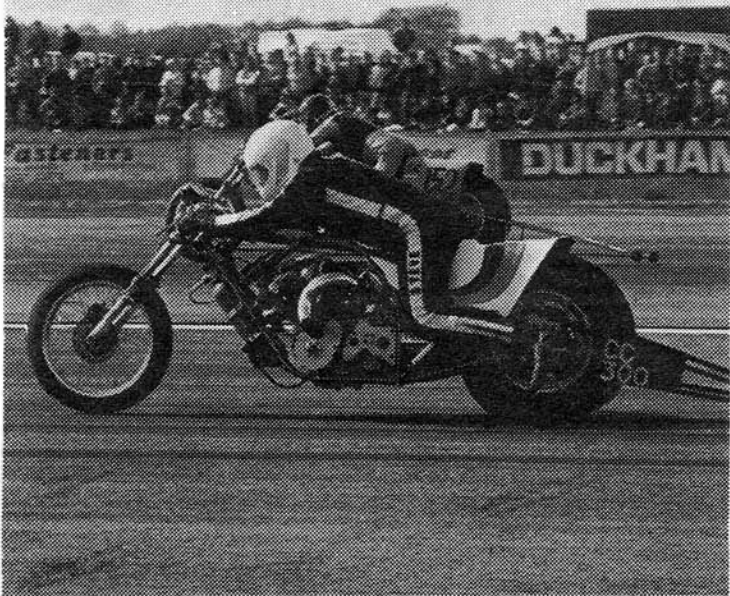


Ready for take-off



IT might look an uncomfortable way to ride a 'bike — but at speeds well over 150 m.p.h., and taking less than 10 seconds for a quarter mile course — who is really going to have time to be aware?

This was one of the thrills at the drag racing at Blackbushe Airfield on Sunday.

But really getting a move on was Dave Wilson, of Stake Lane, Cove, who took part in the event in his dragster "The Krypton" in the Pro-Comp Class.

He raced home over the quarter mile in 7.25sec., covering the course

at an average speed of 120 m.p.h., but topping about 190 m.p.h. — give or take a few m.p.h.!

A CASE OF SUCCESS FOR DRAG CAR DUO!

by **LINDY WARBURTON**

A CAR which holds a British drag racing record began life as a jumble of parts brought to England in two friends' airline hand luggage.

Magnum Force was built by Mr. Herb Andrews (27), of Hatch Ride, Crowthorne, and Mr. Bob Vaughan (27), of Upper Broadmoor Road, also in Crowthorne. It took 18 months to bolt, screw and weld together.

But the success of the enterprise paid off when Herb drove the car to break the British record of 9.27 seconds in a ¼-mile race with a time of 8.95 seconds, reaching 147 m.p.h. at Santa Pod Raceway in Bedfordshire.

Designs

The car is powered by a Chevrolet V8 5.4 litre fuel-injected engine. It uses a gallon of methanol — alcohol fuel — in each ¼-mile race. Magnum Force is currently lying third in the British Drag Racing Association championship out of a field of 75 cars.

Herb, a former pupil of Edgbarrow School, Crowthorne, said: "Around 1970 Bob and I went to see the drag racing at Blackbushe and thought we could do better than other people. So we built a car which I raced for two years.

"It wasn't really competitive and we looked around to see who the current record holder was. We started building this car in late 1979.

"We contacted the racing organisations in the States and they sent all the chassis designs."

The car has a glassfibre body shell and aircraft quality tubing. At this stage, two local firms made important contributions to the building of the car. John Bartlett, of Rectory Road, Farnborough, did the welding and John Offord Sheet

Metal, in Heath Hill Road, Crowthorne, provided some parts, including the fuel tank.

"Bob and I saved some money up and went to Los Angeles and bought all the parts. We brought them all back in suitcases on the plane. We brought back the rear tyres, the wheels — the whole thing in bits," said Herb.

Startled customs men ordered them to open up their cases when they triggered off the airport metal detectors and the friends had a lot of explaining to do before they were allowed through.

Last October they returned to California, returning by air with a complete gearbox.

The car was designed for Herb to drive. Bob, at 6ft. 7in., cannot get into it comfortably. But his strength and expertise were vital in the building of Magnum Force.

