

A qualifying round of the

# ***Castrol***

**RAC National  
Drag Racing  
Championship**

**Official Programme**



**Organised and  
presented by the**

**NATIONAL DRAG RACING CLUB**



# DRAG RACING IS...

... in simplest terms, an acceleration contest between two cars or bikes racing from a standing start over a straight line, precisely measured, quarter-mile course. The main object for each competitor is to reach the finish line ahead of his opponent.

The quickest UK dragsters are recording terminal speeds over 200 mph in 6 seconds! These speeds and ETs (elapsed time) are only used to determine qualifying positions for racing, performance realised and records — racing to be there first is the name of the game.

Hold on, though! — Drag Racing is not all 200 mph super cars. The very roots of the Sport stem for the Street scene. Drag Racing is for everyone. There is a class for every type of vehicle starting with the day-to-day stock production car or motorcycle. You think your car is fast — the Drag Strip is the place to prove it — and right or wrong, about that performance, there is a whole lot of fun in Drag Racing competition. Maybe the cheapest way to go motor-racing, you do not need scads of money to start, nor Grand Prix driver potential, but later, if you wish, the all-out competition classes offer unlimited scope.

Drag Racing is a sport, a language, power, ingenuity, colour, spectacle, individual expression, a cult and FUN. A normal day of racing comprises practice, qualifying by elapsed time trials to compete in the Eliminations and finally, the racing of the Eliminations. The Eliminations are a simple tournament knock-out method of determining the winner in each class. Round 1 winner advances to Round 2, and so on.

Cars will start in pairs. Start will be made electric light signal (Christmas Tree) in the form a column with a set of lights for each lane. In order to position cars accurately for the start there are three staging lights at the top of the Christmas Tree. Below these separately mounted are the sequential start lights. When the car enters the start stage area, the bottom light of the stage lights will come on. The car should be halted thus properly staged. If the next light above comes on the car is too far forward (overstaged). If the topmost light comes on the car is too far back (understaged). After staging the sequential start lights will run down. The sequence is — AMBER, AMBER, AMBER — GREEN (START!). There is a half second delay between each sequential light. If a competitor starts before the green signal (false start) or rolls out of the staging area whilst the sequential lights are running he will cause the bottom light (RED) to illuminate. A red light means automatic disqualification from the Elimination competition. In the event of both contestants drawing a red light, a re-run will be permitted.

In the event of Christmas Tree starting not being available a flag start will be used. Vehicles will be positioned by the startline marshals. The start marshal standing centrally in front of both cars will place the tip of one of two flags on the ground. With the other flag he will point to each competitor in turn to obtain an indication of readiness to start. The start will be signalled by instant lifting of the first flag from the ground. The start marshal and start line marshals will act as Judges of Fact regarding false starts in these circumstances.

Timing will be electronic, actuated by light beams/photo cells systems and will start directly the vehicle leaves the staging area. The start light system is not connected to the timing apparatus. The finish line will be indicated by white lining and chequer boards.

