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ning down to a best time of 11.155 @ 119.36 mph with a reaction of .440 & a 60 ft of 1.528, it was like he'd run it yesterday!

2003 also saw Tom joint 1st in both the Roy Wilding Nostalgia Race Cars series & Real Steel.

So what does the future hold after his near year out? Well, the plan is for Mad R's to sell 'Shy Torque' & 'Psycho' then pool the dosh together in the purchase of a new car.

They're even toying with the idea of a stateside import but are really still pondering their best way forward. According to Tom you can be sure of one thing 'It'll have the engine in the right place - at the front!' Looking to run down into the 8's we're gonna have to be quick to catch 'em!

After such dramatic events at the beginning of the year, Tom sends a huge thank you to everyone for their kind thoughts through Jens illness, she's on the mend but taking it slowly.

So here's to THE wedding of the year in 2005 & 8 second runs in whatever car Tom emerges in!

Against the Clock

The return of the Psycho

2004 hasn't quite been the year Tom Coe originally had planned! Instead of defending the WB1 position he secured last year he has bought a house, supported fiancée Jenny during a frightening illness & spent time planning their wedding for August next year. His 'Psycho' slingshot is also sadly up for sale but that doesn't mean we won't see Tom in a Wild Bunch car again ... infact he took over the driving of the Mad R's 'Shy Torque' slingshot (usually campaigned by his Dad Alec) at the recent York event & put down a team PB ET & MPH with his first run and then smashed his own PB & MPH again at the Hot Rod Drags - more details on both those events further on in the newsletter!

Winning the Number One spot at 21 made Tom our youngest Wild Bunch champion to date. He didn't start driving until he was 18 but he's been around drag racing for much of his life & is a natural at the controls of whichever car he drives including the Austin J40 pedal car he had as a kid! With a steel body & working lights it was the biz!!

he even got to sit in his car! Following a purchase mix up between a Peugeot for Toms first road car & a slingshot for Dads 2nd drag car, the family were back on the track as the slingshot of course won through! Named 'Cobalt' - a combination of it's colour (Baltic Blue) & Coe - the car was expected to run no lower than 15 second ET's, Dad Alec went out to run low 14's but Tom went straight into the high 13's! When the team discovered that they'd only been playing on 6 cylinders & that putting 2 of the leads on the right way round gave them the full compliment of 8, Tom went straight into the 12's!! This first RWYB event of the season was also the setting for Tom to complete his observed licensing runs which he did with ease infact he won his first MSA licensed event! He ended that first season as runner up in Super Series & he shared the Best Newcomer & Best Achiever with his old man as the season had been a joint effort.

Tom & Alec weren't the only Mad R's team members to clamber into the hot seat as fiancée Jenny took 3 goes up the track at Shakespeare County! Not being able to reach the pedals, Jen still ran mid 13's with the first two runs & on the third run had a go at a burnout, got a bit excited, completely missed the staging lights & just floored it grinning like a Cheshire cat! There was no stopping her! At the end of the year, the car was stripped, rebuilt, freshened up & emerged as **Psycho**. Run-



The Wild Bunch Drag Racing Association proudly presents

Editors Note....

Blimey, it only seems like yesterday that I was sitting down to write the very first AtC & here we are, nearing the end of the season! Doesn't time fly when you're having fun!

You've got 3 race reports - York, Allstar Nationals & 'a slipped in at the last minute' Hot Rod Drags!! We've got the championship tables so you know who's battling it out at the Nationals Finals this weekend AND as if that wasn't enough, Tom Coe tells us about his extraordinary year as the WB1 holder!

Strikes me that you've got a lot of reading to do so you'd better get on with it!

Alice



Dinner Dance

Tickets are on sale for the annual Wild Bunch Prize Presentation which this year is being held on Saturday November 27th in the Tower Ballroom at Drayton Manor Park. Tickets cost £22 each & are available from Claire NOW! Cheques should be made payable to 'The Wild Bunch Drag Racing Club'. Come on let's party!

Another good turnout by the Wild Bunch saw 14 cars making the trip to Pennine Raceway. The weather was scorching hot & even saw a couple of you dipping your toes in a paddling pool to keep cool!

The event welcomed 2 new teams into the Bunch & that's who we'll start the run down with!

