N.W. CENTRE of the A.C.U. and the R.A.F. MOTOR SPORTS ASSOCIATION*
4. Sunday, 27 September, R.A.F. Church Fenton  
BRITISH AUTOMOBILE RACING CLUB (Yorkshire Centre)  
*in association with the TADCASTER DISTRICT M.C. and the R.A.F. MOTOR SPORTS ASSOCIATION*
5. Saturday, 3 October, R.A.F. Kemble  
CHELTENHAM MOTOR CLUB (R.A.C. & A.C.U. affiliated)  
*in association with the R.A.F. MOTOR SPORTS ASSOCIATION*
6. Sunday, 4 October, Blackbushe Airport  
ALLARD OWNERS' CLUB  
*in association with the BASINGSTOKE MOTORCYCLE CLUB*



WORLD RECORD HOLDER

**DON GARLITS**

*uses*

**WYNN'S "FRICTION PROOFING"**  
*because he needs the EXTRA PER-  
FORMANCE it gives to HIS  
DRAGSTER*

Standing  $\frac{1}{4}$  mile: 7.72 secs, 201.34 mph.



BRITISH MOTORISTS use WYNN'S "FRICTION  
PROOFING" because:—

- A. They need the extra m.p.h. it gives their cars.
- B. They know that it reduces wear on all moving parts.
- C. They know about the extra six months they get on their new cars.
- D. They know that it improves the performance of their older cars.



If your car has less than 2,000 miles "on the clock", ask your garage for WYNN'S "Friction Proofing" and the extra 6 months guarantee that goes with it. That is, if you do not already use this WORLD FAMOUS -

**WYNN'S "FRICTION PROOFING"**

# WHAT IS DRAG RACING?

*(by courtesy of the National Hot Rod Association of America)*

**A**MERICA'S fastest growing sport attracts more spectators on any given Sunday than all major league baseball games in the United States combined and it has ten times as many participants. The sport is called Drag Racing.

The Drag Strip is a concrete or asphalt roadway designed to accommodate two fast cars racing side by side over a measured quarter mile

from a standing start. For this is Drag Racing.

Class winners are determined by competition on a knock-out basis, with the losing car in each race being eliminated and the winner going through to the next round.

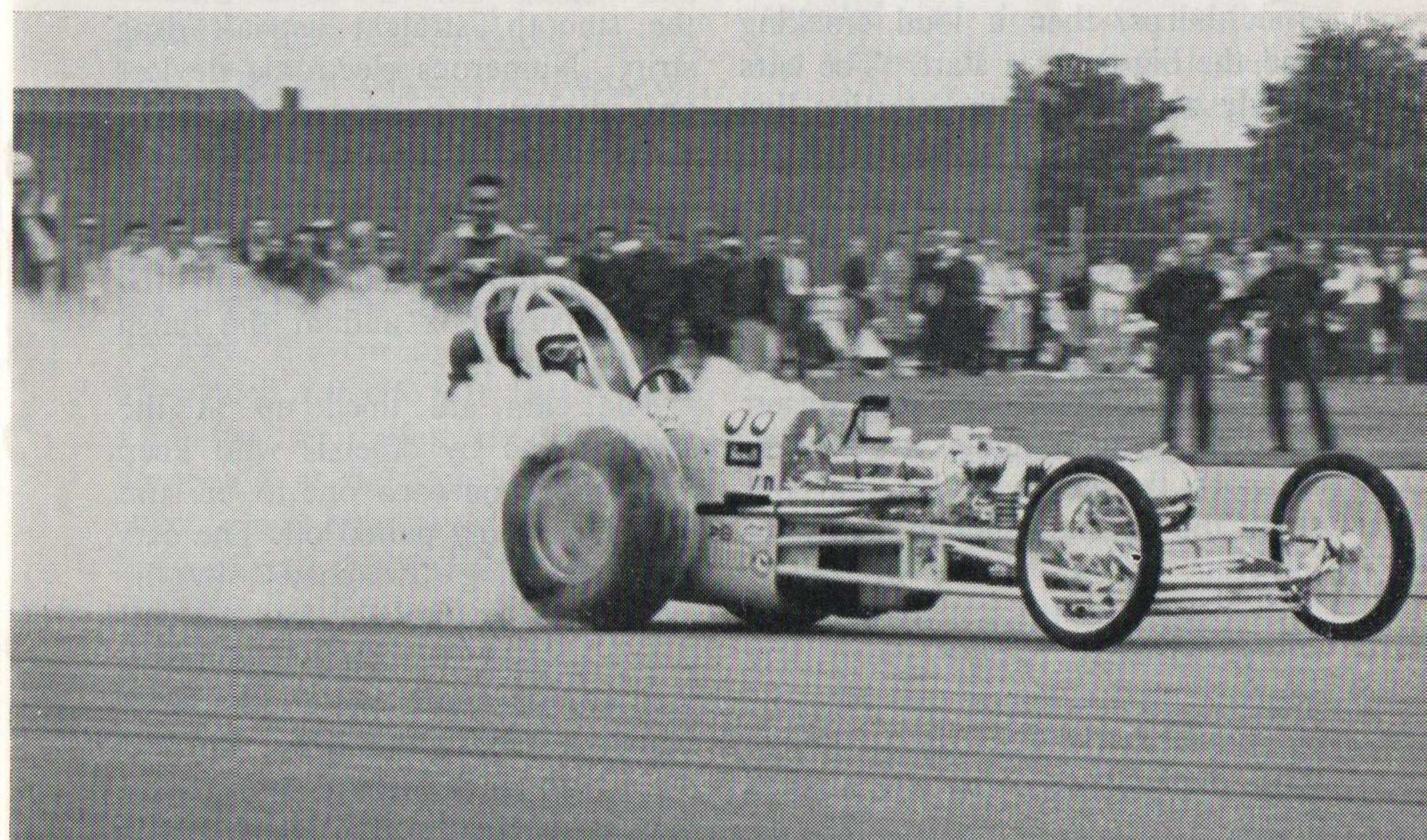
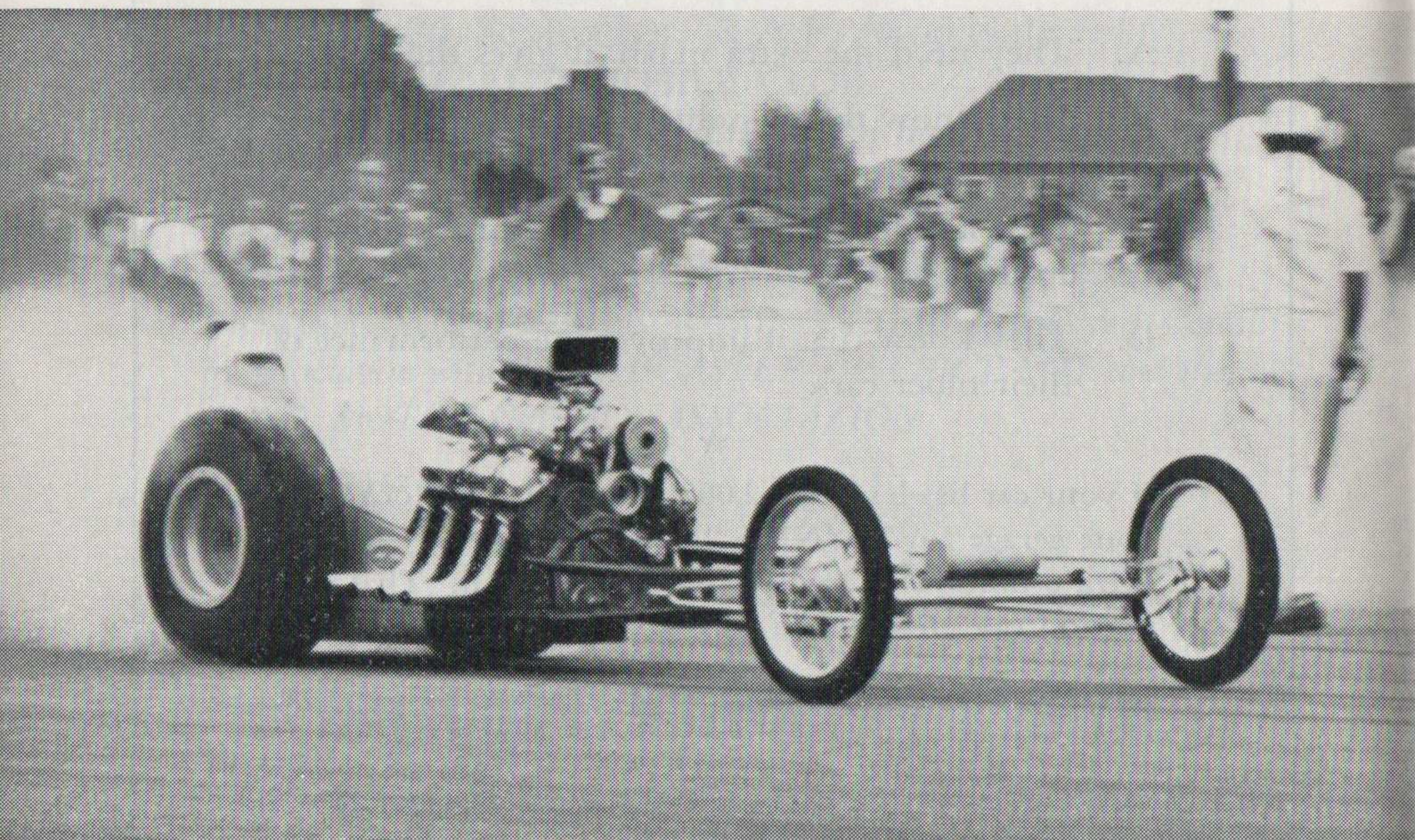
Most of the thousands of participants in Drag Racing compete for the pure joy of it, but the full-time drag racers make enough money in

a year to compare favourably with their counterparts in Grand Prix racing. The Jim Clarks of the sport are men such as Ronnie Sox and Dave Strickler in production cars and Don Garlits, Tommy Ivo, Jeep Hampshire and Dante Duce in the all out dragsters, cars designed specifically for the all-out effort over the standing quarter, often running the distance in under 8 seconds with terminal speed exceeding 180 m.p.h.

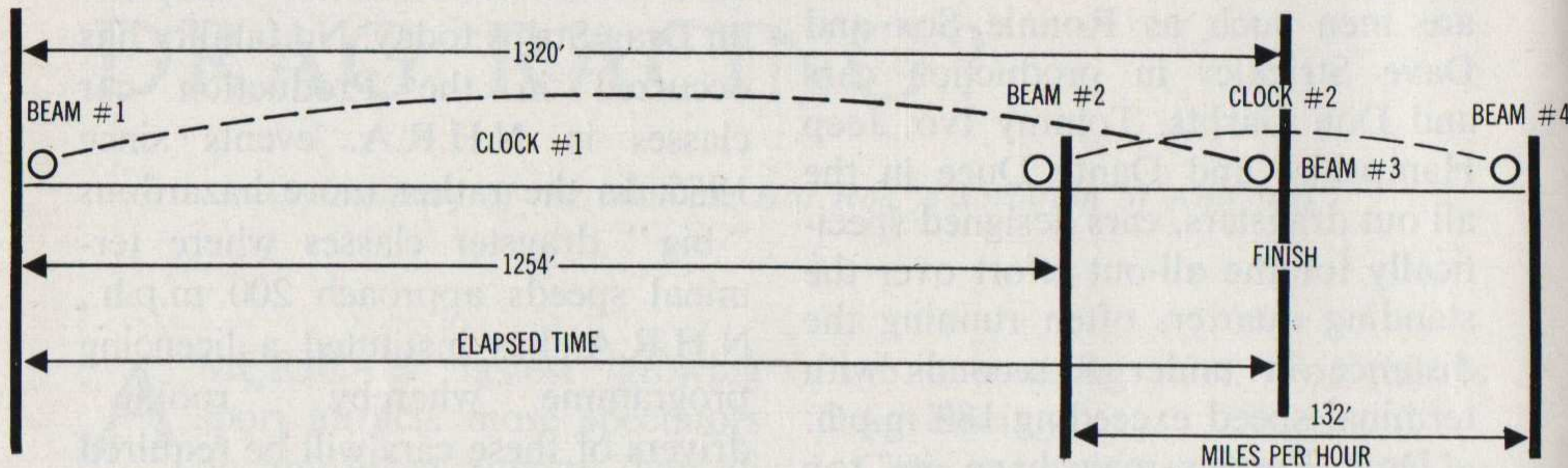
Drag Racing may have its top stars like any other sport, but it affords participation by amateur racers too—the premium feature of the sport. Quite often a rookie or novice driver will steal the show at a major event even though he competes on equal ground against the pros.

Rigid safety regulations set by the National Hot Rod Association have made accidents the exception on Drag Strips today. No fatality has occurred in the Production car classes in N.H.R.A. events since 1955. In the rather more hazardous "big" dragster classes where terminal speeds approach 200 m.p.h., N.H.R.A. has instituted a licencing programme whereby "rookie" drivers of these cars will be required to take instruction and pass progressive driving tests before being allowed to compete in all out racing.

Drag Racing is a sport which has much to offer both competitor and spectator alike. It is a sport in which the emphasis is on safety, the spirit of competition, and fun.



# FROM START TO FINISH



No other function is as important as timing in drag racing and at the British International Drag Festival, a network of electronic equipment is used to ensure accuracy.

**T**WO dragsters are nudged by push cars. Soon a series of burps, then a loud cracking and the big engines start. The cars slowly roll toward the starting line with crew members hurriedly wiping down big slicks as the rails creep ahead. Finally, line officials signal the drivers to pull to the line, carefully edging the rails ahead until the front wheels are just barely up to the timing light beams. The starter throws a switch, engines are revved, up goes the starter's flag and out shoot the big machines in a deafening roar, leaving billows of trailing tire smoke. In a matter of seconds, a light flashes at the finish line announcing the winner and then the announcer barks ". . . in a winning time of 8.49 seconds e.t. at 185 m.p.h."

It looks easy, but there's more to the drags than two cars racing down the smooth, straight asphalt drag strip. Numerous electronic devices are employed to ensure fair, even starts, accurate timing, and to determine the winner of a race . . . beyond any doubt. Here's what happens at the starting line, in the timekeepers' box and at the finish line on *each* race.