## OPENING ROUND OF CASTROL/R.A.C. NATIONAL DRAG RACING CHAMPIONSHIP

R.A.F. WROUGHTON — NR. SWINDON, WILTS

SUNDAY 8TH APRIL

R.A.C. Permit Q 285                      A.C.U. Permit RS 8766

R.A.C. Steward — To be appointed

R.A.C. Scrutineer    Capt. T. Hales

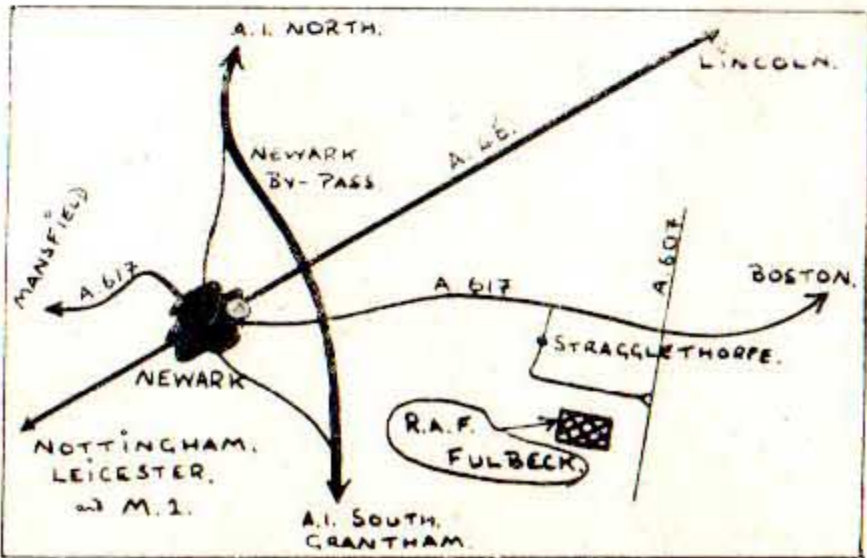
### Club Stewards

Time Keepers	Mr. H. Jakes Mr. J. Wolfe
R.A.C. 2a Timekeeper	To be appointed
Clerk of the Course	Mr. C. Jones
Secretary of the Meeting	Miss J. Noakes
First Aid	St. John Ambulance Brigade
Marshalls	Members of the National Drag Racing Club
Public Relations Officer	Mr. E.T. Macknight
Motor Cycle Scrutineer	Mr. S. Perry
N.D.R.C. Stewards	To be appointed
Commentator	Mr. A. Wigmore
Medical Officers	Staff of Princess Alexandra's Hospital

The N.D.R.C. wishes to thank the following for their assistance and enthusiastic support in organising and running this event —

Ministry of Defence, Station Commanding Officer Commander Cryer,  
Wiltshire Constabulary, the Princess Alexandra's Royal Airforce  
Hospital, Mr. Hussey of Wier Farm.

NATIONAL DRAG RACING CLUB  
presents  
**2nd Championship Round**  
at  
**R.A.F. FULBECK nr. NEWARK**  
**SUNDAY 6th MAY.**  
Gates open 9 a.m. — Racing till 6 p.m.