Russ Dean debuted his newly painted *Fury* slingshot. He spent his first day getting to know the car with checkout passes of 12.396 & 11.904 & generally becoming more comfortable with the whole format. He was ably assisted by 2 of the cars previous owners, Clayton Round & Roy Wilding! Russ dialled in 11.00 for race day, putting in four good passes of 11.801, 11.853, a PB 11.451 @ 113.10 mph & a keen red light 12.052! Having enjoyed the adrenalin rush we're sure to see Russ & the team again! Team Hector finally managed to debut their *Trespasser* slingshot - demons exorcised etc - at it's spiritual home! Back to it's original name but with a fresh lick of maroon paint (pic below by Crazy Chris), the car looks great in the hands of its new owners. Driver Mike made 2 passes in the RWYB session then made his official Wild Bunch qualifiers! Another 2 runs saw a PB of 13.132 @ 103.45



mph. All this before 1pm! The team chilled for the remainder of the day, dialling in 13.20 for Sunday. The 1st round saw a 14.318 but an old demon struck in the 2nd - the gear linkage came off so he could only coast through. Linda & Mike decided to park the car but they had a ball at their first event! Joe Stevens was running his *Back in Black* competition altered & made 5 passes in preparation for race day, all of them over 130 mph - nice! Dialling in 10.50 he made 4 strong runs & was never more than 8 hundredths off! With 10.541, 10.579, 10.511 (Closest to Dial In spot prize winner!) & 10.453 to land himself top honours & 1st place overall. Very well done indeed! Team Twisted returned with the *Hell's Belle* altered & Helen was in the hot seat once more (as well as the paddling pool!). Running 13's on Saturday, Helen dialled in 13.75 for Sunday & ran 13.859 in the 1st round with a Best Reaction winning .530! With a weekend best of 13.182 followed by a 14.414 & finally a 13.716 Helen secured 2nd spot overall, the teams first Top 4 finish in their rookie year - well deserved indeed! 2003 Wild Bunch Champion, Tom Coe took his first ever turn in the Mad R's *Shy Torque* slingshot this weekend. Alec made a check out pass on Saturday & broke the 130 mph mark with a 130.48 but after that, it was Tom in the driving seat for the rest of the meet!

Coming out in a car you've never driven before, at York, having been away from racing for nearly a year & cruising your way to the quickest ET & MPH for the car - 10.180 @ 131.46 mph - is making your mark I think! Tom made a further 3 runs on the Saturday & the team dialled in 10.30 for Sunday. Running 10.447, 10.212 & a Quickest ET of the day 10.194 gained Tom 3rd spot overall! Blimey - look out next year peeps cos the boy will be back & gunning for glory! Pete & Gavin Loveridge were making their first appearance with the *Herr X* slingshot at York since 2000. So would the shortened version of it's former self have a negative effect on this track? Nope! Sharing the driving over the weekend, Pete put down a 10.762 @ 122.39 mph & 10.877 with Gavin putting in 12.379 & 10.947 @ 103.13. They split the difference & dialled in 10.75 for race day & took it in turns with Pete going first! 10.857, 10.789, 10.677 & then a 10.860 from Gavin to finish off & put the pair in 4th spot! Great stuff! They also won the Best Slingshot award & thoroughly enjoyed their sunny weekend away! Mike Cresswell & the *Living the Dream* slingshot were on their 2nd ever visit to York having won the event on their last visit! Mike made several passes on Saturday including an 11.234 @ 116.90 mph & dialled in 11.30 for race day. The 1st round

saw an 11.414 but back in the pits the crew spotted damage. They only got as far as finding a smashed spark plug - deciding to take the car home & disassemble the engine in the garage. We hope they will be back with us very soon. Tony Smith & *The Cunning Plan* put in 6 passes on Saturday with a best of 11.732 @ 106.98 mph. He dialled in 12.00 on race day & started with a 12.206 then followed it with a better 12.096. He had to miss the 3rd round - shut down on the start line with gearbox problems - the team checked the car but couldn't find anything wrong....could they Tony! Neutral ring any bells?! Never mind! Anyway, storming back out he came for the 4th round with an 11.906! He put on some great burnouts during the weekend & the Best Burnout spot prize was his to take home! Fair Play! Steve & Lesley field made the trip up north with *The Black Pig* altered & put in 4 passes on Saturday ranging between 11.919 & 11.775 @ 110.46 mph. Steve dialled in 11.95 on Sunday but ran 3 consistent low 12 second passes & then an 11.932 to finish in 5th spot overall. The team were delighted to receive the Best Altered award, not for

