



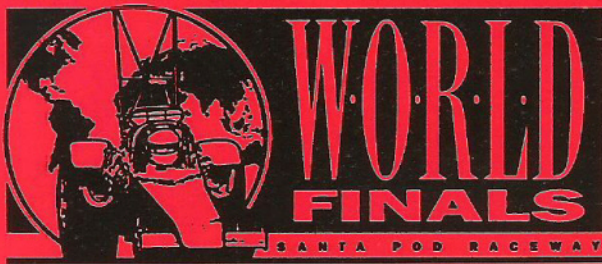
WORLD FINALS

SANTA POD RACE



BudweiserTM
DRAG SERIES

OFFICIAL PROGRAMME £1.00
For Conditions Of Entry See Inside



A MESSAGE FROM THE ORGANISERS AT SANTA POD

WELCOME

to the FORMIDABLE world finals, the race that marks the end of the 1994 Budweiser Drag Series at Santa Pod and the European Championship race season with an enormous roar.

This is the big daddy of European Drag Racing, over 200 of Europe's finest racce cars are assembled to compete in the European Top Fuel Dragster Series, the European Top Alcohol Dragster and Funny Car Series and the British Super Gas Championship and the IHRA SPRC National Bracket Championships.

EUROPEAN TOP FUEL DRAGSTER SERIES

In the Top Fuel ranks, this is the last chance for glory

Championship leader and new European record holder Peter Lantz from Sweden will need to beat his closest points rival Tony Bryntesson, also from Sweden in order to win the 1994 championship outright.

But his biggest threat for the event will be Rico Anthes from Germany in a newly designed dragster built with Benneton Formula One specifications on the nose cone.

"I have a feeling Bryntesson will be gunning for a big win in England. He beat me in Sweden so I know he's got what it takes. Anthes is dangerous too because he can pull a supper-fast run out of the hat just when he needs it, and if I qualify to race him in the first round, he has the horsepower to knock me out. But anything can hapen. That's drag racing", said Lantz this week.

EUROPEAN TOP FUEL ALCOHOL SERIES

After 3 round wins so far this season, it's the current points leader and European record-holder from Finland, Anita Makela who will be the hardest to beat at the World Finals.

She has already clenched the European Championship for 1994, but that has made her even more determined about winning Europe's most prestigious race.

"I have had the best season of my life this year. The European record, the wins in Sweden, Germany and England.

When I ran the European record in May, I just started to win from then on. My crew have worked so hard to keep me on top of the points, and a win at the World Finals would be the icing on the cake," said Makela.

Closest rivals are Krister Johannsson from Sweden and Switzerland's Urs Urbacher. Both racers have been in top shape and are close at Makela's heels in the points race.

Last year's championship winner, Sweden's Micke Kagered has had problems with his new car and has not shown form this season.

LAND SPEED RECORD

Look out for the outrageous new land speed record car Sammy Miller has just shipped over from the States. He plans to wipe out Richard Noble's Land Speed Record with it later this year. It's equipped with a rocket (of course) but has the added propulsion of two jet engines. If this thing doesn't fly, I'm Neil Armstrong.

HAVE A BLAST!

We hope you enjoy every tyre-smoking, nitro burning, engine-thundering, pavement-punishing minute of the World Finals.

We'd also like to say good luck and many thanks to all the racers, associate sponsors, photographers, marshals and race clubs who have made this Drag Season at the POD such a screaming success.

A special big thanks to all at BUDWEISER too, by far the biggest sponsors of European drag racing. We look forward to another royal season with the King of Beers in 1995.