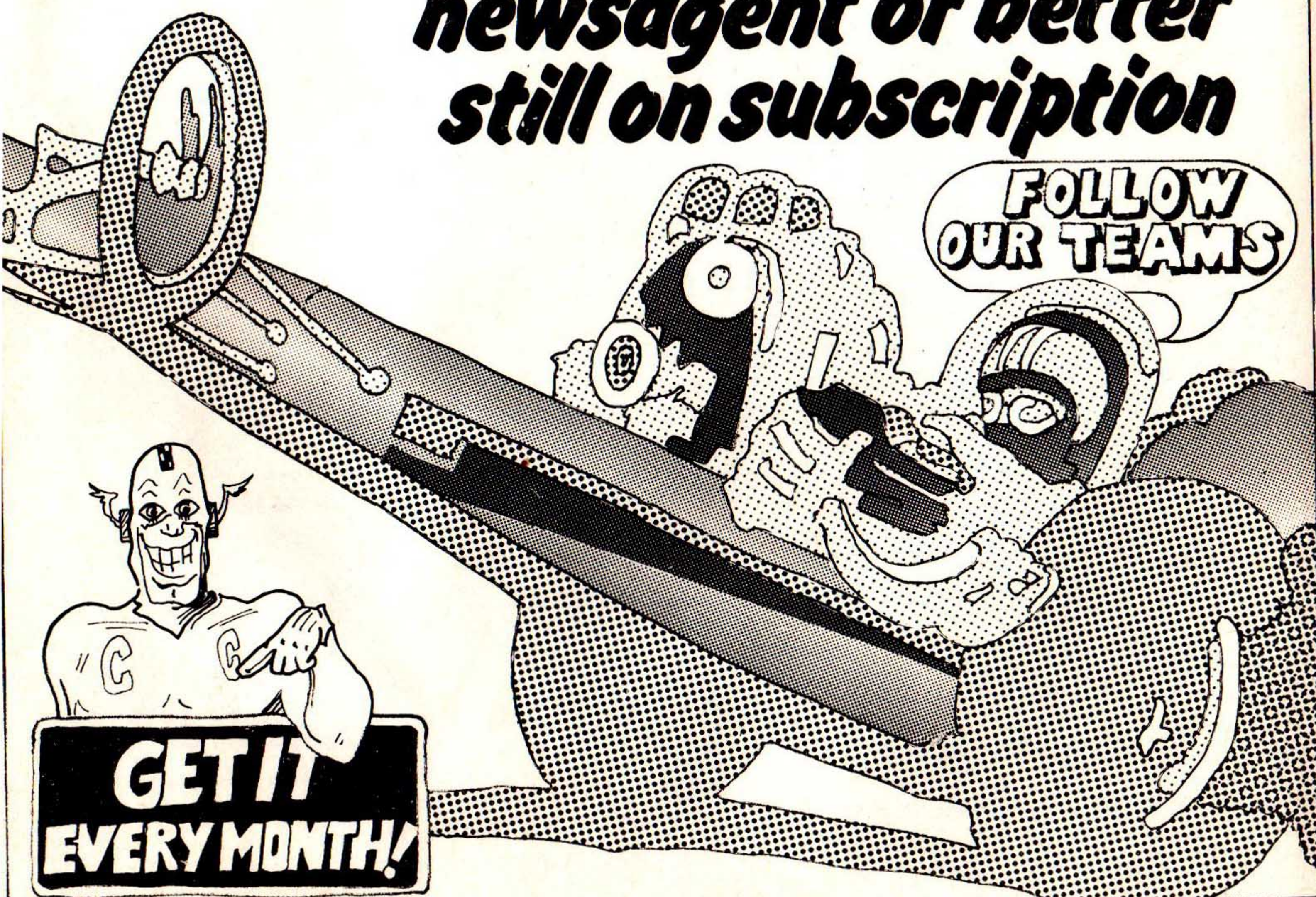
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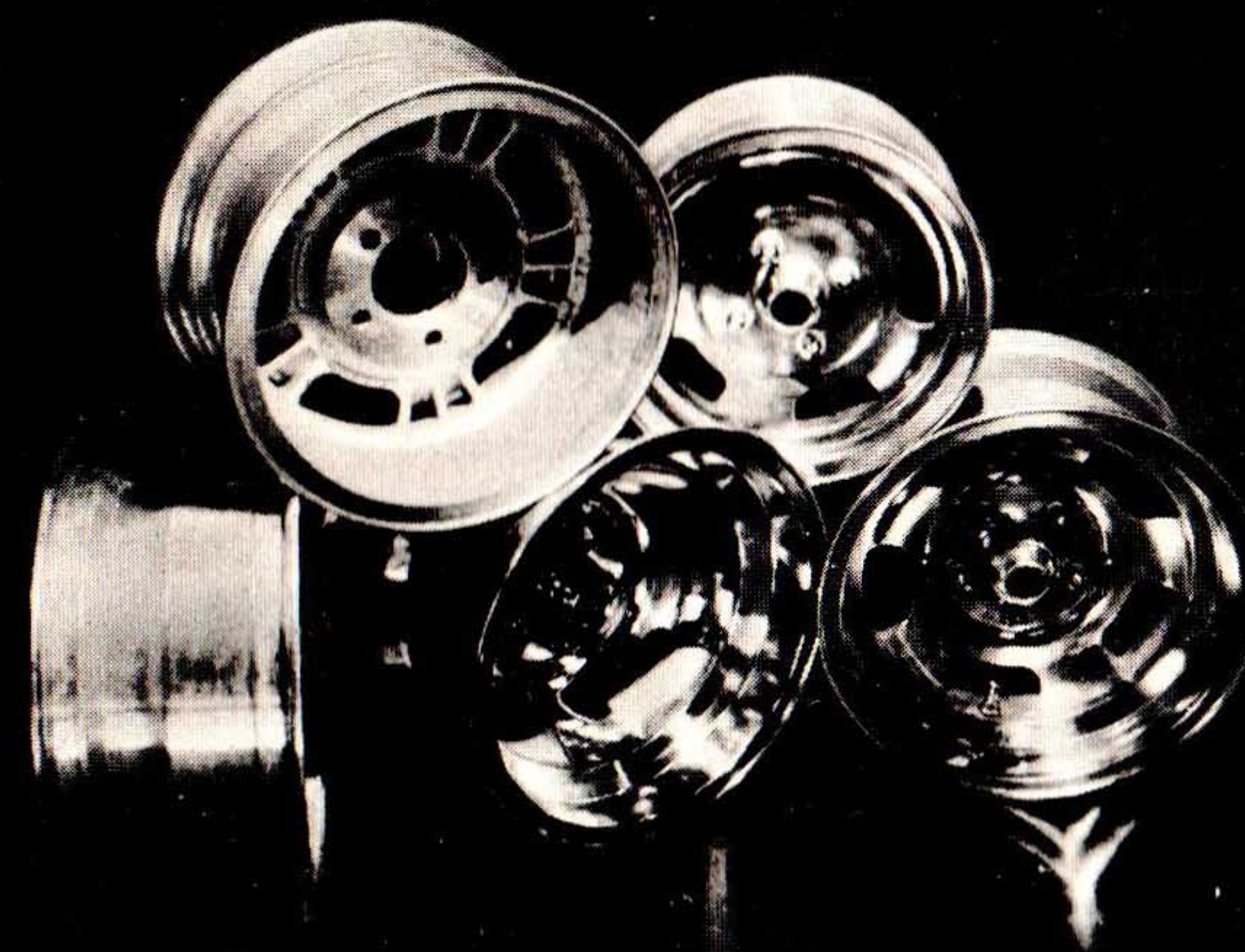
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This meeting is held under the General Competition Rules of the Royal Automobile Club and the Auto Cycle Union incorporating the provisions of the International Sporting Code of the F.I.A. under Permit Number RS 8766. A.C.U. Permit No. Q 285.