The cars are lined up at the starting line by officials who keep a close eye on each one to be sure both are evenly paired off. The cars are also being "watched" by the electric-eye beams of a foul system; if one should creep into and break the tell-tale beam before the start signal, a red light flashes, indicating a "no start" to the starter, and the car must be repositioned at the

line. If all's well, the starter, stationed between the cars asks each driver if he is ready to go and starts the race by whipping the starting flag up from the ground.

The announced results, ". . . in a winning time of 8.49 seconds e.t. at 185 m.p.h." indicate that the winning car had an elapsed time (e.t) of 8 and 49/100 seconds at a speed of 185 miles per hour. In the accompanying diagram of a drag strip timing set-up, note that there are four electric-eye beams at specific intervals of the 1,320 foot drag strip. When the race begins, the cars break the first beam, starting clock number 1. Clock number 2 starts after the cars have travelled 1,254 feet to break the second electric-eye beam. At the third beam, which is the finish line (exactly 1,320 feet from the starting line), the first clock is stopped, recording the elapsed time in seconds.

To determine the speed in miles per hour at which the winning car was travelling as it crossed the finish line, the car must continue at top speed for 66 feet beyond the 1,320-foot finish line to stop clock number 2 at the fourth beam. In effect, clock number 1, the distance between and three, determines elapsed time, or the total time required for a car to complete the 1,320-foot run from a standing start. Clock number 2, the distance between the second and fourth beams, 132 feet, measured miles per hour, the termi-

nal or "trap" speed at which the car is travelling at the end of the quarter-mile.

The electric eye system is connected to receivers in the drag strip timing they are flashed on the control panels. Copies of the results are furnished to the announcer, who relays the information to spectators and time slips are given to the competitors, who use the performance figures to assist in tuning their cars.

To accurately determine the winner of each race, a pair of lights is situated on each side of the drag strip at the finish line, actuated by the finish line electric eyebeam. First car to break the beam is obviously declared the winner: the light in his lane flashes, the light in the loser's lane is electronically cancelled and does not illuminate. The winner of a modern-day drag race is therefore decided—electronically—without any doubt even on the closest finish between two cars.

The precision drag strip timing equipment is manufactured by Hird-Brown Ltd. of Bolton, Lancashire. An example of the equipment's efficiency is reflected in the elapsed time clocks which are accurate to within 1/1,000 of a second.

Thus, from start to finish an infallible electronics system is in use at the Drag Festival to accurately record speeds and elapsed times, and determine the event's true champions.

# HOW IT ALL BEGAN . . . .

by ALLEN FRIEDRICH

*British Correspondent to "National Dragster."*

*Official Publication of the National Hot Rod Association.*

*Presented with the compliments of Valvoline Oil Co.*

**A**FTER the end of World War II, motor sport was very slow to get started in America, due chiefly to the almost complete lack of any controlling body such as exists in Britain where the sport comes under the direction of the Royal Automobile Club.

Up to that time the vast geographical area and diverse other features had made central organization of American motor sport an extremely complicated problem which has not been entirely resolved even at the present time; planning and direction is in the hands of not one but several different clubs or organisations, which do not always agree on items of major policy.

The situation was particularly acute in the West, farthest removed from any possible European influence and with practically no existing racing circuits or racing cars, but with a tremendously increased and prosperous population and a climate that encouraged outdoor activities, obviously an area heavily loaded with potential auto sport enthusiasts.

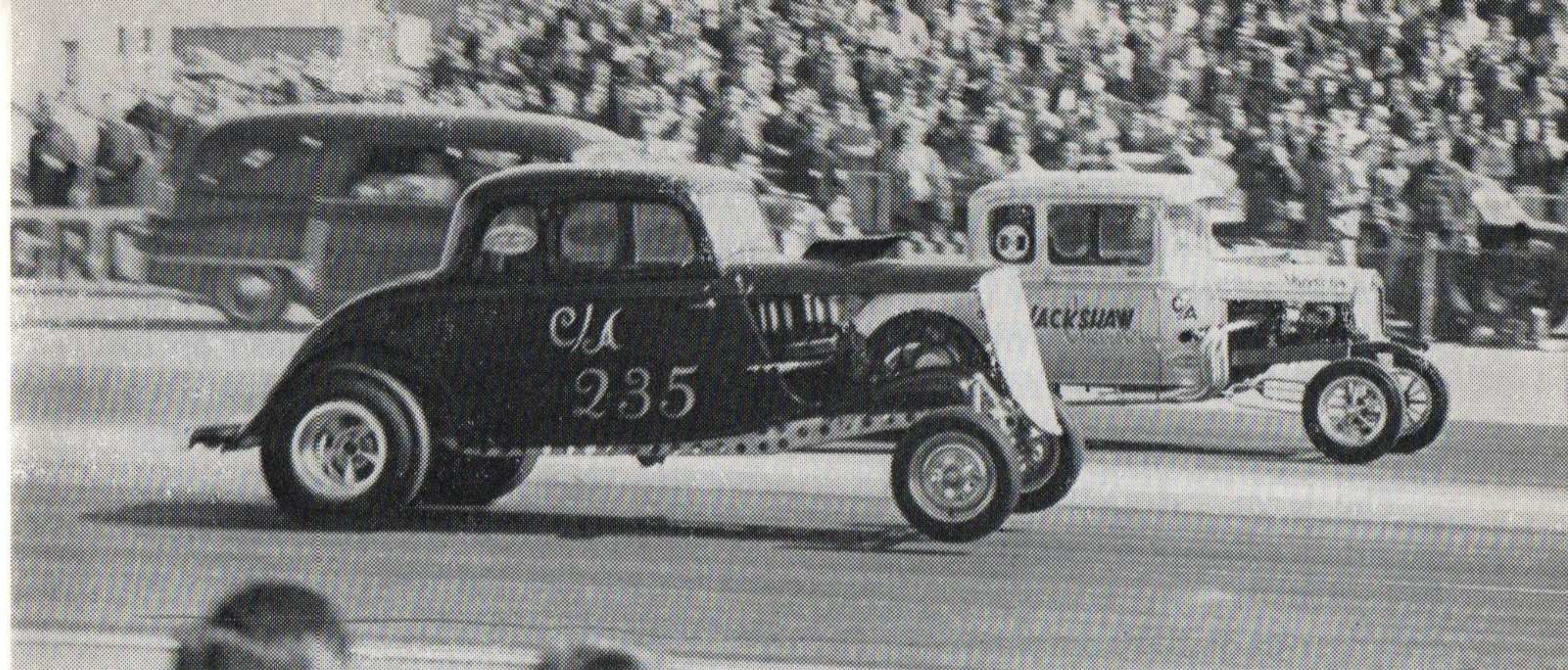
First signs were the mushrooming of small hot rod clubs and, though these were scattered and without any guiding influence, they at least helped clear the roads of the dan-

gerous and irresponsible "street racers" and were cordially welcomed by highway authorities and law enforcement agencies, valuable allies indeed.

Gradually their activities assumed a common pattern. Using abandoned airfields or dried-up lake beds they adopted the simple tournament style of contest, running matched pairs over a timed quarter-mile, dividing them roughly into classes according to engine size and formulating an eliminator system, forerunner of the present prestige-loaded "Mr. Eliminator" titles this being the most suitable sort of competition for the cars then available.

These consisted mostly of unashamed "hot rods," home-made jalopies built up from wrecks picked up from junk yards, stripped of all but the barest essentials but with their big beefy engines tuned to a high degree of performance, plus a few aged foreign sports cars, all having a common denominator of ingenuity and enthusiasm.

Then in 1950 a band of dedicated enthusiasts got together and founded the National Hot Rod Association with the object of coordinating all this keen but un-directed effort on a national basis,



and adopting "Dedicated To Safety" as their slogan and guiding principle.

Operating from a central headquarters in Los Angeles seven divisions were established to cover the entire country, each manned by a fully-trained staff eager to encourage and help the individual clubs, and formalize a complete set of regulations, including stringent safety rules and a basic insurance scheme. Soon they organized the famous "Safety Safari," a completely-equipped mobile group which toured the whole country, visiting meetings, securing new sites, and blazing a trail of properly organized activity by patiently explaining their aim and purpose.

All this met with immediate success, a perceptible drop was seen in the traffic violation and juvenile delinquency figures, and police and highway patrol officers were prompt in co-operating with club and N.H.R.A. officials. In fact one California drag strip was completely organized and run by a local police lieutenant with striking success, and a Police Advisory Council now exists to work closely with promoting clubs, often lending officers to

lecture on traffic and road safety problems.

Soon a widespread network of clubs was linked together by a common interest. With the problems of courses and regulations settled, drivers were free to concentrate on improving the design and performance of their cars—and drag racing was born.

Today drag racing is firmly established as the country's leading automotive participant sport, one of the premier spectator attractions, and recognised by the automobile industry as an ideal mobile test-bed for original design features, and a channel for new thinking and practical testing of brakes, clutches, transmissions, and tyres, all subjected to an unmerciful strain during the brief but meteoric trip down the asphalt ribbon.

The N.H.R.A. is now the largest sanctioning body in the United States with nearly a hundred and fifty drag strips operating under their supervision in America, Canada, Puerto Rico, and Hawaii, and the deserted airfield is now fast being replaced by new purpose-built strips run by businessmen as a commercial

enterprise, or by civic groups. One large West Coast strip is run by members of the Lions Club charitable organisation, for which it earns a substantial income from its well-attended weekly meetings.

The term "drag" is descriptive of an acceleration contest between two vehicles in a standing start sprint over a closed and measured quarter-mile straight course, the vehicles running together in parallel lanes, the regulation strip dimensions being a width of 60 feet and length 3,500 feet.

Originally the start was controlled by a track official with a flag but nowadays its almost invariably done by a "Christmas Tree"

system of coloured lights which flash on in a countdown to the start of the electronically-timed run. "Foul Lights" instantly flash on to indicate that a driver has jumped the start, and automatically disqualify his run. This is less entertaining than the erstwhile acrobatic antics of the starter but leaves no grounds for mistakes or argument.

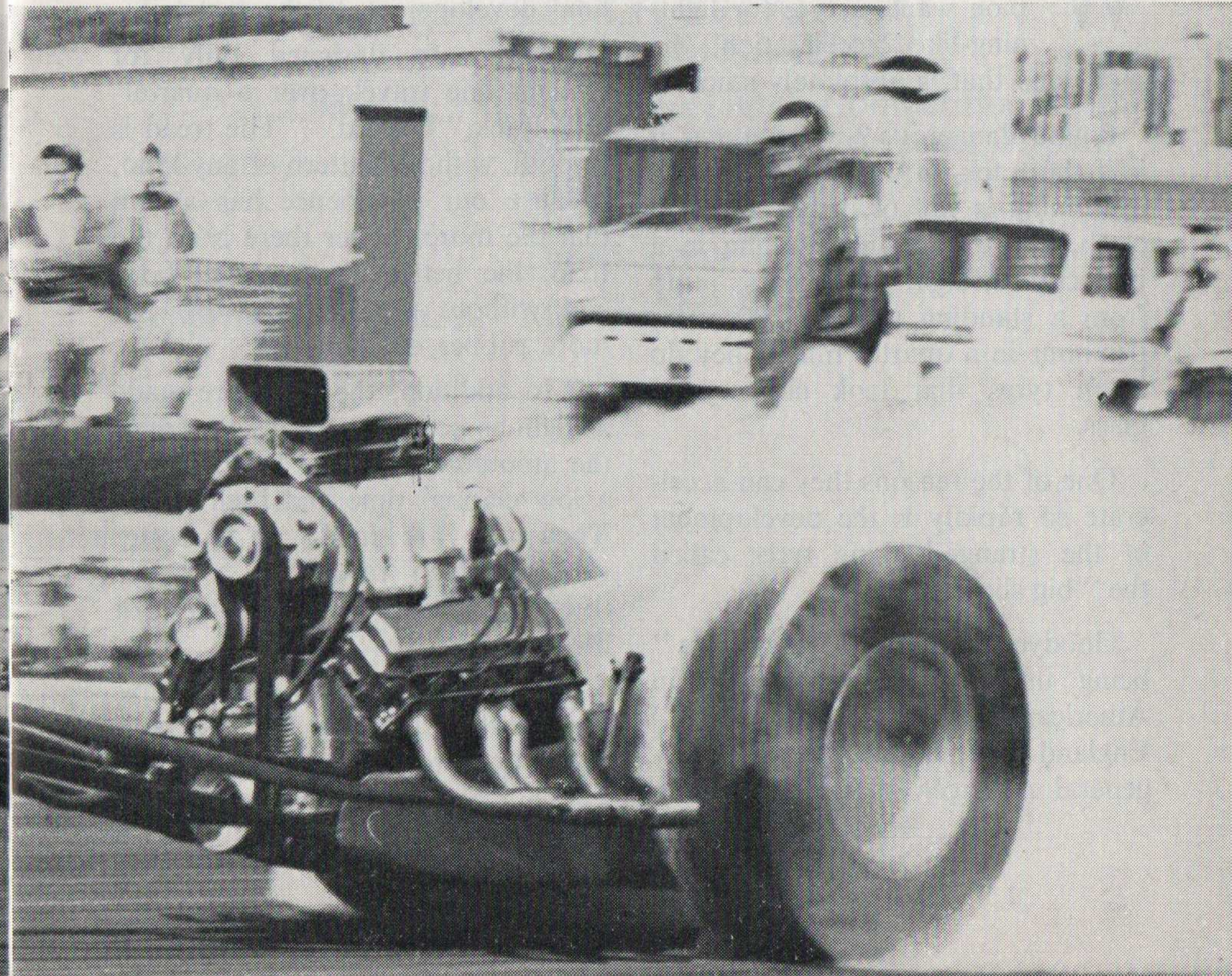
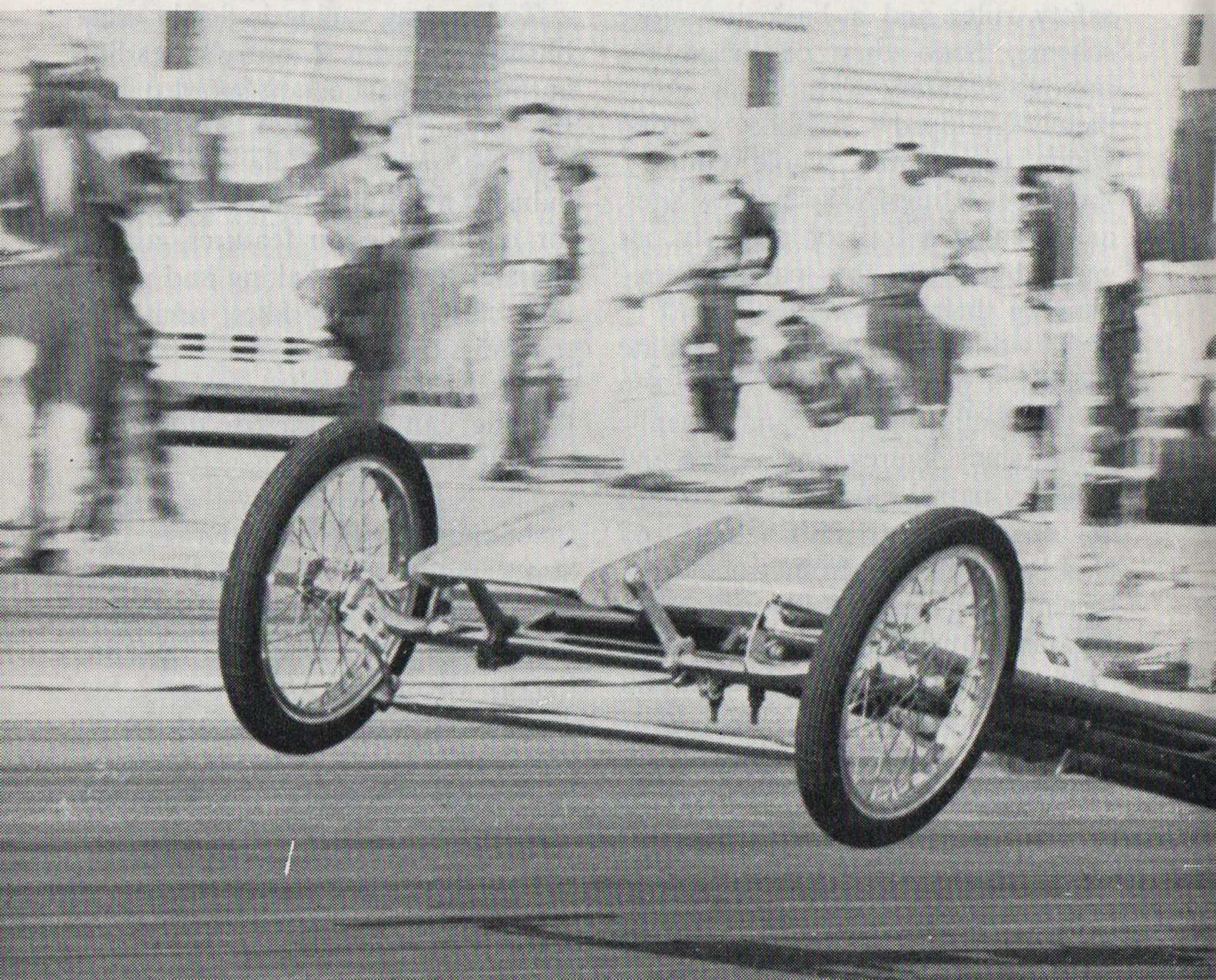
One of the chief attractions about the sport is its "wide open" character; there is a place for everybody and everything. Seventy-odd different classes, determined by weight per cubic inch and weight per horsepower ratios, embrace just about every conceivable type of wheeled vehicle except jets which are still banned from N.H.R.A.-sanctioned