the first time this season & I doubt it will be the last! Congratulations! Paul Harvey brought the *Mailkey* rear engined dragster up to York after many years away. He recently drove the car at the London City Drags event & has just installed a new engine so Saturday was check out day with a best of 9.222 @ 141.84 mph. Unfortunately Paul experienced gearbox trouble so took the car home on the Sunday morning in order to get back in time to start a rebuild. Sizzlin Sid Slattery was running the beautiful *Destiny* slingshot but again they were to experience engine damage. Following the 11.933 @ 109.35 mph run on Saturday, Sid found 2 holes in the sump with oil leaking out & understandably feared the worst. However, closer inspection revealed a broken timing chain tensioner as the culprit for punching the holes, so although not good, it was better than it might have been! No doubt they will be back shortly. Dave 'Sag' Southworth made his 2nd Wild Bunch appearance of the season with the rear engined dragster *Daddy Cool* (pic below by Crazy Chris). Dave put in 3 passes on Saturday including a 10.371 & 10.600. He



experienced some smoke on the 3rd run which turned out to be a torched cylinder. The team returned home that evening to see if they could make repairs but sadly were not able to & didn't compete in the competition on Sunday. The good Dr, Tony Wynne-Jones had fixed the oil union on the *Welsh Raider* 2 radical Corvette & made 3 passes on Saturday including a good 11.737 @ 117.50 mph. Dialling in 11.60, Tony started with a 12.197, then a weekend best 11.626 but ran an off pace 12.265 in the 3rd round. Having queued for the 4th round the car refused to fire, such a shame having run so well. Better luck next time but Tony was awarded the Best Radical / Dragster spot prize so congrats on that. That brings us to Andy Murphy & the *B Sting* boys! This was Andys 1st turn at York this year & he made 6 passes on Saturday including a PB ET of 12.177 @ 106.99 mph. He dialled in 12.35 & made 4 strong mid 12 second runs putting him in 6th spot overall & the commentary team awarded them the Best Appearing Team spot prize.

Another fantastic weekends racing was had by all & a special thank you to the whole of the York crew - Steve Murty, Andrew & Christine Watson, chief starter Des Brown (for letting Claire loose on the buttons!), Angie & Alan Perkins, Marjorie & Richard Lyons, Carl in the tower and all of the many marshals & officials who worked so hard & made us feel so welcome. See you in 2005!

3 days of racing - heaven! The final Ultimate Power round saw an entry of 13 Wild Bunch vehicles with 7 drivers recording Personal Best ET's & 5 running Personal Best Speeds. Eyes down, look in!

Crazy Chris Hartnell had missed the previous event at York in the **Backdraft** slingshot having installed a new 377ci small block chevy lump. The car unfortunately suffered firing problems on Saturday morning so Chris set about installing a new starter motor & distributor (nice one Scottie!). He came out for the 2nd qualifier running a 9.929 @ 132.67mph off an 8.80 dial in. The Sunday morning fire up saw the oil pressure fall so not wanting to risk damage, Chris parked the little beauty for the meeting. It shouldn't take him long to figure it out & be back with us. Chris qualified in 12th spot but did not stage the car giving Alec Coe a bye into the 2nd round in the Mad R's **Shy Torque** slingshot.. Alec & the team were looking to continue breaking PB's & with the 1st qualifier they did just that! Alec brokeout with a 10.211 @ 133.78 mph against a 10.34 dial in! He brokeout again in the 2nd qualifier with 10.113 off 10.19! He qualified in 6th spot but Monday would see jubilant celebration when the team stormed into the 9's with a 9.982 & a PB MPH of 134.88. Way to go out!! Well done! Neil Ward was back with his newly named slingshot **Andromeda**. Having sorted his recent ignition problems, Neil was look forward to