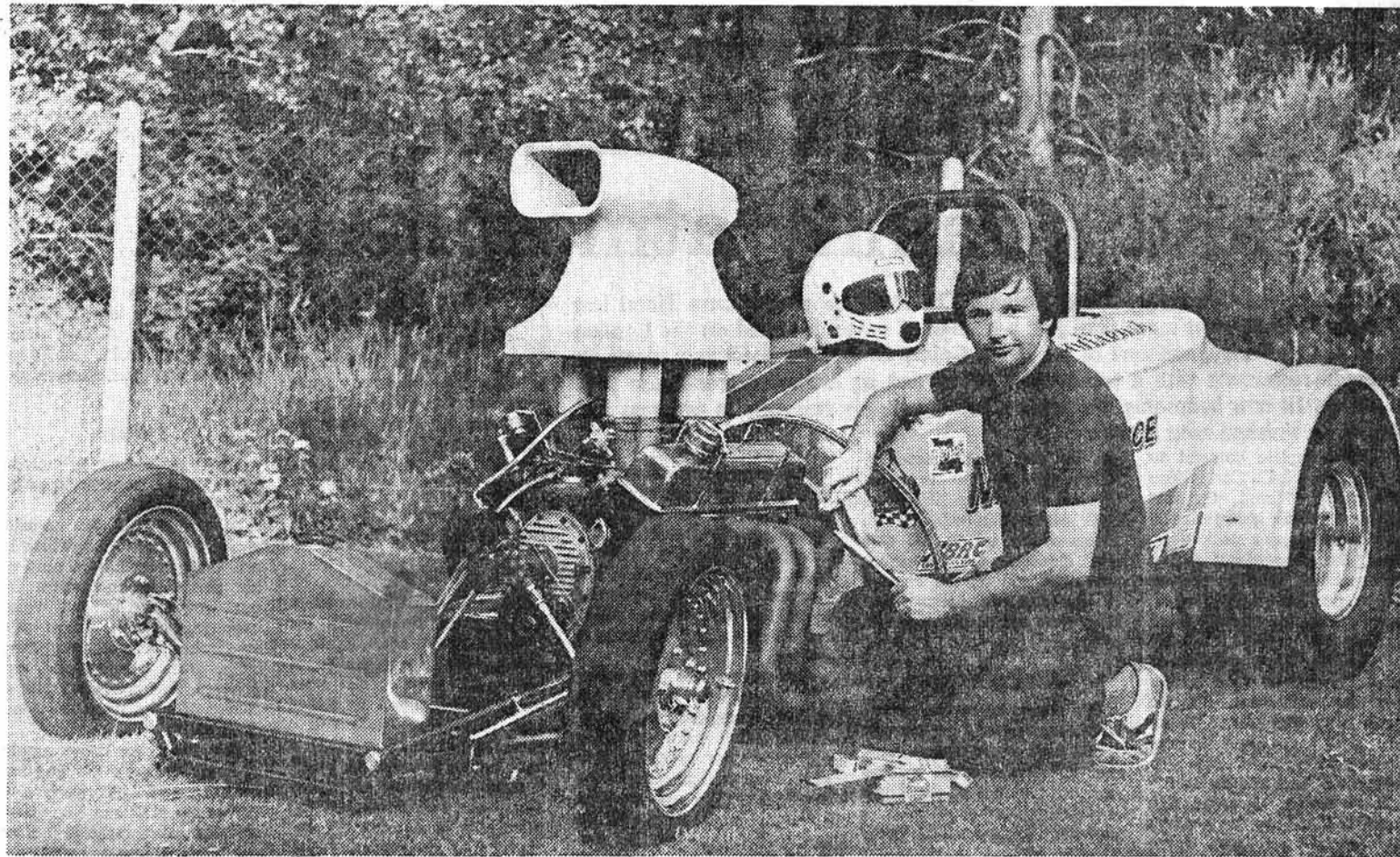
"I drive it and I paid for it, but we built it together. If Bob didn't come along I wouldn't bother racing it," said Herb.

Herb's parents Jack and Margaret Andrews have given him support in his speed quest.

"Without them there is no way I could do it," he said.

Herb, when asked if it was a dangerous sport, said the car's roll cage was made of the best metal at just the right thickness.

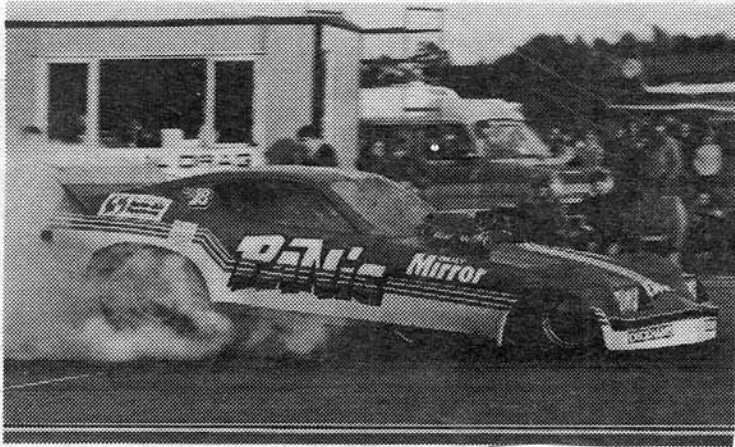
Similar designs on cars involved in accidents at up to 250 m.p.h. had left the driver unscathed, he said.



Wheels of fortune! Herb Andrews with Magnum Force.