Best Wishes

Victoria
Media Director
Santa Pod

Victoria
x

Budweiser **DRAG SERIES**

PRELIMINARY RUNNING ORDER

FRIDAY: Open Practice

SATURDAY: Qualifying all day all classes

Top Fuel: 12.00noon, 3.30pm, 7.00pm

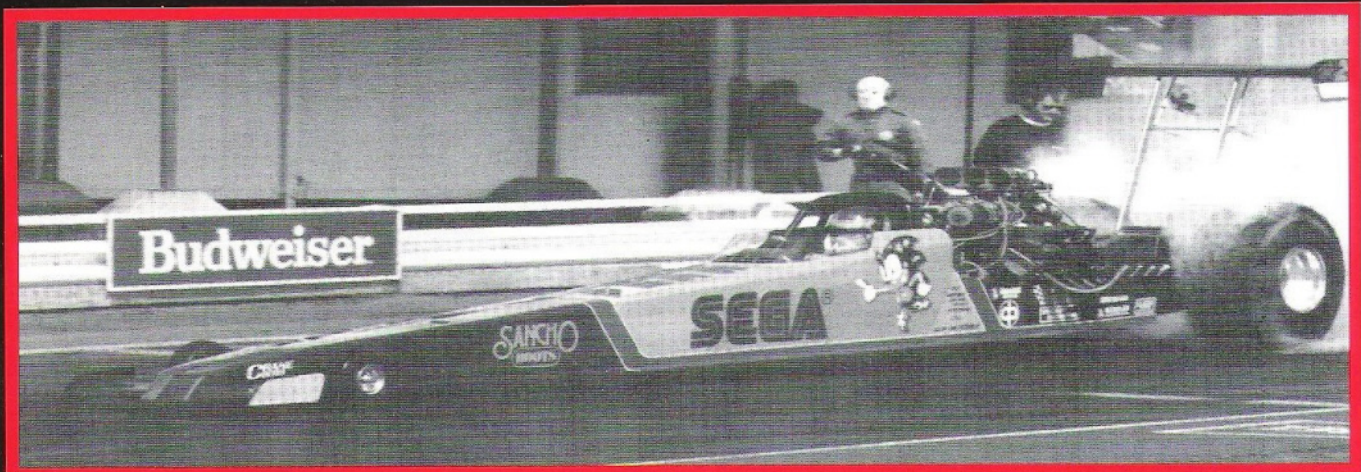
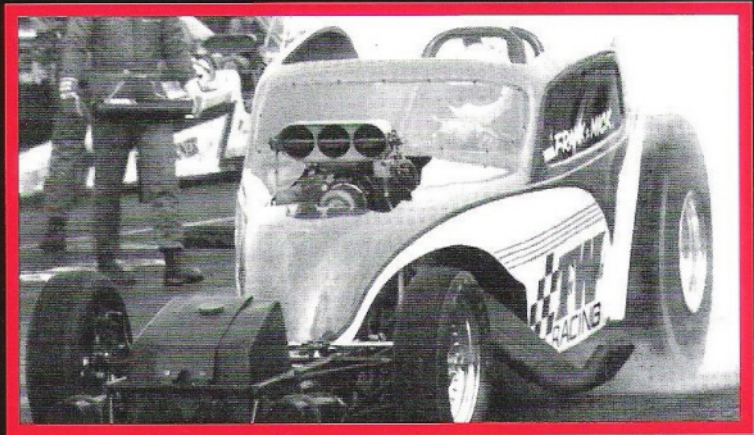
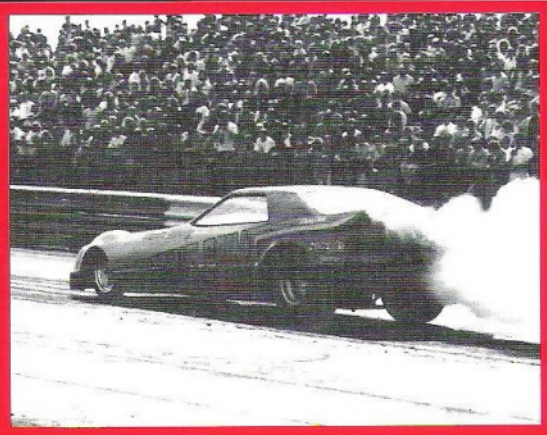
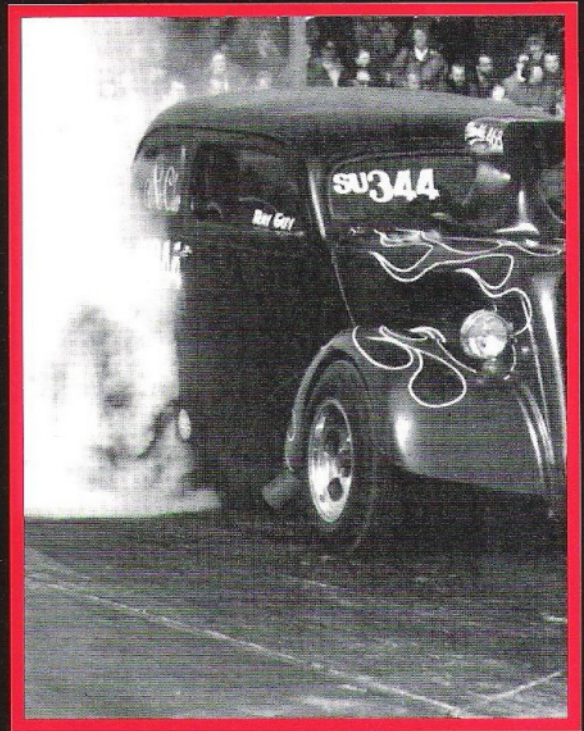
Top Alcohol: 12.00noon, 3.00pm