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.

## NOTICE – WARNING TO THE PUBLIC –

**MOTOR SPORT 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.

## PROHIBITED AREA NOTICES

The Public are not permitted in areas where the PROHIBITED AREA notices are displayed.

PLEASE TAKE YOUR LITTER HOME WITH YOU



**CAR CLASSES:** All competing vehicles will be divided into the following capacity classes within their appropriate divisions:—

Class 'A' — 8001cc and over	Class 'E' — 1501–2000cc
Class 'B' — 5001–8000cc	Class 'F' — 1101–1500cc
Class 'CC' — 4001–5000cc	Class 'G' — 751–1100cc
Class 'C' — 3001–4000cc	Class 'H' — 501– 750cc
Class 'D' — 2001–3000cc	Class 'I' — Up to 500cc

**DIVISIONS:—**

'P' — Stock Production. — Factory original saloons and sports cars. Must be fully road legal to current Ministry of Transport requirements. Certain modifications are allowed. Earlier similar models may be up-dated to current specifications.

'M' — Modified Production. — Saloon cars and Sports cars whose engines or suspensions have been modified by either the manufacturer or woner outside those modifications permitted in Stock Production. Cars in this Division must be fully road legal to current M.O.T. requirements. Moderate customising and the use of lightweight panels is permitted.

'SA' — Street Altered. — All types of cars, saloon and sports, in which a more powerful engine has been substituted for the original. Cars in this Division must be fully road legal to current M.O.T. requirements.

**NOTE:** In the above divisions, the term 'Fully Road Legal' does not imply that the car is required to be taxed and insured. It must, however, be capable of meeting all requirements laid down in the Road Traffic Acts for the use of the vehicle on the public highway.

'PRO' — Pro-Stock. — Extensively modified full-bodied production saloons and coupes prepared to professional standards and complying with specified performance and weight rules. Any engine may be fitted with no limit to modifications providing it is in the original location and is not supercharged. Tax and insurance is not required and pump petrol only may be used.

'CA' — Competition Altered. — Cars constructed for all-out competition and fitted with a body (or replica) originally produced by a manufacturer.

'FC' — Funny Car. — Cars constructed for all-out competition and fitted with a saloon or coupe body (or replica) not more than 5 years old, and originally produced by a manufacturer. Engine location at builders discretion, but must be of 'A' class capacity.

'D' — Dragster. — Cars designed and constructed for all-out racing in a straight line over 440 yards. This Division includes single seater circuit racing cars designated Groups 7, 8 & 9, Formula and Formula Libre types as RAC/FIA classifications.

**MOTOR CYCLE CLASSES:** All competing vehicles will be divided into the following capacity classes within their appropriate divisions:—

Class 'A' — 1301–2000cc	Class 'D' — 501–750cc
Class 'B' — 1001–1300cc	Class 'E' — 351–500cc
Class 'C' — 751–1000cc	Class 'F' — 240–350cc

This capacity classification letter will prefix the Division letter which will prefix the competitors number.

e.g. F/S/101 — indicates a 300cc Street Solo — number 101.

**DIVISIONS:** There will be two Divisions for all competing vehicles:—

'S'	—	Street Solo
'C'	—	Competition Solo

'S' — STREET: Open for all motorcycles which are street legal, taxed and insured. Proof of both these latter two must be produced.

'C' — COMPETITION: Open for all motorcycles designed and constructed for out and out racing.