strips, and anyone holding a valid driving license can compete, although a special permit is now required by any driver entering in the all-out dragster classes, the performance of these fantastic machines having now reached such a pitch that an entrant must have a definite minimum amount of experience in their handling before being permitted to run at public meetings.

In addition to those sanctioned by the N.H.R.A. scores of other strips are operated under the control of various timing associations and independent groups. Many strip operators dream up spectacular gimmicks to attract the crowds, such

as night meetings with lurid firework displays, or special four-car contests between the new jet-powered go-karts that are not yet officially recognised owing to the increased safety hazard, but any normal, well-conducted meeting has enough high-powered excitement without any such trimmings. The spectacle of two first-class drivers "dropping the hammer" to blast off the line in a crescendo of noise and smoke is an unforgettable sight.

Ben Hur may have been first with the basic idea but for sound and fury there is nothing, but nothing, like drag racing.







## A SLICK JOB

*Presented with the compliments of the  
Goodyear Tyre & Rubber Co.  
(Gt. Britain) Ltd.*

**W**HEN a drag racing champion wants a tyre for lightning-like acceleration, he picks one that is absolutely smooth.

Sound dangerous? Sometimes it is if the track on which the dragster is running is wet or dirty, but on a clean, dry track—and running in a perfectly straight line—cars jump from a standing start to 200 miles per hour in a quarter mile. They do it on tyres that look slippery as glass.

One of the reasons they can accelerate so rapidly is the development of the strange-looking tyres called the “big slicks.”

Goodyear made the “big slicks” being used on the championship American drag cars “invading” England this month. Tony Webner, general manager of racing for the

company, explained the theory behind development on the tyres.

“They are designed only for straight line travel, over a quarter-mile track,” he said. “The tread is smooth, without pattern of any kind, because our experience has shown that the more rubber there is on the road, the better traction will be—and without tread design, we put more rubber on the road.

“In addition, the tyres are made as light as possible. That’s to reduce the amount of drag so as to permit a low elapsed time and high speed. They also are made of a softer rubber, which results in a better traction, a sort of “gripping” of the track.

“The front tyres are always smaller than the ones on the rear. Often, motorcycle tyres are used in

*(continued on page 20)*

## 1st BRITISH INTERNATIONAL DRAG FESTIVAL

### Daily Programme

- 11.00 a.m.** TIMED TRIALS begin, to establish fastest times of the day in the various classes and to qualify for the afternoon Eliminations.
- Approx 1.00 p.m.** LUNCH BREAK and DEMONSTRATIONS
- 2.00 p.m.** ELIMINATION Competition, with cars and motorcycles racing in pairs, Class by Class. If time permits, paired Eliminations based on the morning’s Timed Trials will be run.
- Approx 5.00 p.m.** Meeting closes.



# TROPHIES and AWARDS

**PREMIER AWARD "THE PEOPLE" CHALLENGE TROPHY**  
for the best aggregate performance by any car.

*The following Trophies will be presented for best individual and aggregate performances :*

Best aggregate performance by a car:

**WYNN'S FRICTION PROOFING TROPHY and £200.**

Best aggregate performance by a British car:

**S.T.P. TROPHY and 1 Portable Electronic Auto-Tune Kit.  
AUTOSPORT TROPHY.**

Best aggregate performance by a British dragster:

**VALVOLINE TROPHY and £100.**

Best aggregate performance by a British car excluding dragsters:

**SYDNEY ALLARD TROPHY and £100.**

Best aggregate performance by a dragster under 2 litres:

**FORD OF BRITAIN TROPHY.**

Best time by a lady driver:

**DRAG FESTIVALS TROPHY.**

Best time by a British car at :

1st Meeting **B.A.R.C. (Surrey Centre) Cup and £20.**

2nd Meeting **Thames Estuary A.C. Cup and £20.**

3rd Meeting **Southport Corporation Cup and £25.**

4th Meeting **B.A.R.C. (Yorkshire Centre) Cup and £20.**

5th Meeting **Cheltenham M.C. Cup and £20.**

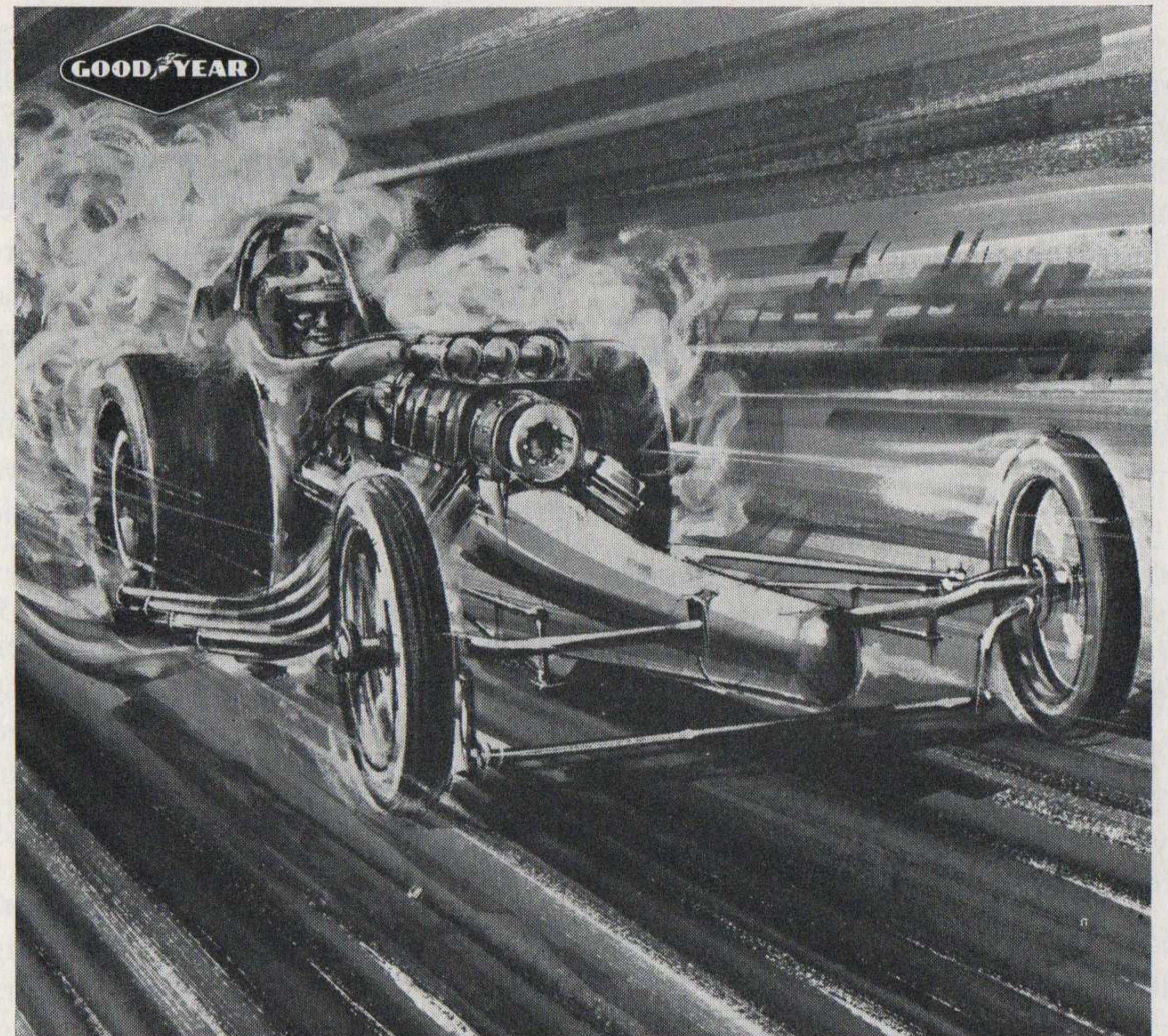
6th Meeting **Allard Owners Club Cup and £20.**

**PEPSI COLA Awards for Motorcycles:**

Best aggregate performance **TROPHY and £50.**

2nd best aggregate performance **TROPHY and £30.**

3rd best aggregate performance **TROPHY and £20.**



## ACE DRAGSTERS CHOOSE GOODYEAR

Star drivers of the mighty American dragsters rely on tyres by Goodyear for lightning-like acceleration and tremendous drive-wheel traction. These special tyres—called "big slicks"—are lighter and wider, with a silk-smooth tread of soft rubber that gives extra grip to help drag-racing aces beat-the-clock at blazing speeds in the region of 200 m.p.h. Specially developed by Goodyear, they are further proof of the performance, safety and stamina Goodyear builds into tyres for racing cars like the A.C. Cobra Ford, for rally driving, and for family motoring. And proof of the performance and value you can count on when you buy Goodyear tyres.

**GOOD YEAR**

(continued from page 14)

front. The drivers want as small a tyre there as possible. Why push a lot of weight? And they want as much tyre as possible in the back, where the drive is."

The tyres, basically, are racing tyres and are subjected to all quality control measures and inspections that "big car" racing tyres are put through.

Their entry into British competition follows 17 months of research by Goodyear development personnel at Akron, Ohio, U.S.A., and is tied in with Goodyear's invasion of racing fields all over the world.

Besides being smooth, tyres used by "dragsters" are considerably wider than conventional tyres.

"Dragster" racers are divided into two main categories: "stock machines" and "weird machines". They are roughly what their names imply.

The former could pass for street vehicles—at least until you tried to run off and leave one. They generally are "worked on" regular production model cars. By rule of the National Hot Rod Association in the United States, no stock machine may use a tyre wider than seven inches at the tread in competition.