making it to the strip - he did that & blew away any doubts with a massive PB of 9.650 @ 135.48 mph! He lowered the PB further on the 2nd run with a 9.529 & blew it apart again on his 3rd run with a 9.483 @ 136.83 mph - a PB speed too! Neil qualified 5th & was chuffed to beans with how well the car was performing. He would meet Darryl Howells in the DASH Racing **Chemical Reaction** slingshot. This was Darryl's first MSA meeting in the car & the car looked impressive with it's new explosion artwork. Stuck in the low-ish 11's for the first two runs, the team raised the dial in & Darryl promptly delivered their first ten in the form of 10.910 @ 129.19 mph which was a PB too! The crowd went wild - ok, so it was the crew, the wife & the Wild Bunch - but it was quite a crowd! Fair cushtie!! Mike Cresswell & the **Living the Dream** slingshot were back in town following their recent problems at York. He brokeout in the 1st round of qualifying with an 11.449 off an 11.50 dial in. With a further 2 qualifiers, Mike landed in 9th spot & would be up against the long wing of the **B Sting** boys! Bob Morgan was in the flying seat & having dialled in 12.40 he promptly ran a PB of 12.194 @ 111.28 mph. His 2nd run was in the 13's but his 3rd was another PB of 12.059 @ 112.48 mph. The team were unfortunate to break in the first round of eliminations (half shaft) which put Mike safely through. Newly wed, Mark

Coulsell was in the **Limited Funz** slingshot. He dialled in 10.50 & ran through with a 10.577 @ 124.85 mph which would eventually earn him the number 5 qualifying spot. That paired him against Andrew Gibb in his radical **Little old Opel**. Having originally entered with the Witchcraft slingshot, Andrew requested a change of vehicle when he blew the engine up the weekend before the meeting so it was this cars first MSA event with the Wild Bunch. Dialling in with 12.20 he ran 12.515 & then 12.773 but improved on the 3rd run with a strong PB of 12.193 @ 115 mph. Steve & Lesley Field entered their **Black Pig** altered & having dialled in 11.76 Steve ran an 11.742 with his opening run. He followed this with an 11.638 & then recorded a PB 11.439 @ 117.24 mph. Great stuff. That put Steve in the number 13th qualifying spot & he would face **Hell's Belle** in the hands of Team Twisted's Helen Smythe! This was her first MSA event & with two clean runs of 13.240 off a 13.00 dial in & 13.241 off 13.10, Helen qualified numero 7 which is pretty darn good! Qualifying in 8th spot - Tony Wynne-Jones with his radical corvette **Welsh Raider 2**. He started with 12.261 but produced a better 11.566 off an 116.0 dial in for the 2nd run. His 3rd brought a strong 11.547 @ 117.21 mph against a lowered 11.40 dial in. He would face 'big, bad, hair cut short' Joe Stevens! Would he be like Samson having cut off his hair would he lose all his strength?! Fear not good people, the **Back in Black** altered would go far! Breaking out by just 4 thousandths off his 10.28 dial in, Joe put down a

10.276 @ 134.70 mph run, then followed it with another breakout of 10.248 off a 10.27 dial in & a right side of the dial in 10.287 off a 10.23! He took the number 2 spot. Which brings us to our Number 1 qualifier - Tony Smith with **The Cunning Plan** minivan altered. Recording an 11.642 with his 1st qualifier he was just 8 thousandths under his 11.65 dial in. He produced another breakout with his 2nd run - 11.570 off 11.64 but with his 3rd run came a new PB with an exact 11.540 against his 11.54 dial in! That's the 2nd time his done that this year in an MSA event! Fair play! No 1 qualifier was his & it couldn't be taken away!

Competition day saw some great races, you can see who got through against who in the ladder below.

Spot prizes when to Tony Smith as Number 1 qualifier, Neil Ward for his Best Reaction of .023, Helen Smythe for being Closest Runner Up at just .093 behind Mark Coulsell in their quarter final, The Cunning Plan was awarded Best Altered, Mark Coulsell was awarded Best Slingshot for the Limited Funz rail, Best Radical/ Dragster went to Andrew Gibb with the 'Little Old Opel', Best Engineered & Best Appearing Team went to the B-Sting boys & Drivers Choice was awarded to Darryl Howells & his Chemical Reaction slingshot.