Elimination racing will be constituted as follows with eligibility determined by elapsed times recorded during the Qualifying timed runs held prior to the Eliminations

There will be four main divisions of Eliminations:—

1	DRAGSTER
2	COMPETITION (INCLUDING FUNNY CAR AS NECESSARY)
3	PRO STOCK
4	STREET

Each main division comprises four sub-divisions, with the exception of Pro Stock.

#### **DRAGSTER DIVISION**

TOP DRAGSTER	— Comprises the fastest eight qualifiers.
SENIOR DRAGSTER	— Comprises the next fastest eight qualifiers, with no car over Class CC.
MIDDLE DRAGSTER	— Comprises the next fastest eight qualifiers, with no car over Class D.
JUNIOR DRAGSTER	— Comprises the next fastest eight qualifiers, with no car over Class F.

#### **COMPETITION ALTERED DIVISION**

TOP COMPETITION	— Comprises the fastest eight qualifiers (including Funny Car until there are sufficient for their own division or as necessary).
SENIOR COMPETITION	— Comprises the next fastest eight qualifiers, with no car over Class B.
MIDDLE COMPETITION	— Comprises the next fastest eight qualifiers, with no car over Class C.
JUNIOR COMPETITION	— Comprises the next fastest eight qualifiers, with no car over Class E.

**PRO STOCK DIVISION** — Comprises a single Eliminator of the fastest eight qualifiers.

#### **STREET DIVISION**

TOP STREET	— Comprises the fastest eight qualifiers from Classes A/P, B/P, A/M, B/M, CC/M and A/SA, B/SA, CC/SA, C/SA.
SENIOR STREET	— Comprises the fastest eight qualifiers from Classes CC/P, C/P, C/M, D/M and D/SA, E/SA.
MIDDLE STREET	— Comprises the fastest eight qualifiers from Classes D/P, E/P, E/M, F/M and F/SA, G/SA.
JUNIOR STREET	— Comprises the fastest eight qualifiers from Classes F/P, G/P, H/P, I/P, G/M, H/M, I/M and H/SA, I/SA.

#### **MOTOR CYCLE SUBDIVISIONS**

TOP COMPETITION	— Consisting of the fastest eight qualifiers.
SENIOR	— Consisting of the next eight qualifiers.
JUNIOR	— Consisting of the next eight qualifiers with no motor cycle over Class E.
TOP STREET	— Fastest eight qualifiers.
SENIOR STREET	— Next fastest eight.

Further elimination brackets in Street Motorcycle will be considered as entries demand.