AUGUST 4 1983

Dragsters to do battle



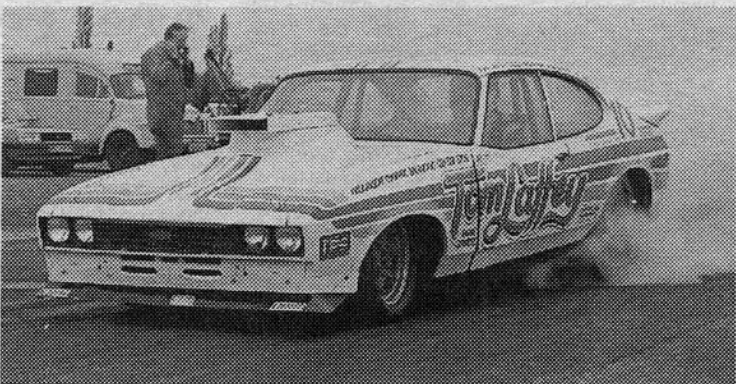
THE National Drag Racing Club will be holding its "Smokers Meet," sponsored by Street Machine Magazine, at Blackbushe Airport on Sunday.

A full field of top class machinery has entered, with dragsters, competition altereds, modifieds, drag bikes and street racers all battling for top honours in the eliminations, which take place in the afternoon. Qualifying is scheduled to commence at 10 a.m.

Additionally there will be match racing between funny cars to provide ground shaking excitement, and a clutch of pro competition cars to keep things moving. There will also be a display of hot rods and cutom cars in the pits.

Admission is £3.

MEAN MACHINES AT BLACKBUSHE



THE National Drag Racing Club will be holding its summer nationals, sponsored by *Street Machine* Magazine, at Blackbushe Airport on Sunday, August 12.

A full field of top-class machinery has entered, with dragsters, competition alteredes, modifieds, drag bikes and street racers all battling for top honours in the eliminations, which take place in the afternoon. Qualifying is scheduled to commence at 10 a.m.

There will be a four-car funny car field (Nobby Hills, Ronnie Picardo, "Panic" and "Hit Man") to provide ground-shaking excitement.

Although they are called funny cars, there is nothing humorous about a short-wheelbased projectile clothed with a fibreglass body and powered by a supercharged V-8 engine which is capable of speeds in excess of 180 m.p.h. and can cover the standing start quarter-mile in under seven seconds.

Street Machine Magazine will be giving away a trophy and £100 in the Southern Street eliminator, a contest to find the quickest street car of the day that makes it through to the final.

Last year the winner was Nick Mann in a turbocharged Rover V-8-motivated Morris Minor. Who will it be this year?

There will also be a display of hot rods and custom cars in the pits, with prizes for "Best Rod," "Best Street Machine" and "Best Engineering" being presented by *Street Machine* Magazine.

Blackbushe Airport is on the A30 between Camberley and Hartley Wintney. Admission is £4, children under 12 free.

Henk rockets to record

SPEED ace Henk Vink set a new kind of European record at Blackbushe dragstrip on Sunday — the first by a rocket-powered motor-cycle.

Although his time of 9.44 seconds for a standing quarter mile, or 137 m.p.h., has been greatly bettered by conventional motor-cycles, Henk said that he had no intention of taking the motor-cycle to anything like full power, as he was still discovering the capabilities of the 2,400 horsepower machine.

EFFECT

Henk (44), of Aalsmeer, near Amsterdam, said: "So far we just know the machine's technical specifications, but there are more things involved — like road holding. We do not know the effect of the rocket engine on that."

Kawasaki distributor for Holland, Henk is no stranger to record-breaking, having set the first European seven-second quarter mile on a more conventional machine.

In the coming months Henk will gradually increase the percentage of power he uses on the hydrogen peroxide fuelled rocket bike and hopes eventual-

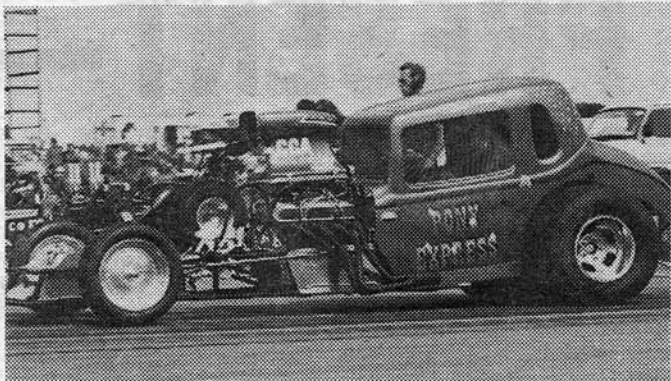


ly to better times recorded by rocket bikes in America. These include a time of 6.5 seconds for the standing quarter mile, with a speed of 225 m.p.h.

The rocket bike drew a great deal of interest at Blackbushe and was much photographed by

enthusiasts there for the last Blackbushe drag-race meet of the season.

The organisers said they were disappointed with the turnout on the day, but that the showery weather had kept people at home.



No dragging about for the speedsters

THE National Drag Racing Club will pay its last visit of the racing season to Blackbushe on Sunday, and the organisers hope one event will be going off with a more than usual roar.

Dutchman Henk Vink is due to make a record attempt on his new bike which is powered by a rocket motor using hydrogen peroxide.

Similar powered machines in the USA have recorded mind-

boggling times of 6.5 seconds for the standing start quarter mile — equivalent to speeds of 225 m.p.h.!

A full field of top-class machinery has entered for the day, with dragsters, competition alterededs, modified drag bikes, and street racers, all battling for places in this, the final round of the NDRC championship. Racing starts at 10 a.m., and admission is £3.