Top Honours & congratulations to Joe Stevens winner of this event overall. The final between himself & Tony Smith turned out to be one of the closest races on the day with Joe pulling a good reaction & a Closest to Dial In 10.244 off his 10.24 dial in.

All in all, a very good event & many thanks go to the marshalls & officials for all their efforts.

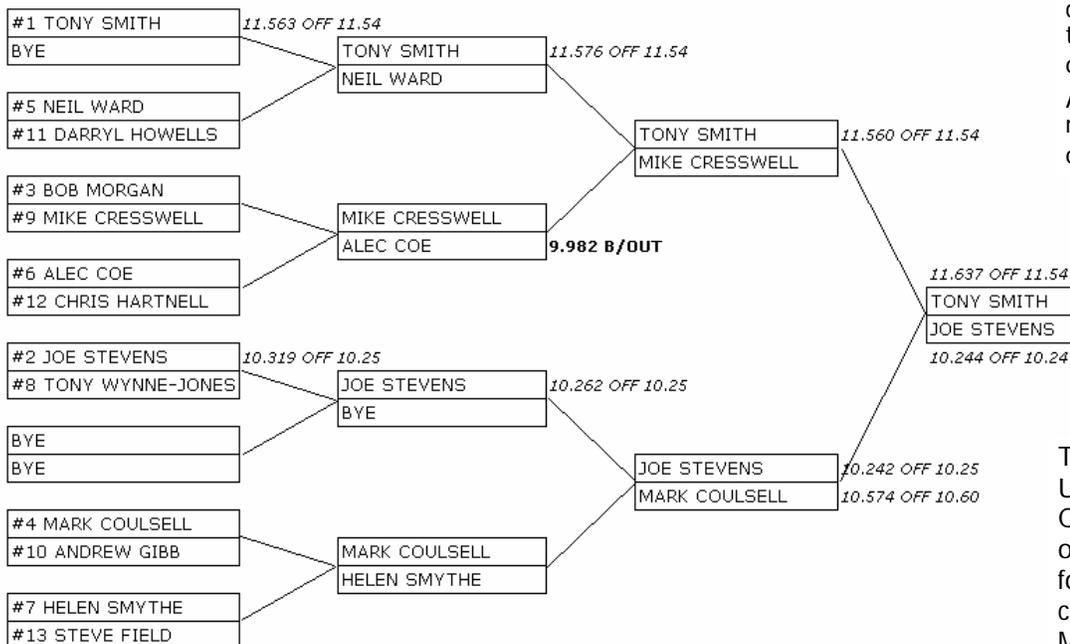


Photo by: @Roger Gorringe

That brings us to the end of the Ultimate Power Series for 2004. Congratulations to Tony Smith our Ultimate Power Champion for 2004. Joe Stevens came a close 2nd, Mark Coulsell 3rd & Mike Cresswell in 4th.

This event was Roy Wilding Nostalgia Race Cars Series 4th & final round. It was also near to Roys 50th birthday so, in order to celebrate, the trophies carried a special commemorative plaque to mark the occasion! Happy Birthday Roy!

We had our biggest field of the year, 20 Wild Bunch cars & as always, Saturday was a practice day! The weather was 'mixed', starting off rainy, but drying out with treaded-tyred cars allowed to run from midday. The marshalls worked really hard to get the track ready but by about 2:30 it started to rain again, heavily, so that as they say was that! Saturday night was surprise party night for Roy complete with magical birthday cake! Here's to another 50 years Roy, hope they're just as happy & you achieve even more of your drag racing dreams!! We also had the cast of Grease strutting around, with the Wild Bunch guys n girls dressing up as T-Birds & Pink Ladies! It was indeed Grease Lightening - what a laugh! ! Sunday's weather was a lot better & racing continued right up to the 5pm curfew. Most of the Wild Bunch racers managed 4 rounds & 7 ran Personal Best E.T.'s, with 9 running Personal Best MPH's, so a really great weekend for a lot of racers! After that big build up....here's the racing run down ...