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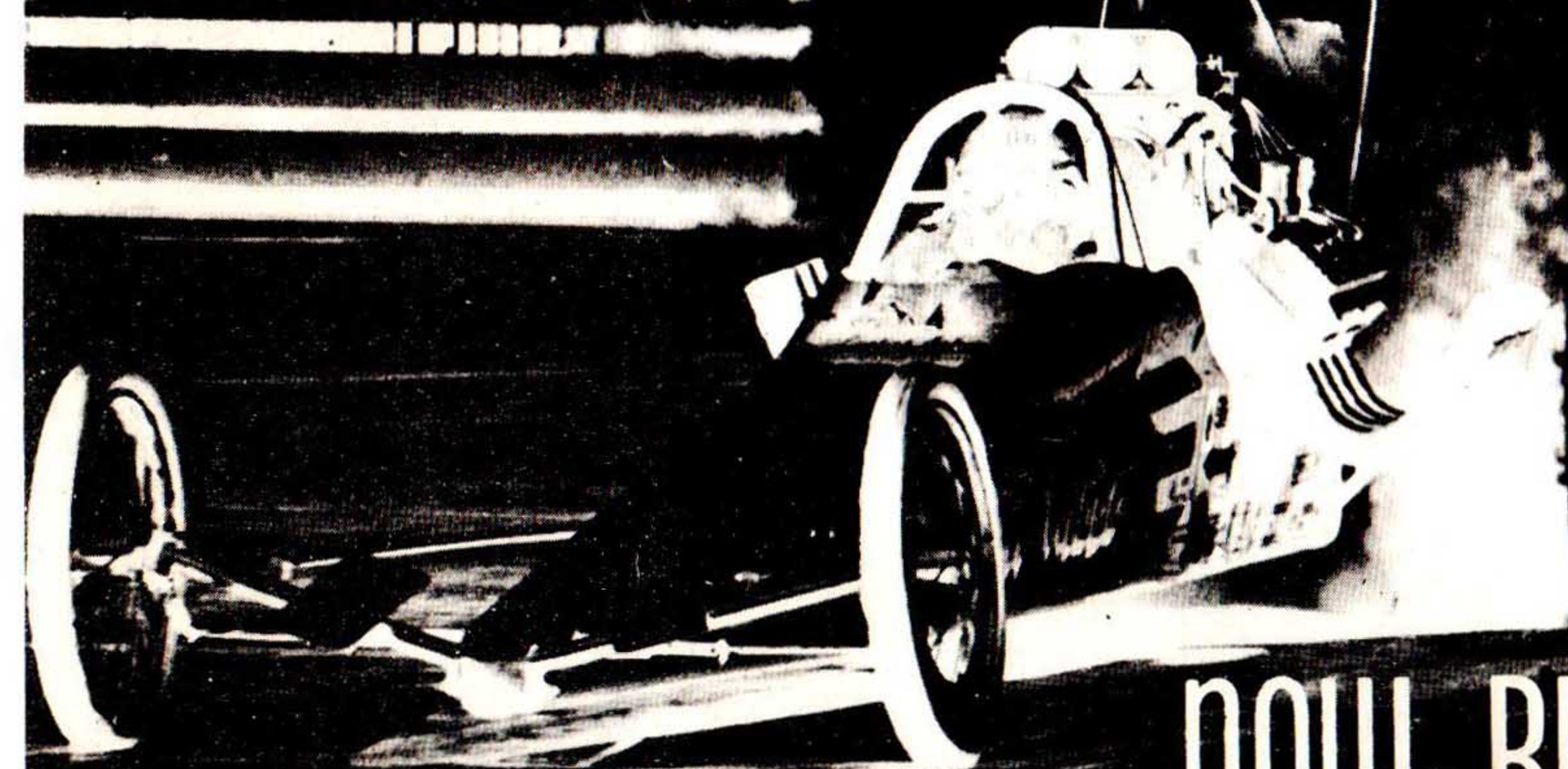
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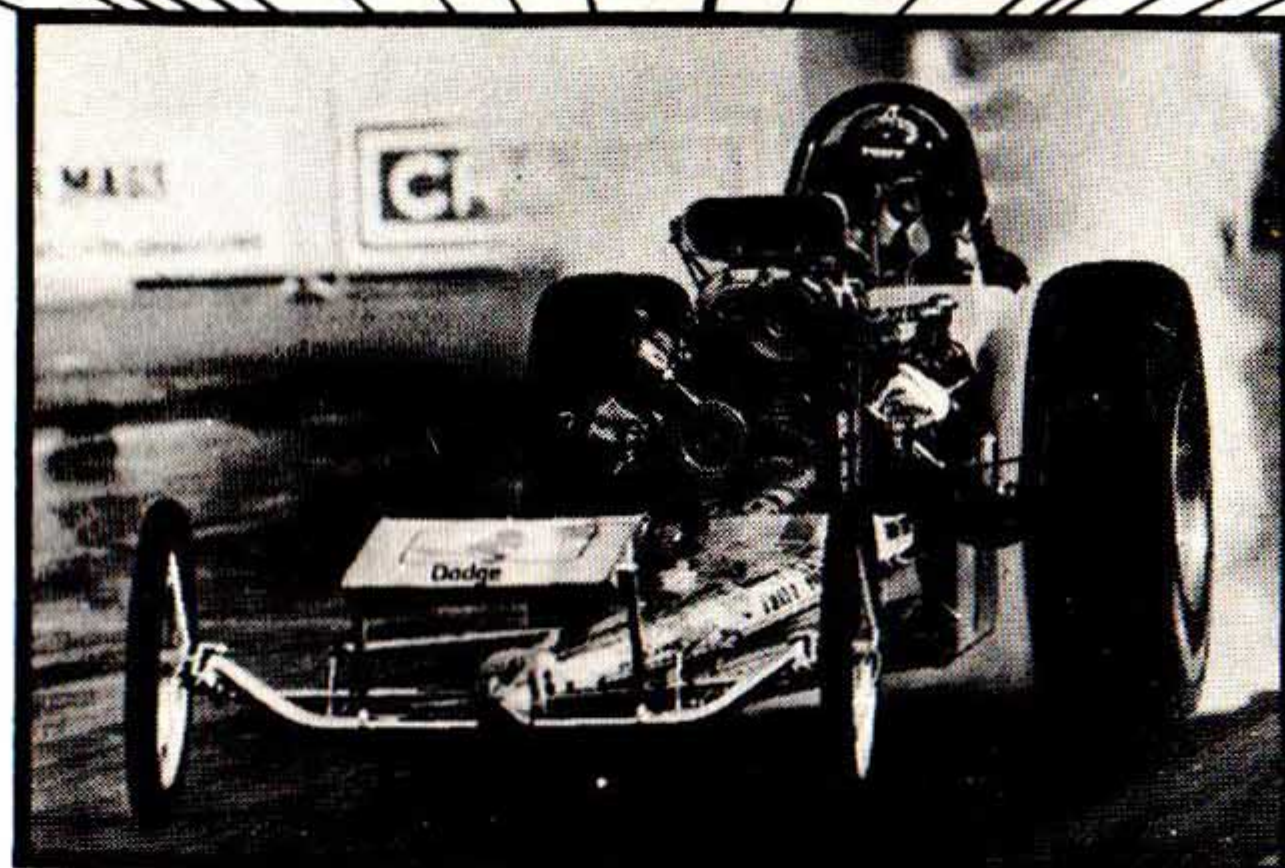
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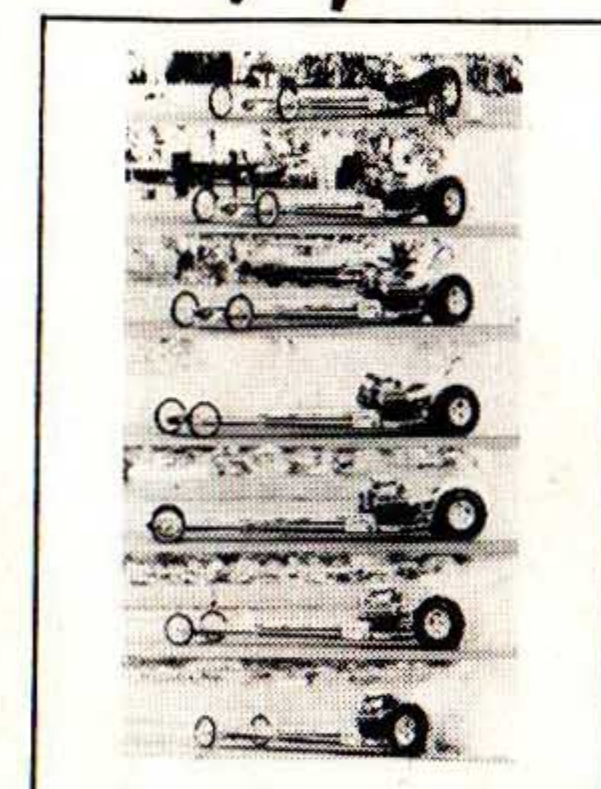