The "weird machines" are often "home made", put together by genius grease monkeys who may work long hours at some unrelated job in order to make enough money to put together a "bomb". In this category, tyre sizes are unlimited, though most do not try anything

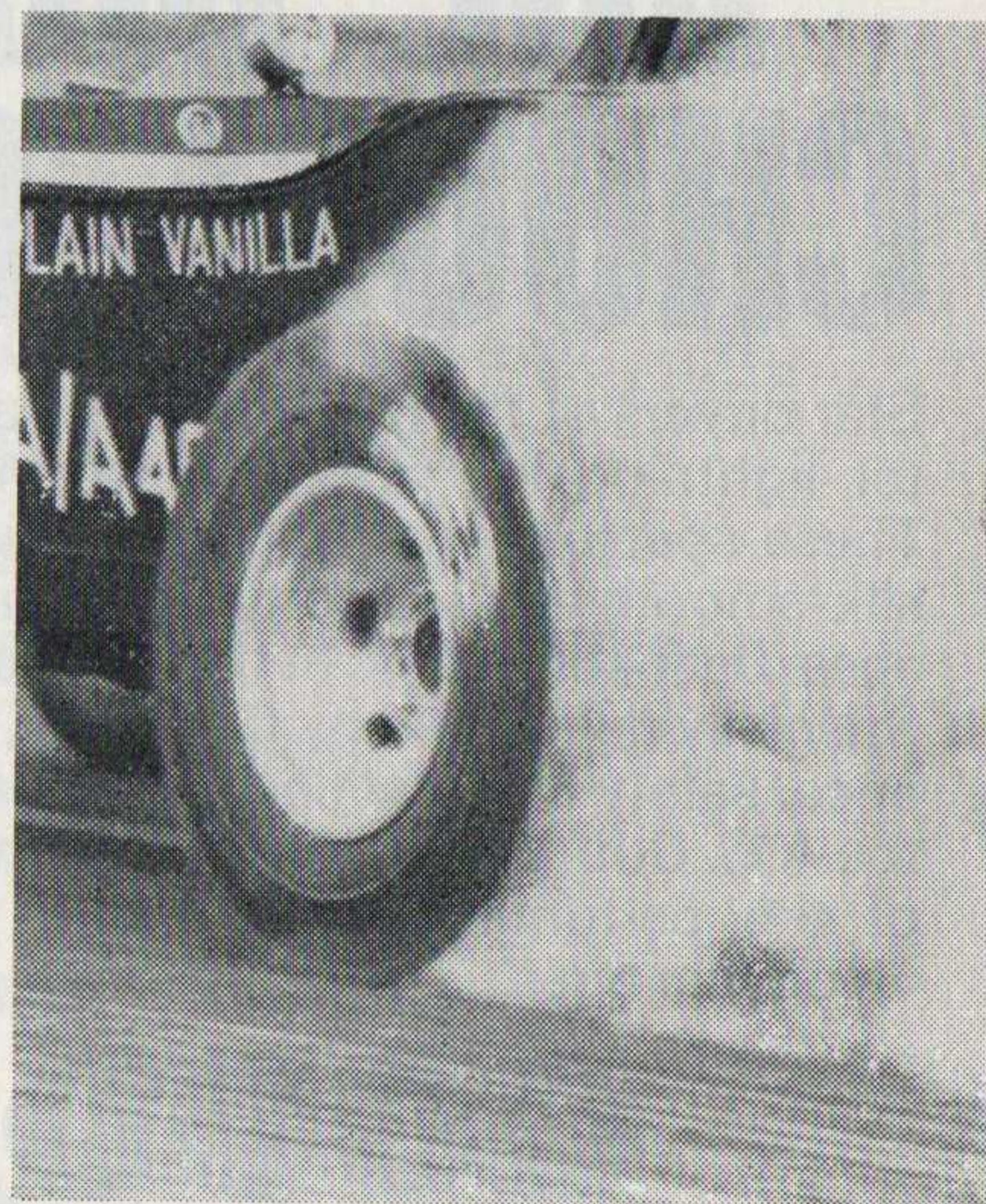
larger than a 10½ inch tread since anything more would make turning difficult or impossible. Goodyear's largest tyre is 10 inches wide.

The dangers? If tracks are wet or dirty, smooth racing tyres are almost unpredictable as normal passenger tyres which have worn smooth. In short, they slide.

But the danger is part of the fun for the men who drive the explosive cars and part of the thrills for the onlookers.

Drag racing moves to Britain in a bigger way than ever before when ten of America's top drag racing teams arrive to represent the United States at the First British International Drag Festival, which is being sponsored by "The People".

The races are run over a quarter-mile strip straightaway, beginning from a stopped position. Cars habitually hit 200 miles per hour when they cross the finish line.



## DOES DRAG RACING EDUCATE?

(By courtesy of Bruce Grant Auto Editor San Bernardino Sun-Telegram, California)

I'VE drag-raced only twice in my life; both times in cars equipped with automatic transmissions, prepared by factory service technicians especially for newsmen. I learned a great deal from this brief experience in two National Hot Rod Association-sanctioned events, which were press previews to the famed Winternationals at Pomona. This exposure to drag racing wasn't even a drop in a mammoth bucket. Suffice it to say, I came nowhere near the eliminations. The reason was simple: a lack of education in the ways and means of this sport.

To drive even a showroom-fresh stock automobile over a quarter-mile strip requires some education. One must first learn about the car he is driving: its performance and safety characteristics. Secondly, the first-time drag racer will discover that driver timing is critical; the car's engine must be turning over several thousands of revolutions per minute with the foot brake engaged; then, at the drop of the flag, the brake must be released and the accelerator pedal depressed simultaneously so as to start with a minimum of rear wheel spin. To those of you who have participated in this sport, this knowledge is more like common sense than basic education. But it is education.

My experience in drag racing is ridiculously simple. I didn't have to do a thing except get in the driver's seat, fasten my safety belt, move up to the starting line, then make my run.

But, what about the true enthusiast? The fellow, and sometimes girl, who plays the game from start to finish? The person who takes an ordinary car and transforms it into a competitive machine? This individual, before he is finished, will be a learned person—wise in the ways of the automobile and its relation to speed and safety. College degrees aren't awarded to drag racers. But, a number of higher education "credits" might be acquired through this sport.

Whether you realize it or not, the person who builds and drives a vehicle for drag races has a usable knowledge of physics, chemistry, automotive engineering, and even "foreign" language.

Sound absurd? Not if you examine the facts.

To begin with, the object of drag racing is to travel over a quarter-mile strip in the fastest possible time and at the highest speed obtainable from a given vehicle.

Because drag racing is begun from a standing start, one must have a vehicle which is heavy enough to provide ample traction and yet light enough to move swiftly down the strip.

Here, the laws of physics are applied. And, of course, it takes plenty of automotive know-how to establish which "power team" (engine, transmission, rear end gearing, etc.) would best serve you in your car.

Building a vehicle for drag racing is like any other scientific experi-

ment. One must proceed via the trial and error method. The more experience one gains, the fewer mistakes he makes.

Safety is a factor, too. Not only does the drag racer desire to make the fastest run, he also wants to have full control of the vehicle at all times. The driver's life as well as his investment is at stake whenever he operates his car.

The construction of a drag-racing vehicle, the building or modifying of its various components, and the types of fuel to be used are all based on the principles of physics, chemistry and automotive engineering.

Chemistry? What about the various fuel mixtures? Plain old gasoline is fine in stock vehicles; but what about those exotic cars and dragsters? Alcohol, nitro, methane,

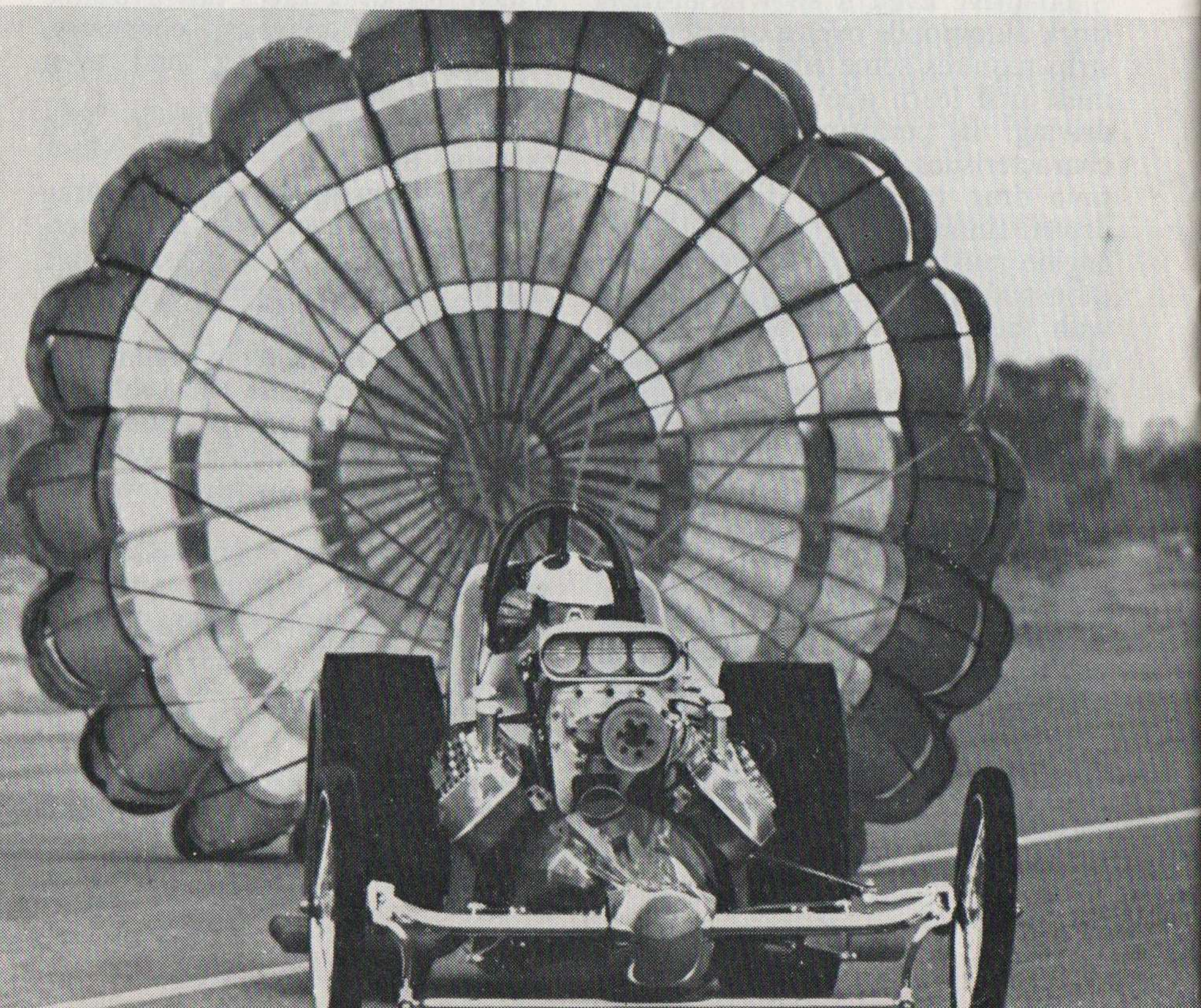
etc., are used in various combinations to gain the ultimate in performance out of an engine. One must use a precise amount of these combustible liquids, or the results could be disastrous.

While many a drag racer may have flunked chemistry in high school, he most certainly will gain valuable knowledge in this subject if he experiments with exotic fuel mixtures.

There are countless other means by which I could point out the educational value of drag racing. But space won't permit it.

Mentioned earlier in this article was "foreign" language. I wasn't referring to Spanish, Latin or the like, but rather to the language of the drag racer and the followers of the sport.

*"Chute: parachute used for stopping dragsters at the end of a run."*



An enterprising publicity man for one of America's leading automobile manufacturers not long ago compiled a glossary of drag racing words and terms, which I feel are part of a drag racer's education.

In fact, this glossary is invaluable to the first-time fan at the drag races.

Here it is:

Drop the hammer; put your foot in it—*full throttle, wide-open acceleration.*

Stuffer; puffer; blower; pump; windmill—*a super-charger.*

Juice, punch—*fuel mixture.*

Tack—*a tachometer.*

Gasser—*rail dragster; gas coupe; sedan; high-performance car that runs on "regular" gasoline.*

Fueler—*same as above, except that it runs on a fuel mixture.*

Cheater slicks; slicks—*special rear tyres with little or no tread, of soft rubber construction, with a wide surface area that provides good traction.*

Lunch the engine or transmission—*loss of a part or assembly due to failure for mechanical reason or malfunction of the driver.*

High cog; low cog—*rear axle ratio.*

Haulin' Mother—*fast or top running vehicle.*

Put the can in—*use of the complete fuel mixture.*

Skins—*tyres.*

Stroker—*engine that has been bored and stroked.*

Mill—*the engine.*

Honk—*to beat another car.*

Run for tin—*trophies in lieu of prize-money.*

Through the lights—*that part of the strip in which the car's time is recorded.*

Off the line—*the start.*

In the chute—*the staging area preparatory to a run.*

Top end—*the maximum speed or time obtained.*

Run a typewriter—*dragging a car with pushbutton transmission.*

Box—*transmission.*

Chute—*parachute used for stopping dragsters at the end of a run.*

Sand bagger—*poor sport; avoids work; makes a minimum of runs.*

Tube steak—*hot dog.*

Ratchet jaw—*a constant talker.*

The list goes on and on, but I think you get the idea.

This ratchet jaw is ready for a tube steak and a look at the action on the strip. How about you?

Watch your language, though! You might be overheard by an educated drag enthusiast. He may not have a scholarly appearance and his clothing may be soiled by grease, but he knows his business—physics, chemistry, automotive engineering and "foreign" language.

# DRAG RACING CLASSES

## in the United States

**P**ARTICIPANTS in drag racing in the United States are offered 71 classes in which to race. Of these, 27 are for Stock and Stock Sports cars; the remaining 44 classes are for "hot" or modified cars, including the all-out gas and fuel dragsters. In addition, six Eliminator categories are offered, of which two are reserved for Stock cars. The classes presented are used at leading drag strips throughout the United States and are the official classes of drag racing competition as set forth by the National Hot Rod Association, sanctioning body of the drag racing sport.

Classification for Stock cars is determined by car weight divided by advertised horse power. "Hot" or competition cars are classed by a weigh-to-cubic-inch ration.

Presented here are photos of typical cars and a brief summary of each general category of competition to assist the quarter-mile fans in identifying the cars as they compete for their class win and the prizes and awards that go with a victory.

### STOCK CARS

Classes reserved for stock production cars have recently enjoyed an overwhelming popularity growth. Perhaps this can be attributed to the increased interest among automobile manufacturers to produce for public sale high-performance vehicles, or maybe it's because specta-

tors enjoy seeing the same cars which they themselves drive daily compete and possibly win a race. Whatever the case, Stock classes are today recognised as being drag racing's most popular and they're certainly not to be denied a place in the excitement department. There's a thrill a minute when the closely matched "family sedans" begin class runoffs.

Stockers are factory-fresh cars with no major modifications to en-



gine or chassis. They are, in fact, the same as cars used for everyday transportation, including many of the small sports and import cars. Since the cars remain virtually unchanged in every respect, to become a front runner in Stock competition takes precision engine tuning on the part of the owner, along with outstanding driver skill.

### FACTORY EXPERIMENTAL

To accommodate stock car entries equipped with limited production, special performance options, the Factory Experimental classes were



introduced in 1962 and have since proven to be among the most popular divisions of drag racing competition. Factory Experimental classes are for 1964 model-year stock automobiles only which are equipped with the manufacturer's option equipment that is not necessarily factory assembly-line installed and/or showroom sales available.

### STOCK SPORTS CARS

Sales trends during the past few years clearly indicate that this country's automotive enthusiasts are more and more showing favouritism to sports cars, whether products of foreign or United States manufacture. As a result of the increased popularity of these cars, along with the increased availability of big engines in most sports models, drag strips throughout the nation have been exposed to an influx of Sports class entries in their competition events and the racing offered is tops.