Joe Stevens was running his **Back in Black** altered, dialling in 10.30 on Sunday he ran a strong 10.167 @ a PB 137.23 mph in round 1. This turned out to be the "Fastest MPH" of the Bunch for the day so congratulations for that. He followed this with a 10.422, a 10.191 & a 10.416 in the

next three rounds, to come within 4 thousandths of a perfect total & win the event!! This meant Joe had won 3 out of the 4 events in the Roy Wilding Nostalgia Race Cars Series, & he wins the Series for the third year in a row! Congratulations, Joe!! Tony Smith dialled in at 11.65 in **The Cunning Plan** altered & started well, running an 11.549, just 9 thousandths off his PB. He followed this by taking more than a tenth off, running a PB E.T. of 11.412 @ a PB 115.67 mph & then recorded an 11.438. Blowing his dial-in out the window in the final round he ran another massive PB E.T. of 11.360. Even though Tony had run under his dial-in for all 4 rounds, he still finished in 4th place overall! He was also 'smoking the hides' pretty good & won the "Best Burnout" award for his efforts! Lee Hartnell was back for his 2nd event of the season in his **Dazed & Confused** altered. He was tinkering with the carb set-up & dialled in 11.90 hoping to improve on his previous best of 12.2. He ran a 17.685 @ 96.18 mph in the 1st round, bogging off the line, with the bug-catcher emitting a spectacular flame on launch! He worked on the carb some more & took off over 2 ½ seconds, recording a 15.161 @ 99.82 mph in the 3rd round. Lee was hoping to get some smaller jets & tune the carb further but ran out of time. Crazy Chris Hartnell had returned with a new oil pump in the **Backdraft** slingshot, after his oil pressure problems at the Allstar Nats. He dialled in 8.80 hoping for a good performance but unfortunately had problems firing the car in the pits on Sunday morning. The

flexiplate broke in the process, putting him out for the running. Hope it's fixed real soon & he's back to give the new engine some really good runs to celebrate the car's 10th Anniversary in style! Pete & Gavyn Loveridge were sharing the driving again in the spectacularly-fluorescent-flamed **Herr X** slingshot. They dialled in 10.70 with Pete taking the first run of the day to a 10.985 @ 121.11 mph. Gavyn then made a strong pass in round 2 but the timing ticket went missing before they could collect it. Pete came back out for a 3rd round run of 11.00 even @ 120 mph, then the team called it a day. Tony Wynne-Jones was running his **Welsh Raider 2** radical & dialled in 11.60. He ran just outside his PB in the 1st round with an 11.461, followed by an 11.483. He then went on to put in a massive PB E.T. of 11.268 @ a PB 121.23



mph & he didn't stop there! He topped this with a PB 11.251! Tony won the "Best Radical" award for his beautiful car & his strong performance. Tom Coe had thrown the old man out of the driving seat for the 2nd time this season as he took over the controls of the Mad R's **Shy Torque** slingshot. He dialled in at 9.95 on Sunday starting with a strong pass of 10.152. He then ran a 10.421 & a 10.758 setting a PB of 135.09 mph, the first time the car has ever gone over 135 mph! He then put in another strong run of 10.006 @ 134.50 mph in the 4th round, his PB E.T. with the car, to finish the day on a really high note & so close to a repeat performance of the old mans 9! Helen Smythe was running the Team

Twisted **Hell's Belle** altered. Dialling in at 13.00 on Sunday, the car instantly ran better than expected with a 12.765 @ 100.45 mph, not far outside her PB. She followed this with runs of 13.512, 12.869, & 12.792, finishing in 3rd place for the day. That boosted her up to 3rd place overall in the Roy Wilding Nostalgia Race Cars Series. A really great achievement for her first year of racing! Well done, Helen & the team!! Roland Willats was the only Wild Buncher to make a pass on Saturday. In the **Dragin Time** slingshot, he recorded a run in the 13.8's, a PB! On Sunday, he dialled in 13.50 & set another PB E.T. of 13.763 @ a PB 96.78 mph. Congratulations, Roland! Colin Stevens was back in the gorgeous **Gold Digger** slingshot. He dialled in at 11.10 & ran an 11.358 at a PB of 119.02 mph. He then recorded a slower 11.930 in the 2nd round but it was his first time over the 120 mph mark, at 120.30 mph. This was bettered with an 11.689 @ 120.44 mph & he retired for the day on a high! Colin won the "Best Slingshot" award for the 3rd time this year for his beautiful, well-turned out 'digger'! It was good to see Martin Holgate back in the **Paranoia** altered, still looking for those elusive 8-second passes. He dialled in at 9.60 on Sunday & ran a 10.316 @ 130.50 mph. He made one more pass, trying to get the nitrous 'firing on all cylinders' then called it a day. Hopefully Martin will be back out again soon, as his lovely Jag-powered car showed how popular it is by winning the "Best Altered" award! Neil Ward was in the newly-named **Andromeda** slingshot. He dialled in at 9.40 mph, hoping to pick up where he left off at the last event. He recorded a 9.736