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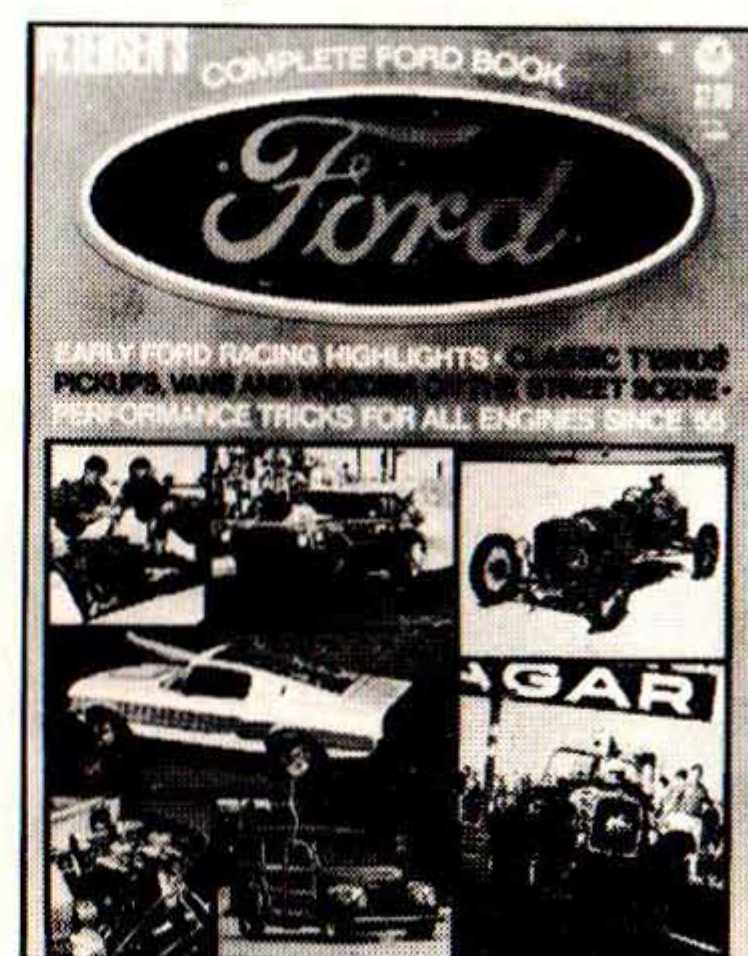
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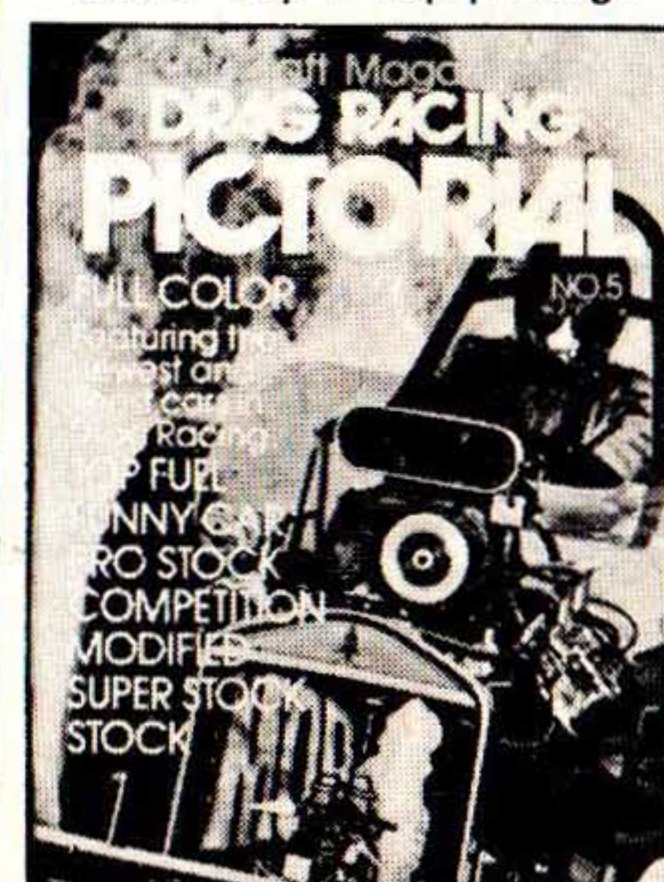
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## ROYAL AUTOMOBILE CLUB ANNOUNCES 'NATIONAL DRAG RACING CHAMPIONSHIPS' FOR 1973 SPONSORED BY CASTROL.