SUNDAY: Eliminations from 10.00am

Top Alcohol: Round 1 - 11.00am
Round 2 - 1.00pm
Round 3 - 3.00pm

Top fuel Presentation 11.30am
Round 1 - 12.00 noon
Round 2 - 2.30pm

ALL FINALS IN ALL CLASSES FROM 3.00PM



DRAG RACING

A Top fuel crew chief can tell whether his car is going to break a record or send him back to the pits and the drawing board long before his driver pulls the chutes a quarter of a mile down the track.

This knowledge takes years to attain, but as this is the World Finals, and because we want you to get the very most out of drag racing, our crew chiefs have decided to let you guys in on a few of their secrets. Now pay attention.

“THE BURNOUT”

This adrenalin-pumping, tyre-spinning action is designed to heat and clean the rear tyres prior to a run. Rubber is layed down on the start line to increase traction and provide the perfect “launch pad”.

The burnout does not however, reveal much about how a car will perform in the ensuing run, but it does tell plenty about the driver's touch with the throttle.

Performing a burnout is not as easy as it looks. The volume of nitromethane fuel forced through a 4,000 horsepower engine is so high that the throttle pedal needs to be barely cracked to send the rpms through the roof.

“The lower the rpm during the burnout, the better the driver”, says Lee Beard, top NHRA Crew Chief.

“HIGH SIDE, LOW SIDE”

Seconds before a Top Fueler blasts off the starting line, you will hear the tone of the engine change. This is because the driver moves a lever inside the cockpit that switches the fuel system from the “low side” (one fuel pump and lean air/fuel mixture) used in the burnout to the “high side” (two fuel pumps and rich air/fuel mixture) needed for the run.

As soon as the driver gets the green light, the car should get right up to peak rpm almost immediately, and the front end should lift slightly off the ground.

“GETTING UP ON THE TYRES”

By the time a dragster has travelled 50 feet, the rear tyres should have grown enough to give the car the appearance of “getting up on” its tyres. Generally, the sooner this happens the quicker the run.

If it happens too quickly however, the car will start to lose traction and spin its tyres. This is referred to as “going up in smoke”. Watch the outside edge of the tyres. If they lift off the track, it's all over and tell the tale tyre smoke is sure to follow.

“SPOTTING A LANDMARK RUN”

It's a very fine line between traction and no traction, because in a perfect run, the car is on the verge of spinning the tyres all the way down the track.

Another way to spot a landmark run before the finish is to keep an eye on the middle of the car. If all has gone perfectly off the start line and the car is well up on its tyres, the middle of the chassis should arch up by about mid track.

If you see all this, and the car stays straight, with in tyre shake or vibration, what you'll see next is a very, very quick time flash up on the finish gantry.

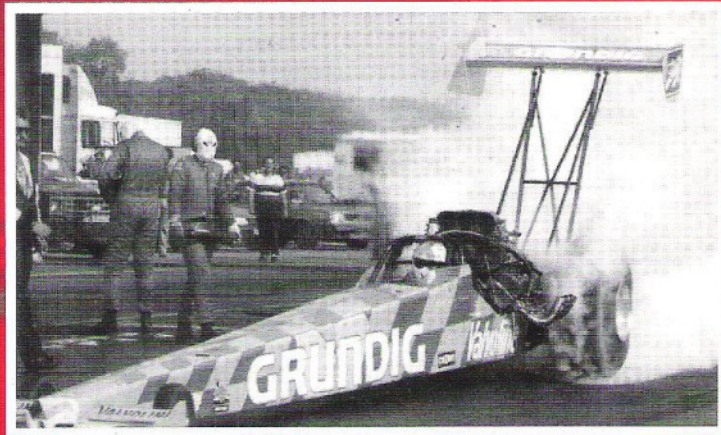
There's plenty more to know, just ask a crew chief. But at least when one of the European Top Fuelers puts down the very first 4 second run on Santa Pod, you'll see it coming.