HOT ROD DRAGS CONT...

Steve Field had installed a temporary loaner gearbox in **The Black Pig** altered to make the event. He dialled in 11.75 & promptly went out to run a PB E.T. of 11.299 @ 111 mph! He followed this with passes of 12.510, 11.404 & 11.796 to finish in 2nd place for the event, being just 9 thousandths off a perfect total. This also meant that he finished in 2nd place overall in the Roy Wilding Nostalgia Race Cars Series, so many congratulations to Steve, Lesley, Heidi & John for this achievement in only their first year of racing! Mike Jones was running in only his 2nd



ever event in the **Trepasser** slingshot. He dialled in 12.80 & was yet another driver who quickly went out to run his PB E.T. in the 1st round with a strong 12.212 at a PB

112.74 mph.

On this run, Mike also recorded the "Best Reaction" of the day, with a .015. Not

a bad start to the day at all!! He then posted a 13.797 in the 2nd round, with gear linkage problems which spelled the end of Team Hector's racing for the day. Fair play to Mike who's already getting a handle on the car & really enjoying his racing! This weekend it was team manager Paul Cros-ton's turn in the hot seat of the **B-Sting** altered. It sure

did turn out to be a hot seat, as Paul dialled in 12.30 & broke out in round 1 with a new PB E.T. of 12.152. He then ran a 13.183 but red-lit, putting himself out of contention for a Top 4 finish at the event. With nothing to lose he went for broke & was rewarded with the car's first ever 11-second pass, a massive PB E.T. of 11.884 @ 112.22 mph, a team best speed. Proving it was no

fluke, he followed this up with another strong 11.901 at

another personal (& Team) best speed of 113.49 mph. Many congratulations to Paul on that achievement which has been promised all season! Fair play! To top it all, the whole team won the

"Best Appearing Team" for their always-smart appearance and conduct on the track. Well done, team! Mike Cresswell was running the **Living the Dream** slingshot & dialled in 11.05. He ran an off-pace 12.126 in round 1, but quickly improved with an 11.095 in the 2nd, an 11.081 in the 3rd & a "Closest to Dial-in"

11.033 in the 4th - just .017 off. Apart from the first run, Mike was the most consis-

tent driver of the day, recording the 2nd & 3rd closest to Dial-in times! That secured 4th place overall in the Roy Wilding Nostalgia Race Cars Series, so fair play to him for doing



METEOR

Wild Bunch racer John Munday has been in touch to let us know that he's sold his little Meteor slingshot. The proud new owner is Phil Sweeney who John says has wanted to race with the Wild Bunch for some time now. I'm sure we'll

GUESS WHO!

This years **Guess Who** competition run by Tony Smith on www.cunningplan.net will kick off on the 9th Nov. It runs in 2 halves: 9th Nov - 21st Dec then 4th Jan - 4th April. Clean

NEXT EVENT

... is the "Fall Nationals" Sportsman Finals at Santa Pod Raceway on October 2nd & 3rd! This MSA event will be Wild Bunch Series Round 7 (Final) and **Real Steel** Series Round 10 (Final)! The two Series are going right down to the wire for the Top 4 places with only a point separating the Top 2 in each, and 3rd, 4th and 5th places also really close, so should be really exciting close nail

September saw the annual pilgrimage down to the wilds of Northamptonshire for the European Finals at Santa Pod. DASH racing, Limited Funz, The Dog Squad & DB Racing teams were all represented in the spectating quarters! Now most of you seasoned drag racers may not get as excited at watching as we do, but imagine the scene if you dare - we're on the top of metal stools on the banking, waving 4ft Union Jacks & wearing stupid hats...oh, & cheering at the top of our voices for any car that may or may not be British & in with a

