

MOTOR CYCLE

DRAG

PROGRAMME

RACING

139

ORGANISED BY

BRITISH DRAG RACING & HOT ROD ASSOCIATION



SANTA POD RACEWAY

SUNDAY, 16th JUNE, 1968

NOTICE—Warning to the Public—Motor Racing is DANGEROUS

"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles are absolved from all liability arising out of accident causing damage or personal injury (whether fatal or otherwise) howsoever caused to spectators or ticket holders".

BRITISH DRAG RACING AND HOT ROD ASSOCIATION PROGRAMME

START 12 NOON

CLASS ELIMINATIONS (to est. class winners and qualifying times for the Double Eliminations)

BREAK during which a Cert. Records Session will be run.

DOUBLE ELIMINATOR (all competitors run in two eliminations to obtain an ultimate finalist)

FINALS

DEMONSTRATIONS at 2 p.m., 3 p.m. and 4 p.m.

The Organisers reserve the right to alter or amend the programme depending upon the number of entries, mechanical failures, weather and other conditions beyond their control.

DRAG CONTROL OFFICIALS

<i>A.C.U Steward</i>	To be appointed
<i>Clerk of the Course</i>	Brian Holmes
<i>A.C.U. Scrutineer</i>	Steve Perry
<i>R.A.C. Timekeepers</i>	Peter Billinton John Wolfe
<i>Assistant Timekeeper</i>	Horace Jakes
<i>Steward of the Meeting</i>	Bernard Davey
<i>Medical Officer</i>	Dr. Patel

RACE CONTROL BY DRAG CONTROL TEAM

<i>Race Directors</i>	David Owen, Byron Tonge, Ken Telford
<i>Chief Paddock Marshals</i>	Bob Farrer, Richard Setchell, Keith Brown
<i>Eliminations Records</i>	June Farrer, Janet Wolfe, Kay Pindred
<i>Chief Starter</i>	Stuart Bradbury
<i>Chief Track Marshals</i>	Nobby Clarke, Ian Ambrose, David Rayner
<i>Commentator</i>	Steve Perry

RACEWAY REPORTS

Today's motorcycle drag race meeting is the third of a series organised by the British Drag Racing & Hot Rod Association. This is an elimination event during which motorcycles of a similar class (capacity wise), divided into Street and Competition machinery, will race against each other to decide class winners, followed by several major elimination events between the eight fastest motorcycles, which is the Top Eliminator, and the next sixteen fastest bikes which is the Super Eliminator. The following sixteen fastest bikes run as a Competition Eliminator. In each elimination the machines are paired to run against each other on a knock-out basis, the one that beats all the others being the winner. Naturally, the fastest eliminations have bigger awards, and it is obviously an advantage for each rider to do his utmost during class eliminations to qualify for the highest possible elimination.

With the faster turn-round on motorcycles they are generally run on a double eliminator basis, in other words, when the fastest eight have run off against each other and produced a winner, the winner then sits out whilst the other seven race each other again for a runner-up who gets one more crack at the original winner in a grand final, thus every rider gets two shots at the major awards.

There are classes for all types and sizes of machines, including scooters and normal street motorcycles. Membership of B.D.R. & H.R.A., leathers, crash helmet, are the only requirements for any motorcyclist to compete here at Santa Pod Raceway. If you feel like joining the fun on your street machine, and some of today's street machines are really quick, go along to the Association's stand where Ken Telford will be happy to explain how to get an entry and join the Club ready for our next motorcycle drag race meeting.

We do know that the local authorities are watching our activities with a very close eye, with particular emphasis on disturbance caused to local residents. For your part you can help the sport considerably by driving quietly and considerately through the local villages.

NEXT MEETING
SATURDAY, 20th JULY, 1968
COMBINED NITE MEETING

TODAY'S COMPETITORS



COMPETITION SOLOS

Class B. 1,001 c.c. — 1300 c.c.

(Class Record to be established)

B/CS 8	P. Gray	Leviatham H.B.	1213c.c.
B/CS 11	D. Norman	Double Triumph	1300c.c.
B/CS 14	M. Biggs	Barium Jap	1300c.c.

Class C. 751 c.c. — 1,000 c.c.

(Class Record to be established)

C/CS 20	J. Lloyd	Vincent Special	998c.c.
C/CS 22	A. Turpin	Silver Flash	998c.c.
C/CS 23	H. Butler	Pegasus	998c.c.