Present-day drag racing therefore includes two classes for the higher horsepower models. Smaller, slower sports cars compete in Stock classes with production stockers comparable in power/weight classification. In the Sports classes, imports battle Detroit's versions of sports cars on equal terms; classification is determined in the same manner as that used for Stock classes. Watch for

them; you'll see the popular Corvettes, perhaps a Cobra or two, as well as many others.

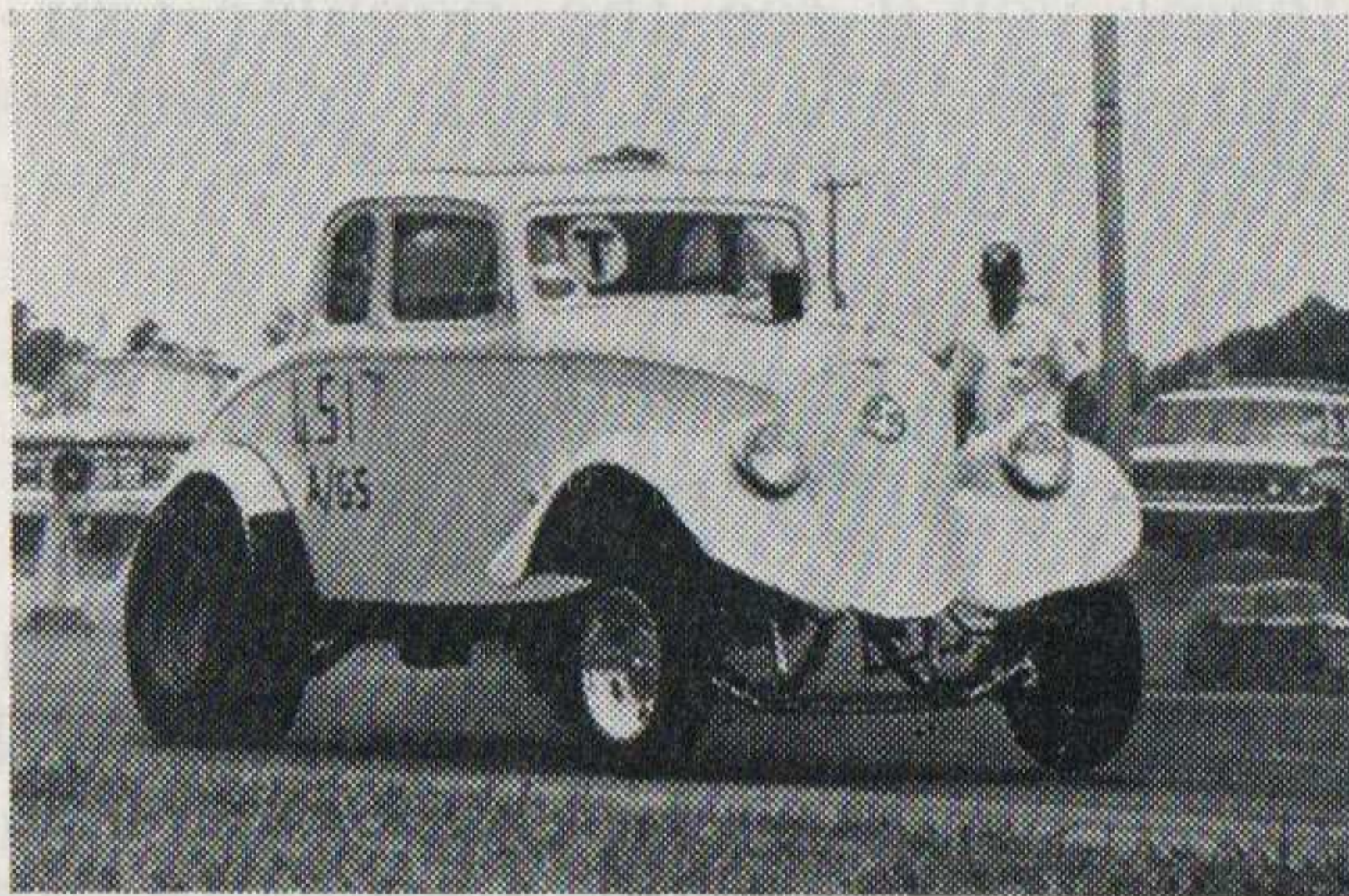
### MODIFIED PRODUCTION

Modified Production classes offer a category of competition tailored for moderately modified passenger cars. Entries include new and old alike, most of which have undergone extensive underhood changes by their owners who demand more power than that offered in a totally stock machine. MP's look like Stock class cars, since rules require that they retain all factory equipment required for street use, but they go better 'n faster with their larger displacement engines, multiple carburetion and hotter cams.

The MP classes were introduced only this year to satisfy requests for a "little gassers" class, in which the rodder could experiment with engine swaps and modifications, and compete in a hotter-than-stock class, though not to be entered in an all-out competition category. Often, an MP entry is the product of a novice rodder's first attempt at engine hot up and the chances are good that the entry doubles as a street sedan. This isn't always true, of course, for many participate in Modified Production because it's a good competition category. Watch for the MP's, they're easily distinguished from the Stockers by their tell-tale hood scoops.

### GAS COUPES/SEDANS

Retaining stock bodies, and often stock in appearance except for big slicks and slight exterior modifications, the Gas coupes and sedans are



cars built for all-out performance, using engines swaps, hop-up procedures and super tuning to achieve maximum acceleration in the quarter-mile. Exacting safety restrictions are imposed on the builders of these once-stock cars since somewhat extensive modifications to engines and moderate chassis changes are permitted.

Performances are terrific both in the non-supercharged and supercharged categories, for here is a category of competition made up of cars which are the products of experts in the field of engines and chassis re-design.

### STREET ROADSTERS

Classic Street Roadsters, with production roadster bodies and hotted-up engines, are America's earliest sports cars. Still one of the strongest favourites among hot rod-ders, Street Roadsters have in drag racing a division of competition all their own, and provide thrilling racing in four classes. Engines vary, everything from early Ford flatheads to late Chrysler hemis are found as power and some get boost from a supercharger.

The Street Roadsters retain street equipment such as headlights, fen-

ders and other components considered to be essential for safe, on-the-street operation.

### MODIFIED SPORTS CARS

Limited production sports cars, special-built machines and models equipped with high-performance engine options, whether of American or foreign manufacture, are found in the Modified Sports class, along with sports car entries using other than their original engines. All sizes and shapes of cars are found in this division; roadsters, coupes, home-built models and factory Grand Prix models, and they all have one thing in common: They're built for super acceleration on the drag strip.

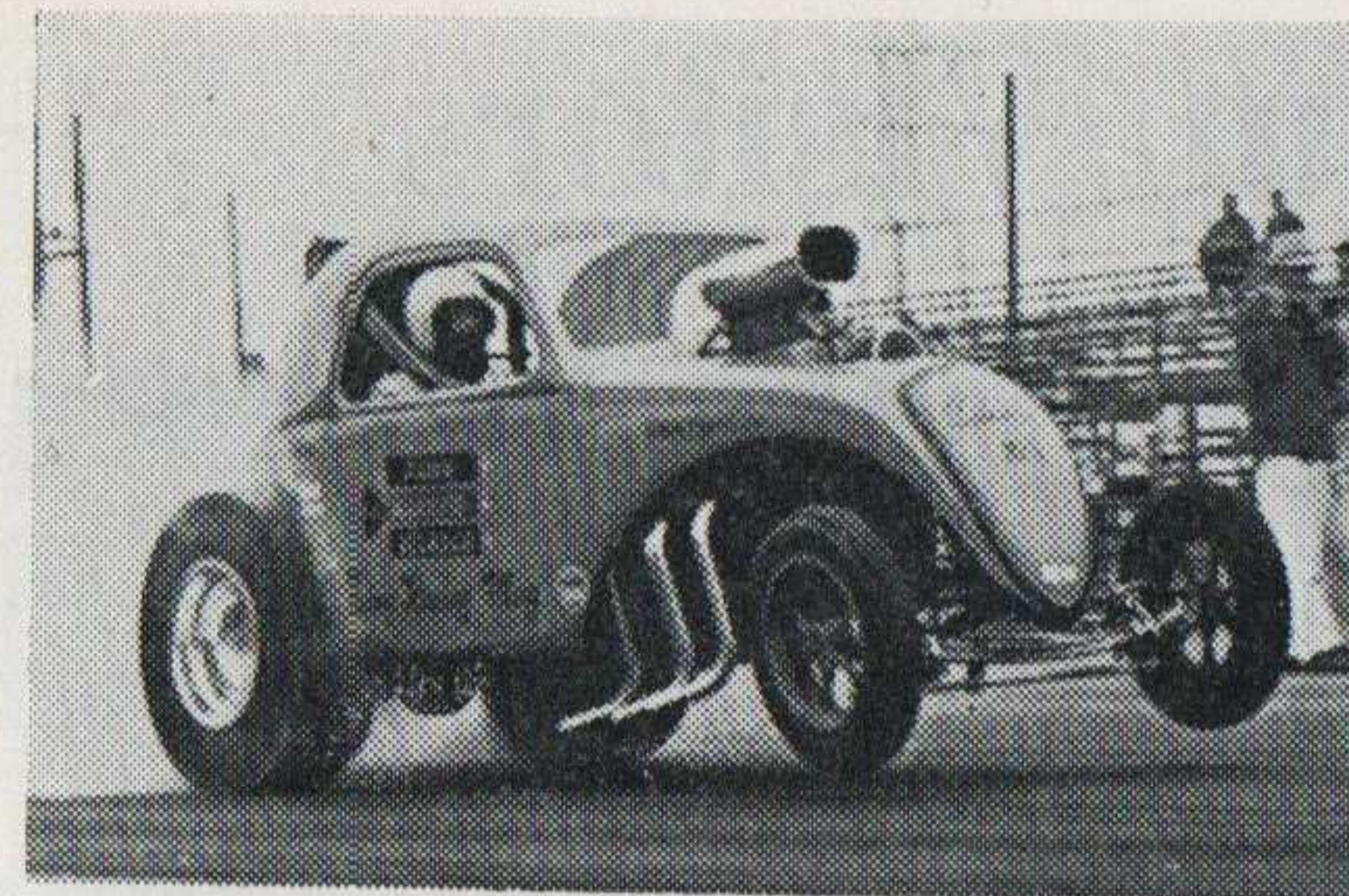
Both supercharged and non-supercharged cars are in competi-



tion. Included also are fibreglass-bodied entries which are classed as sports cars.

### ALTERED COUPES/SEDANS AND ROADSTERS

Last year, Altered coupes, sedans and roadsters were combined into a single class of competition. The arrangement proved to be very satisfactory, offering increased competition in the Altered classes, and was retained for 1964. The Altered cou-



pes and roadsters incorporate body and frame alterations, along with extensive engine modifications, which result in machines sometimes of a "weird" appearance, but spectacular in performances.

Engines in these cars may be moved to the rear of the machine to afford improved traction and frames, drivelines and other running gear may be modified or fabricated from "scratch." They're wild to see as they blaze their way over the quarter-mile, often reaching speeds in excess of 150 m.p.h. Two classes are set aside for supercharged entries.

### COMPETITION COUPES/ SEDANS AND ROADSTERS

Here's the "end of the line" class for production bodied coupes, sedans and roadsters which have been modified to the extent that they are difficult to identify if one were to use the original model of the car as a guide.

Engines are found to be relocated and in nearly every position with the objective being to attain best possible traction. Bodies are chopped, streamlined and often relocated, and frames are generally original, built from tubular steel. The hot rod-der is free to develop and test new ideas

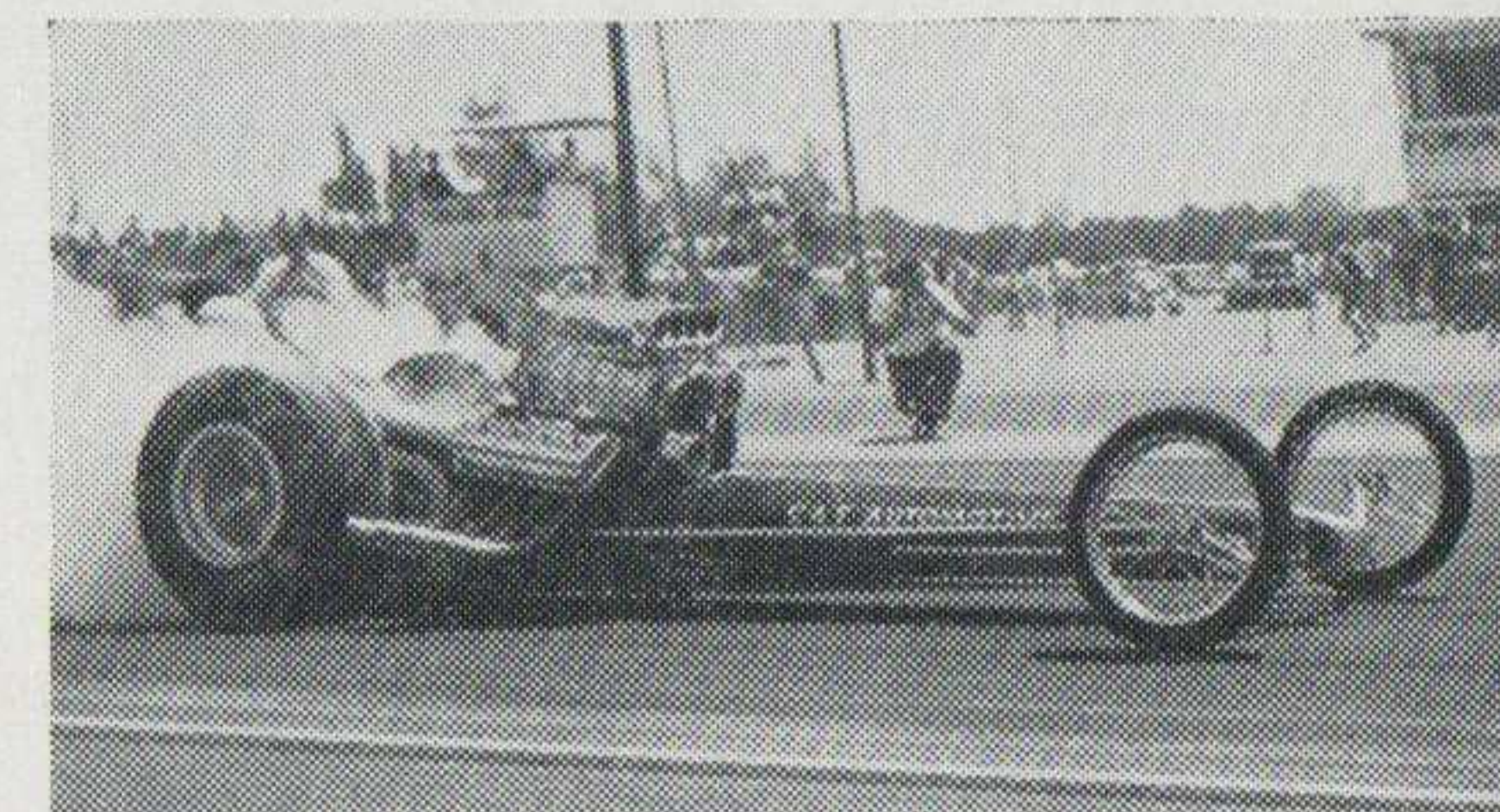
in chassis and equipment design in this division of competition; his only restrictions are in the rigid safety requirements. Both supercharged and non-supercharged class are offered.