Feeling European at Santa Pod

chance! I don't know why but people we know seem to steer clear!! Anyway! On Thursday we watched 6 qualifying runs for every Sportsman class - they were excellent all day. Having listened to the commentary team pleading with people to leave the 'barn' area when the jet car was about to run, DASH racing decided to turn detective & find out what all the fuss was about! Ok so it was a bit smoky & the smell was foul, the heat intense & the noise phenomenal but it was ace fun! So great that on the Friday more people were dragged in there to enjoy the diesel aroma - B Sting guys n girls, Coulsell clan - come on, what

ya scared of! We were treated to some good racing in the Pro Classes with Pro Modified putting up a strong 16 car field - if you've not seen this class run then you should! It's just the prettiest class in European drag racing (except us Bunchers!) Fantastic burnouts & colour schemes that blow your mind. We bought grandstand tickets this year for Saturday which gave us a different, very close up view of the racing. We shared the tickets around through the day which worked out pretty well & Mr Coulsell took some great pics. The weather was a pleasant sur-

prise to us all as the forecast was lousy. The Hartnell weather station kept us informed of impending showers but with the exception of one very windy night & a couple of downpours during



the day we were lucky. The night racing was a treat in itself, don't often get that anymore & watching the prize presentation at the end of the event with all the winners & runners up was really great. I bet these events were fantastic years ago - tell us your stories, who you watched & met ...



Ultimate Power Series FINAL POINTS STANDING 2004 - TOP TEN

1st Tony Smith	The Cunning Plan	1220 pts	6th Mad R's	Shy Torque	450 pts
2nd Joe Stevens	Back in Black	1170 pts	7th John Munday	Hot Dog	440 pts
3rd Mark Coulsell	Limited Funz	1120 pts	8th Chris Hartnell	Backdraft	350 pts
			9th Helen Smythe	Hell's Belle	310 pts

Roy Wilding Nostalgia Race Car Series FINAL POINTS STANDING 2004 - TOP TEN

1st Joe Stevens	Back in Black	30 pts	6th Mad R's	Shy Torque	17 pts
2nd Steve Field	The Black Pig	24 pts	7th Tony Smith	The Cunning Plan	16 pts
3rd Helen Smythe	Hell's Belle	21 pts	8th P&G Loveridge	Herr X	16 pts
4th Mike Cresswell	Living the Dream	20 pts	9th Tony W-Jones	Welsh Raider 2	
5th Team B Sting	B Sting	20 pts			

Wild Bunch Series

POINTS GOING INTO THE FINAL EVENT SO THERE IS STILL EVERYTHING TO RACE FOR!

1st Tony Smith	The Cunning Plan	33 pts
2nd Joe Stevens	Back in Black	32 pts
3rd Mike Cresswell	Living the Dream	26 pts
4th Team B Sting	B Sting	24 pts
5th Helen Smythe	Hell's Belle	23 pts
= 6th Chris Hartnell	Backdraft	20 pts
= 6th Alec Coe	Shy Torque	20 pts
= 6th Steve Field	The Black Pig	20 pts
9th P&G Loveridge	Herr X	15 pts
10th Tony W-Jones	Welsh Raider 2	13 pts

Real Steel Series

POINTS GOING INTO THE FINAL EVENT SO THERE IS STILL EVERYTHING TO RACE FOR!

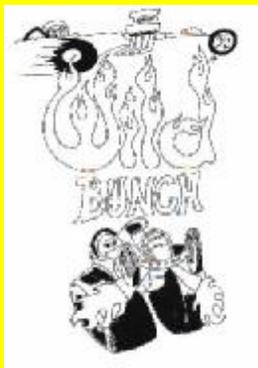
1st Tony Smith	The Cunning Plan	42 pts
2nd Joe Stevens	Back in Black	41 pts
3rd Chris Hartnell	Backdraft	34 pts
4th Team B Sting	B Sting	33 pts
5th Mike Cresswell	Living the Dream	29 pts
6th Helen Smythe	Hell's Belle	24 pts

THE WILD BUNCH DRAG RACING ASSOCIATION

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