Class D. 501 c.c. — 750 c.c.

(Class Record to be established)

D/CS 25	D. Allen	Ram Rod	746c.c.
D/CS 38	D. East	"Eolus"	649c.c.
D/CS 42	P. Eeles	Suddenly	650c.c.
D/CS 45	D. Clee	D.J's	650c.c.
D/CS 48	J. O'Brien	Harley Davison	750c.c.
D/CS 49	S. Bentley		650c.c.
D/CS 198	R. Pailes	Triumph	650c.c.
D/CS 199	B. Millin	Triumph	650c.c.

Class E. 351 c.c. — 500 c.c.

(Class Record to be established)

E/CS 56	J. Hobbs	Olympus	498c.c.
E/CS 63	C. Bartram	Norton	497c.c.
E/CS 65	P. Miller	Triumph	493c.c.
E/CS 67	B. Chapman	Vincent	499c.c.
E/CS 70	P. Twitching	Patsy II	500c.c.
E/CS 71	R. Knott	Triumph	500c.c.
E/CS 72	T. Presland	Sidewinder	499c.c.
E/CS 200	J. Core	Sleeper	498c.c.
E/CS 205	R. Baskerville	Special	498c.c.

Class F. 251 c.c. — 350 c.c.

(Class Record to be established)

F/CS 83	A. Brazier	Dragster B.S.A.	350c.c.
F/CS 86	D. Leigh	Rudge	348c.c.
F/CS 92	J. Brooks	Dope Addict	348c.c.
F/CS 95	D. Measures	B.S.A.	343c.c.

Class G. 151 c.c. — 250 c.c.

(Class Record to be established)

G/CS 104	J. O'Brien	Velocette	250c.c.
G/CS 110	P. Irons	"Montesa"	247 c.c.
G/CS 112	F. Wells	Ducati	246c.c.
G/CS 114	J. Wells	Ducati	174c.c.
G/CS 116	M. Kilminster	Special	249c.c.
G/CS 118	K. White	Whitelake B.S.A.	249c.c.
G/CS 119	E. Lloyd	B.S.A.	249c.c.
G/CS 122	A. McPhail	Macon	249c.c.
G/CS 123	D. Saltwell	B.S.A.	249c.c.
G/CS 202	M. Butler	Norton	249c.c.

Class J. Up to 50 c.c.

(Class Record to be established)

J/CS 193	T. V. Timberley	"Little Atom"	49c.c.
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STREET SOLOS**Class D. 501 c.c. — 750 c.c.**

(Class Record to be established)

D/SS 143	M. Copelin	Triton	650c.c.
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Class G. 151 c.c. — 250 c.c.

(Class Record to be established)

G/SS 164	M. Ford	Honda	160c.c.
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COMPETITION THREE WHEELERS**Class C. 751 c.c. — 1,000 c.c.**

(Class Record to be established)

C/CT 176	V. Philips	Impulse	998c.c.
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Class E. 351 c.c. — 500 c.c.

(Class Record to be established)

E/CT 184	A. McPhail	Triumph	498c.c.
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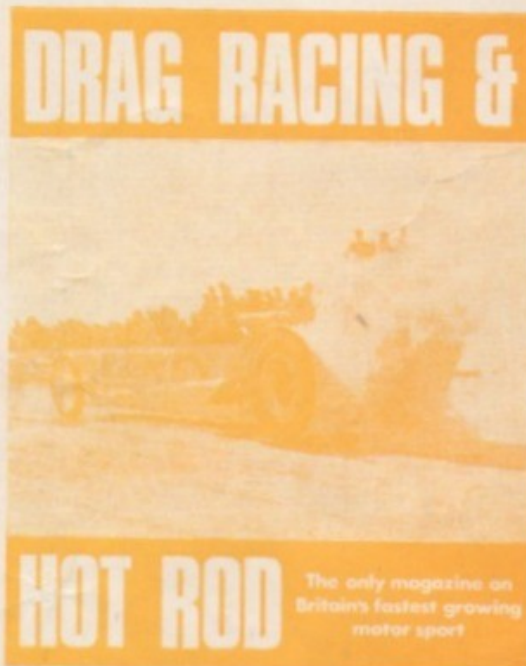
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