### DRAGSTERS

Dragsters are a product of the drag racing sport. They are cars engineered with a single goal to achieve: To have a car which will cover the quarter-mile in the quickest possible time. Although restricted to rigid safety requirements, the dragster builder is afforded almost unlimited inventive opportunities in overall chassis treatment and engine reworking.

These spectacular machines turn in performances that have never been equalled by any other type of wheel-driven vehicles, and their side-by-side competition runs are breathtaking, with earth-shaking noise from giant engines and loads of billowing tyre smoke from straining slicks.

There are eight classes for dragsters, five for cars using pump gasoline and three for cars which run on unlimited fuel blends such as alcohols, nitromethane, etc. Both gassers and fuelers can be seen in competition at the Drag Festival; watch for their spine-tingling races.



# The American Visitors

## AMERICA'S NUMBER ONE

### DRAGSTER — Don Garlits

ON a weekend early in August, a sleek black dragster pulled to the line at the Island Dragway strip at Great Meadows, New Jersey. The crowd was tense with anticipation as the sound that can only come from a big fuel-burning Chrysler roared at the starting line. The double set of dual-lane Chrondek timers were ready for an all-out attempt. The blown and injected early-hemispherical Dodge powerplant was straining at the motor mounts.

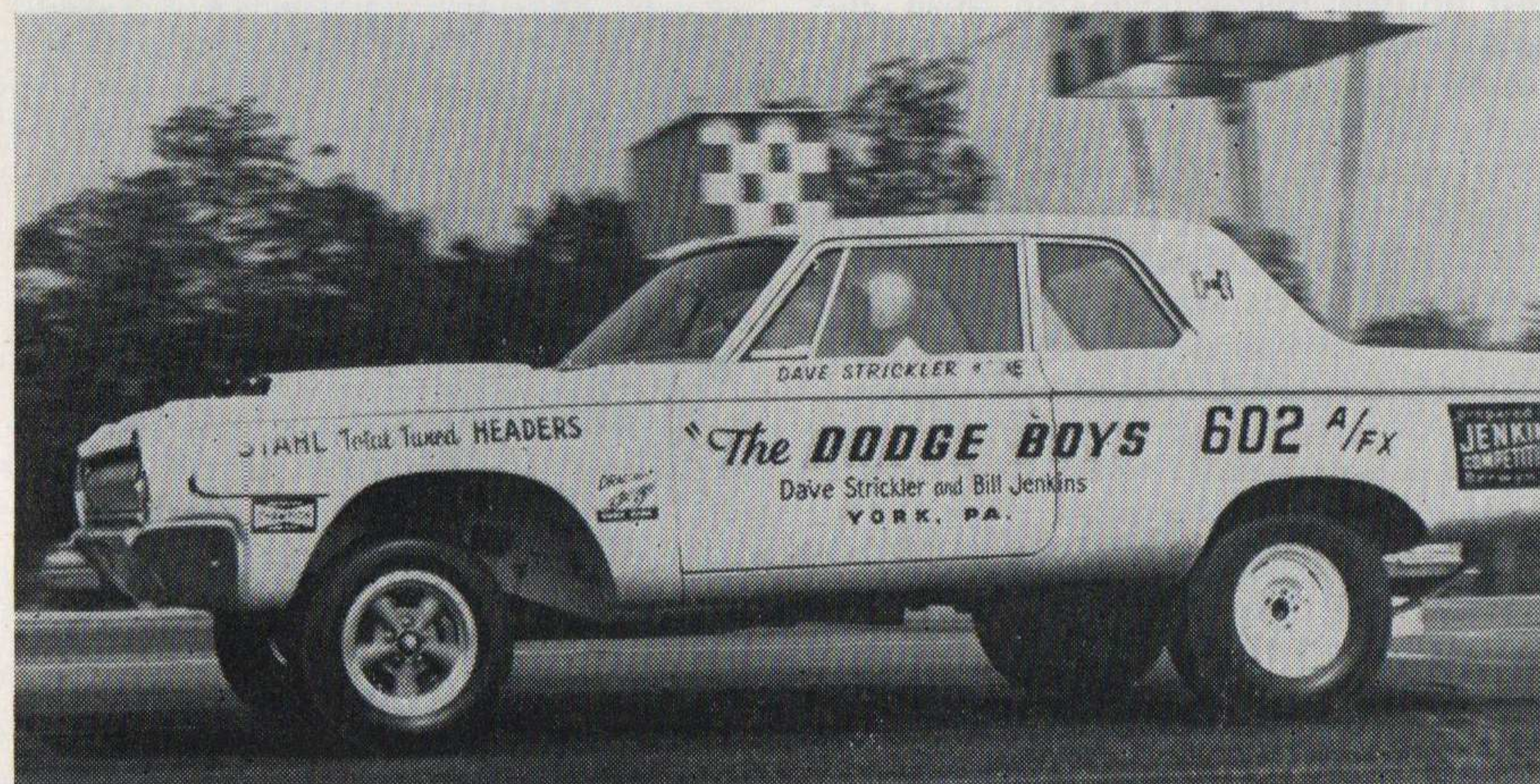
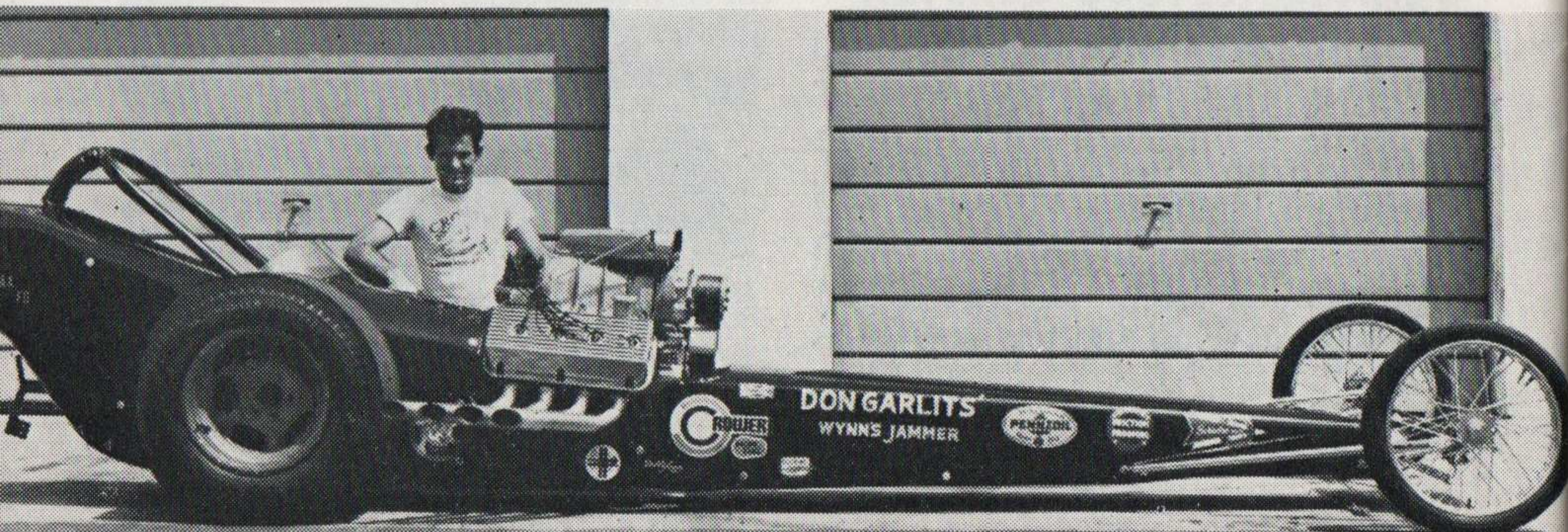
Down blinked the Christmas tree lights, out came the clutch, and with a blast-off that could be heard for miles, the dragster literally scorched the earth with its smoking big slicks as the car screamed down the black asphalt ribbon. Just 1320 feet later, the record clocks reported a top-end speed of 201.34 m.p.h.! Elapsed time was a history-making 7.78 seconds!

The 200-mile-per-hour barrier they

said would never be broken was shattered with a single blast that drove the National Record for AA/Fuel Dragsters into the surelian blue.

The driver in this moment of history was Don "Big Daddy" Garlits, who now resides in the "never-never" land of over 200-mile per hour for the quarter-mile, but who actually makes his home in Tampa, Florida.

Just prior to coming to England to participate in the 1st British International Drag Festival, Garlits reconfirmed his claim to the title as America's number-one drag racer. Running against a strong field of the sport's top dragsters, he became "Top Eliminator" at the National Championships held at Indianapolis, Indiana. His elapsed time for the standing-start, quarter mile winning run was 7.67 seconds—lowest elapsed time of the Nationals event, and 11 hundredths of a second faster than the National record, which he holds.



#### DAVE STRICKLER

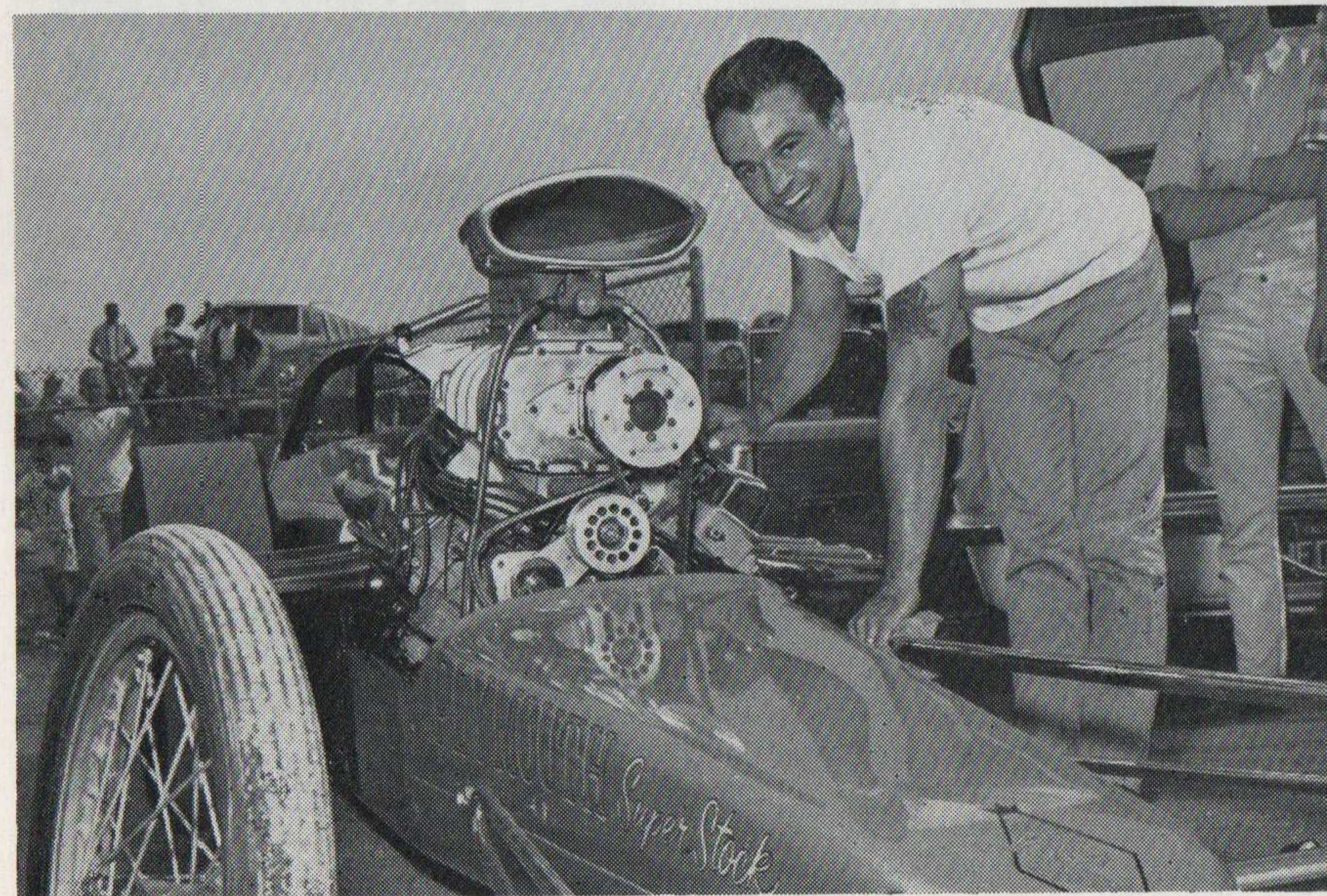
Dave Strickler, 24, of York, Pennsylvania, is a professional driver who had made his name since 1955 with his Factory Experiment 7 litre Dodge sedan, or saloon. Named "The Dodge Boys" the car has turned a remarkable 10.79 second quarter mile and has won many American National awards. Dave enjoys boating and hunting when not engaged in drag racing.

Pennsylvanian Bill Jenkins, 33, a

professional mechanic, helps Dave with the car which, for all its performance, is unsupercharged.

#### TONY NANCY

Tony Nancy, aged 36, comes from Sherman Oaks, California. He started racing in 1940 and is now a professional drag racer. He will be driving his exciting new AA/Gas Dragster "The Wedge", the first dragster with near-mounts 8 litre engine





and limited rear suspension. Not six weeks ago Tony went through the timing lights at 186 m.p.h. **upside down** as the car hit a bump and turned over. Now rebuilt, "The Wedge" will certainly interest the more technically-minded British enthusiast.