This significant step forward in recognition for the sport has been made possible by the sponsorship of Castrol Ltd. As a truly National championship series, with investigations to all the main bodies involved, and overseen by the controlling organisation in British motor-sport, this advance confers equal status for Drag Racing with other accepted and recognized forms of motor racing.

### The Championship Meetings are:

- April 8th 1973 — Wroughton, Nr. Swindon, Wilts.
- May 6th 1973 — Fulbeck, Nr. Newark, Notts.
- June 24th 1973 — Silverstone Race Circuit
- August 19th 1973 — Blackbushe, Nr. Camberley, Surrey
- September 9th 1973 — Long Marston, Nr. Stratford-on-Avon.
- September 30th 1973 — Blackbushe, Nr. Camberley, Surrey.

The outright points winner will become the RAC National Champion. Points will be awarded as follows:

### Points

- (a) In 8 car Eliminations (i.e. 8 starters in Class the following points reduction will apply:—

Winner	10 points
Runner-up	6 points
Two losing Semi-Finalists	3 points (each)
Four first round losers	1 point (each)

- (b) In a 7 to 5 car Elimination points will be awarded to winner and runner-up only thus:—

Winner	10 points
Runner-up	6 points

- (c) In a 4 to 2 car Elimination points will be awarded to the winner only:—

Winner	10 points
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Prize money will be awarded at the end of the season as follows:—

1st (Highest points)	£250.00
2nd (Next Highest Points)	£200.00
3rd ( — )	£150.00
4th ( — )	£100.00
5th ( — )	£75.00
6th ( — )	£60.00
7th ( — )	£50.00
8th ( — )	£45.00
9th ( — )	£40.00
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