With Tony is the designer of the car, **Steve Swaga** of Los Angeles and 20 year old **Mike Glennon**, a professional drag racing mechanic.

#### DANTE DUCE

Well known to British enthusiasts from his visit to England last September with Dean Moon's dragster "**Mooneyes**", 30 year old **Dante Duce** is captain of the U.S. Drag Racing Team. He is a professional drag racer and has been much concerned with the planning of the Festival.

Dante will drive no less than three cars in the Festival. Firstly, the 8 litre blown Plymouth-powered "**Motor Books Special**" AA/Gas Dragster, owned by Tony Nancy. Secondly, a 4.7 litre **Shelby America Cobra**, and thirdly, the sister car to "Mooneyes",



the modified sports car "**Moonbeam**" also owned and built by Dean Moon, with which Dante won the recent Brighton Speed Trials on September 12th.

This blown Chevrolet-powered car has Hydromatic transmission and has run the quarter mile in 10.4 seconds.



#### K. S. PITTMAN

"**K. S.**" as he is known on the drag strips is an early pioneer of the class of car called "blown gasser". He started his climb to the top in the early '50s and now comes from sunny Virginia with his A/Gas Supercharged

Chrysler-powered Willys coupe to challenge George Montgomery's similar class car.

With "K. S." is the car's sponsor **Chuck Stolze** who also helps out as mechanic.

#### BOB KEITH

Yet another Californian, **Bob Keith** is 26 years old and unmarried. He is an amateur drag racer and works in the motor trade. He started racing in 1954 and now brings to England his "**Dos Palmas**" AA/Gas Dragster with blown Chevrolet engine. He is interested in boating and—in his own words—girls!

Accompanying Bob are his partners **Gary Goodnight** and **Maurice Williamson** who share the car with him.

#### RONNIE SOX

**Ronnie Sox**, 25, brings his Factory Experimental **Mercury Comet** sedan from North Carolina to take on Dave Strickler's Dodge. Ronnie will be having a needle match with his old rival on British soil for a change, and

will have the able assistance of his top mechanic and neighbour **Buddy Martin** who has been with the team for several years.

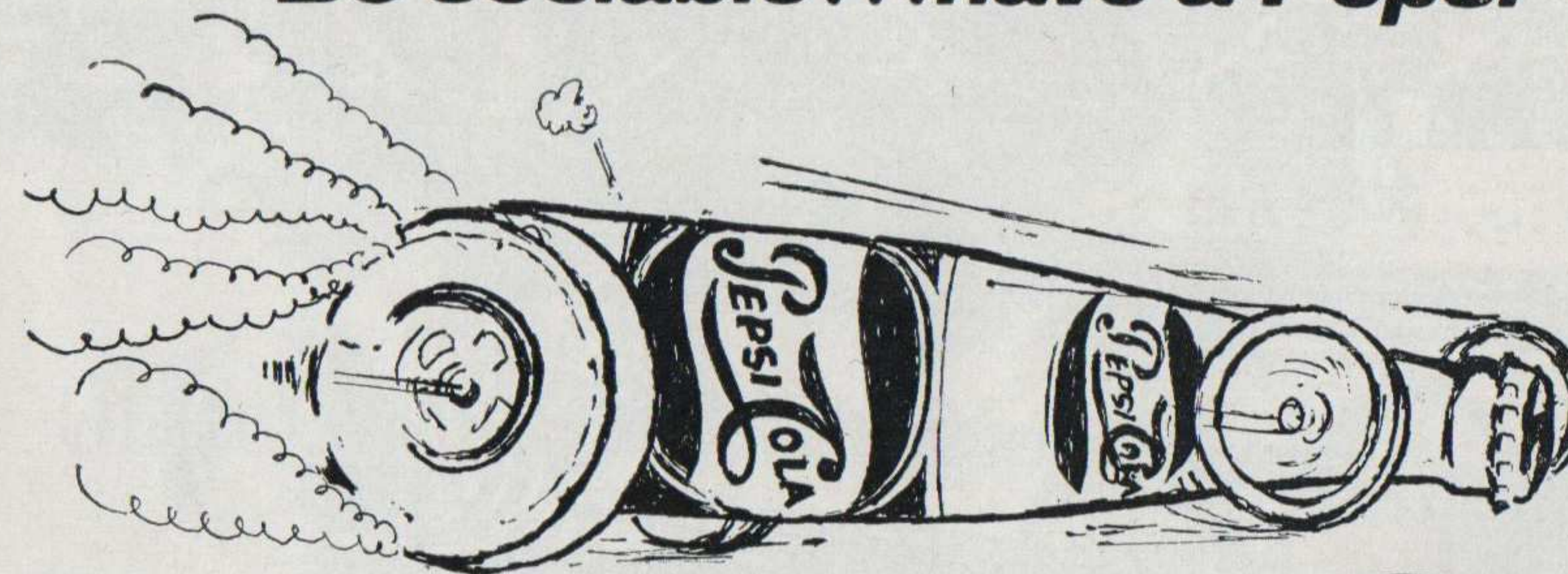
#### DOUG CHURCH

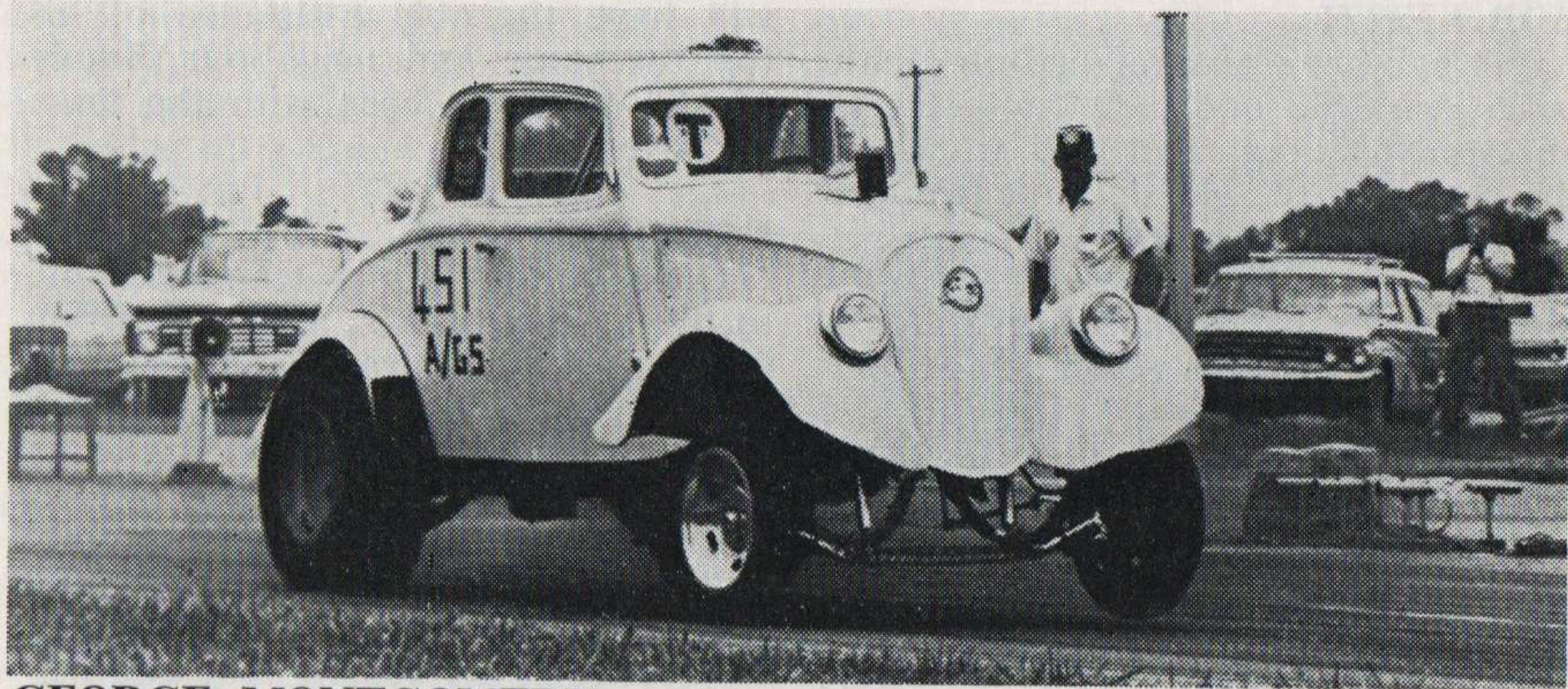
One of the family teams coming to the Festival is **Mr. and Mrs. Doug Church**, of Bellflower California.

Doug will be driving his newly-completed "**Modern Specialist**" **Porsche** Dragster, a most interesting car to British eyes having an engine of only 2 litre capacity. For all that, the highly successful little car now runs under 11 seconds in the quarter mile and will therefore give the blown 1½ litre Allard Dragon dragster a headache.

Mechanic for the Church car is **Phil Tenwick**, 24, also from Bellflower, California.

**Be sociable...have a Pepsi**



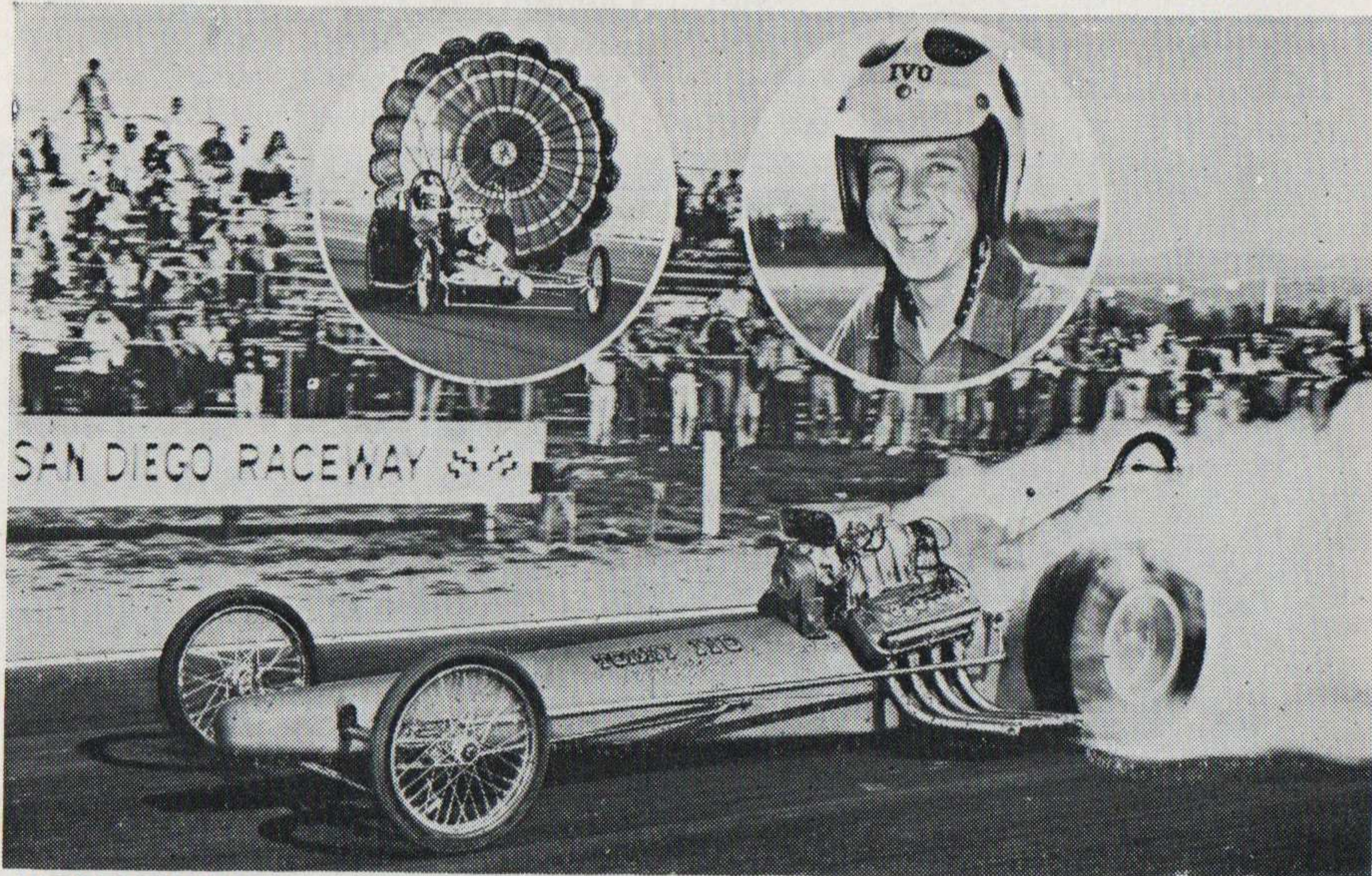


**GEORGE MONTGOMERY**

31 year old **George Montgomery** is an amateur driver from Dayton, Ohio. He is married and has a small son. He will be driving his fantastic 6 litre Chevrolet-powered 1933 Willys Coupe "**The World's Wildest Willys**", one of the most consistently successful

cars in its class. Needless to say, George's pet subject is engine development.

The Montgomery crew includes **Jack Walker, Bob Brand and John Goode**, all from Dayton, Ohio and all concerned with the auto trade.



**TOMMY IVO**

One of Americas top TV Actors, 28 year old **Tommy Ivo** spends all his spare time touring the States with his dragsters, including the fantastic "Showboat" powered by **four** blown V8 engines! "**TV Tommy**" has brought from California his 6 litre supercharged Chrysler **Valvoline Spe-**

**cial**" AA/Fuel Dragster with which he has posted a top time of 202.70 m.p.h. in the quarter mile. Tommy, one of the most successful American drag racers, relaxes by sky-diving, flying and water skiing.

With Tommy comes 24 year old Californian **Tom McCourry** a professional drag racer and mechanic.

# ADLARDS

BRIxton 6431  
(15 lines)

**MOTORS Ltd.**

MACaulay  
3201



MAIN DEALER

43-45 ACRE LANE,  
BRIXTON · S.W.2

24-28 CLAPHAM HIGH ST.,  
CLAPHAM · S.W.4

SERVICE



SPARES

## THE FORD SPECIALISTS



USED CAR CENTRE—ACRE LANE, BRIXTON

ASSOCIATE COMPANIES



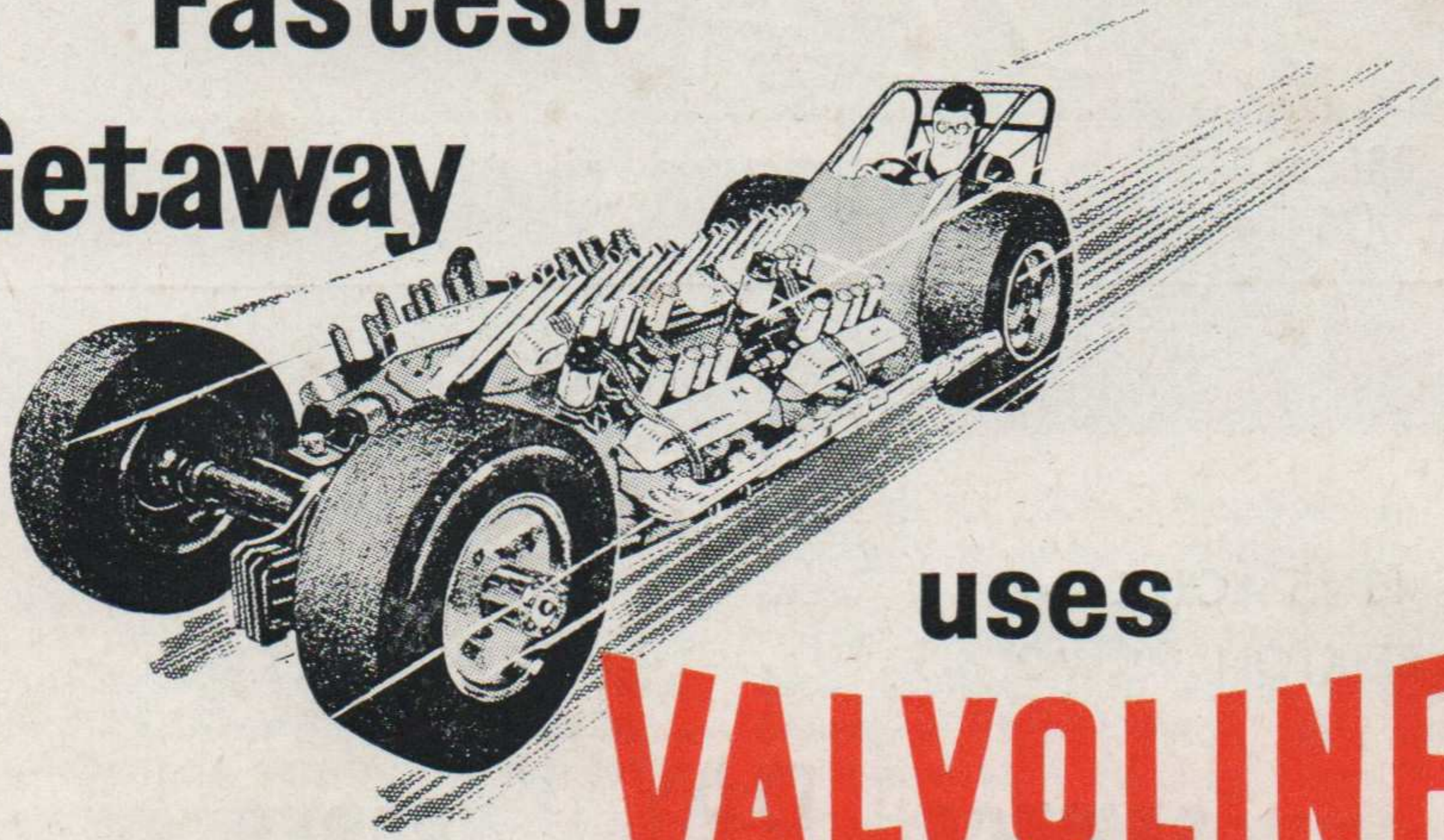
SPEED EQUIPMENT SPECIALISTS  
GOLDE SUNSHINE ROOFS  
SHORROCK SUPERCHARGERS  
51 UPPER RICHMOND RD., S.W.15



WIMBLEDON & PUTNEY'S  
JET  
PETROL STATIONS  
HARTFIELD ROAD, S W.19

MANAGING DIRECTOR  
**REG CANHAM**  
BRI 6431

# World's Fastest Getaway



uses

# VALVOLINE

WORLD'S FIRST - WORLD'S FINEST  
**MOTOR OIL**

TOMMY IVO and TONY NANCY, ace drivers in the American Drag Car Racing Team, use VALVOLINE Motor Oil exclusively in their sensational 1800 h.p., 4-engined, 32-cylinder, 200 m.p.h. cars. Such fantastic machines need the best oil it is possible to produce. That is why champion drivers rely on VALVOLINE with Miracle CHEMALOY, with its high film strength, stability under heat, high viscosity and superior ability to transfer heat from dangerous hot-spots; and VALVOLINE foams less than any other motor oil. Everyday motorists, too, find that VALVOLINE Motor Oil keeps engines clean, resists wear and delivers top power. Ask for VALVOLINE Motor Oil at your Service Station or Garage.

---

Head Office and Plant U.K.

**VALVOLINE OIL COMPANY**

DOCK RD., BIRKENHEAD, CHESHIRE

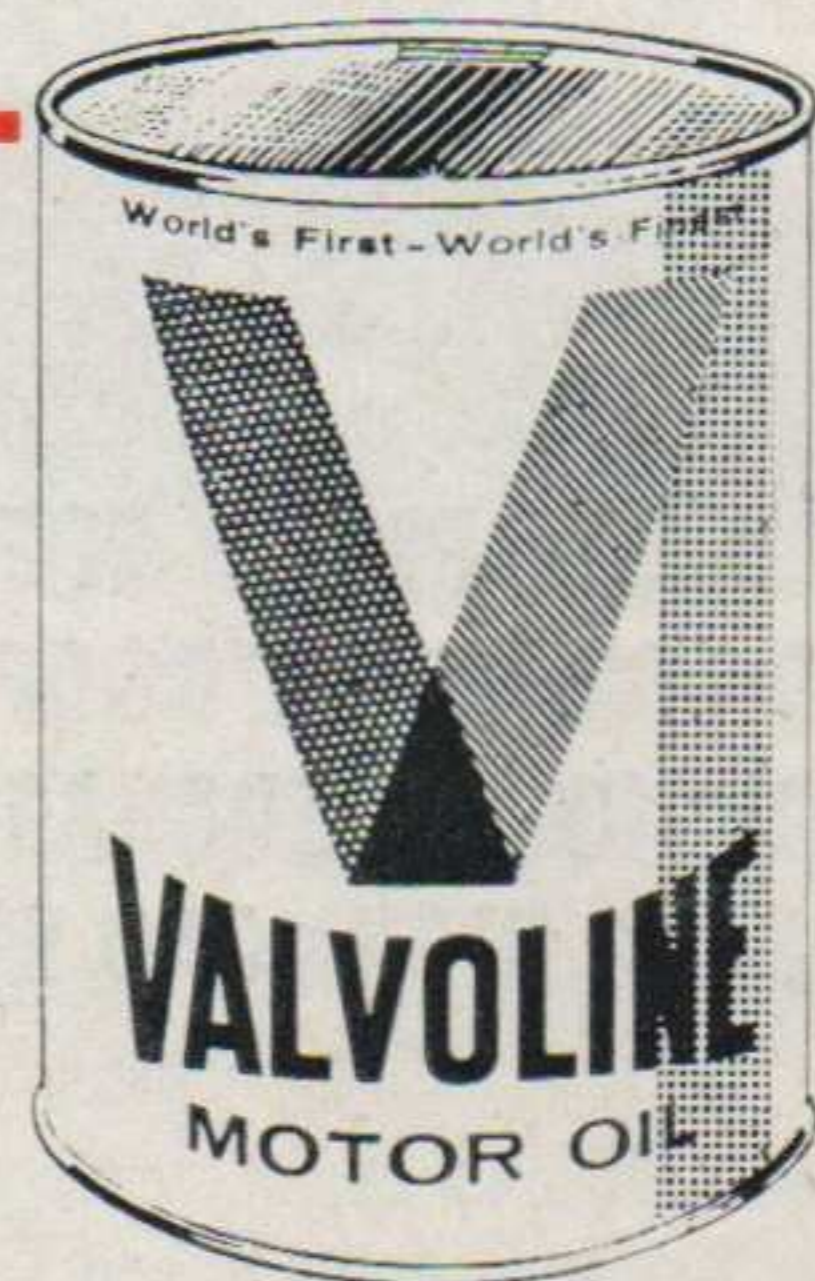
Telephone: CLAughton 1551/2/3

Division of

**ASHLAND OIL & REFINING CO. (Inc. in U.S.A.)**

Offices in New York, U.S.A.; Johannesburg, South Africa;

Sydney, Australia and Caracas in Venezuela.



SUPPLEMENTARY PROGRAMME

1st BRITISH INTERNATIONAL DRAG FESTIVAL

BLACKBUSHE AIRPORT

SUNDAY OCTOBER 4th

11 a m

Organised by: ALLARD OWNER'S CLUB in association with  
BASINGSTOKE MOTORCYCLE CLUB

R. A. C. Permit No. RS. 1052

A. C. U. Permit No. ACU. 703

Temporary Track Certificate No. 444.

ALLARD OWNER'S CLUB:

Secretary of Meeting

R. W. May

Clerk of Course

G. Viola

Stewards:

R. A. C.

C. Mitchell

A. O. C.

W. J. George

Officials:

R. A. C. Scrutineer

D. Jowitt

R. A. C. Timekeeper

G. Hall

Chief Marshall

T. L. Allard

BASINGSTOKE M. C. :

Secretary of Meeting & Clerk  
of Course

R. F. Mitchell

Stewards:

A. C. U.

L. A. Archer

Basingstoke M. C.

P. B. Ryall

Officials:

A. C. U. Scrutineer

D. Plester

A. C. U. Timekeeper

G. Hall

Chief Marshall

K. Littlejohn

### AMERICAN DRAG RACING TEAM

1	Don Garlits	AA/FD Fuel Dragster
140	Tom Ivo	AA/FD Fuel Dragster
22	Tony Nancy	AA/GD Rear Engined Gas Dragster
45	Bob Keith	AA/GD Gas Dragster
1070	Ronnie Sox	A/FX Factory Experimental Saloon
	Dave Strickler	A/FX Factory Experimental Saloon
150	K. S. Pittman	AG/SC Coupe
	George Montgomery	AG/SC Coupe
145	Doug Church	FD/Porsche Dragster
200	Dante Duce	AA/MOD Sports Car "Moonbeam"
13	Dante Duce	Stock Sports Car "Shelby Cobra"

### AMERICAN & BRITISH MOTOR CYCLES

#### Up to 500 c.c.

1	E. J. Hurley	Manx Dragster	C283
2	D. P. Lecoq	7R AJS Special	C290
5	S. Woods	Norton JAP	C297

#### 501 - 750 c.c.

6	W. D. Bragg	Triumph Blue Peril	C296
7	G. R. Howgego	Triumph Special	C282
8	P. Smith	Hagon Triumph	C281
21	G. Garside	B. S. A.	C280

#### 751 - 1500 c.c.

10	D. Page	Vincent Special	C293
11	E. A. Woods	Norton JAP	C289
12	I. Ashwell	Vincent "Saton"	C294
14	N. Higgins	Vincent "Jindivik"	C287
15	H. German	V. W. "Drag-Waye"	Z2887
16	A. Hagon	Hagon - JAP	C298
17	G. Brown	Vincent "Super Nero"	C133
19	W. Wood	Harley Davidson	C1698
20	D. Hyland	Twin Engined Triumph	C1691
22	A. Beaumont	Albeau Special	C305

(Elimination pairing will be announced)

### BRITISH CARS

#### SALOON & G.T. CARS: Up to 2500 c.c.

31	R. A. Kinch	Cortina GT
32	J. Gavin	Deep Sanderson Renault Ford
33	P. J. Deverell	Sunbeam Rapier
34	D. M. Howick	Alfa Romeo Guilia
35	A. P. Locke	Austin Cooper "S"
40	I. A. Grant	Fiat Ford
41	D. Sim	Anglia
42	P. Warren	Anglia
44	D. F. Steiner	Cortina GT

#### SALOON & GT CARS 2500 - 6000 c.c.

47	J. C. Bennett	Pontiac
49	R. A. Jones	Chrysler-Valiant
50	L. Bertorelli	Warwick Buick
52	G. P. Shea	Simmonds Jaguar Mk. III
53	John Turner	Iso Grifo
54	D. Pickford	Mercedes 300 S.L.

#### SPORTS CARS: Up to 2500 c.c.

57	P. Westbury	Lotus B.R.M.
58	R. Hogarth	Lotus 7
60	W. H. Fargus	Lister Bristol
61	J. Bloomfield	Diva

#### SPORTS CARS 2501 - 6000 c.c.

65	B. Ropner	Shelby Cobra
69	J. P. Chapman	Chapman-Mercury
70	K. Wilson	Lister Jaguar
72	S. Farrell	Farrellac

## BRITISH CARS

### SPORTS CARS 2501 - 6000 c.c. (Continued)

75	P. Farquharson	Cadillac Allard
76	G. Tatham	Lister Jaguar
77	D. Pickford	Bentley
79	F. E. Owen	Lister Jaguar
80	B. Croot	Allard JR

### RACING CARS: Up to 3000 c.c.

85	K. Wilson	B. R. M.
86	C. J. Lawrence	Deep Sanderson
87	D. H. Gahagan	E. R. A. R7B
88	H. C. Spero	Maserati 250F
89	Major P. J. Gold	Cooper Climax
90	K. R. E. Prince	Buckler/Greeves
91	D. Butler	U2 Cosworth Ford
92	W. Cuff	Cooper Daimler
93	P. Westbury	Ferguson P99
94	P. Meldrum	Lotus Allard
98	K. B. Eckersley	Bugatti T35
99	T. Marsh	Marsh Special

### RACING CARS 3000 - 6000 c.c.

100	R. Soans	Cooper Buick
101	D. R. Hooper	Steyr Allard

### DRAGSTERS Up to 3000 c.c.

111	J. Harrison	D/D Atlantic
112	L. Moss	Riley
113	A. Allard	Allard Dragon
114	A. Densham	Worden
115	D. Baldwin	Ausden
116	D. Jenkinson	Allard Dragon

### DRAGSTERS 3000 - 6000 c.c.

120	N. T. Hills	Hills Jaguar
121	A. Allard	Allard Dragster
122	A. Herridge	Buick 8