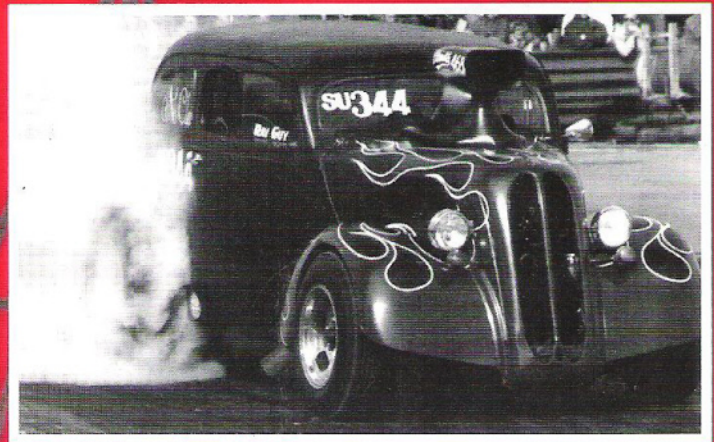
THE TOP FUEL BASICS

CLASS BY CLASS

Unmistakable in appearance and unsurpassed in performance. These nitromethane-burning 25 foot missiles are capable of covering the quarter mile in less than five seconds at top speeds approaching 300mph.



The brutes of nitro racing, with carbon fibre production-car replica bodies and a shorter chassis. They are capable of 5 second runs at around 280mph.



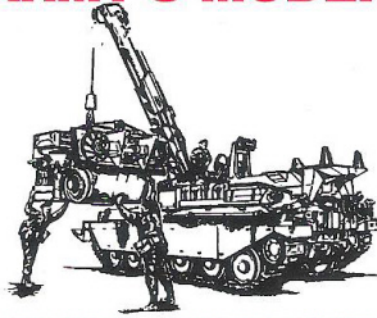
They look like their fuel cousins, but instead of nitromethane, these cars burn the less explosive methanol and have three-speed transmissions. Dragsters have 420 cubic inch engines. Funny Car engines are usually 100 inches larger. Both are capable of high five second runs at 230mph.



These are full bodied petrol-burners, with full fenders, windshields, functional doors and hoods. Engine modifications however are unlimited. These cars run to a 9.90 sec index to equalise performance ie must run as close to but not faster than 9.90 seconds.



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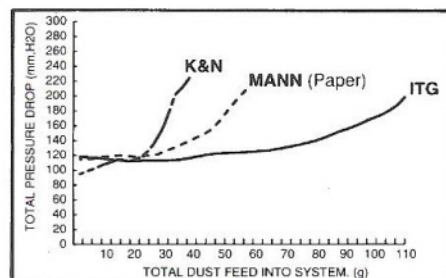
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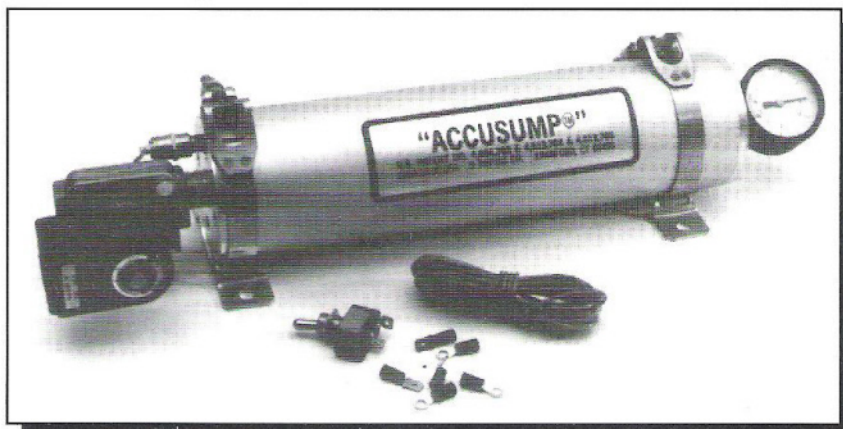
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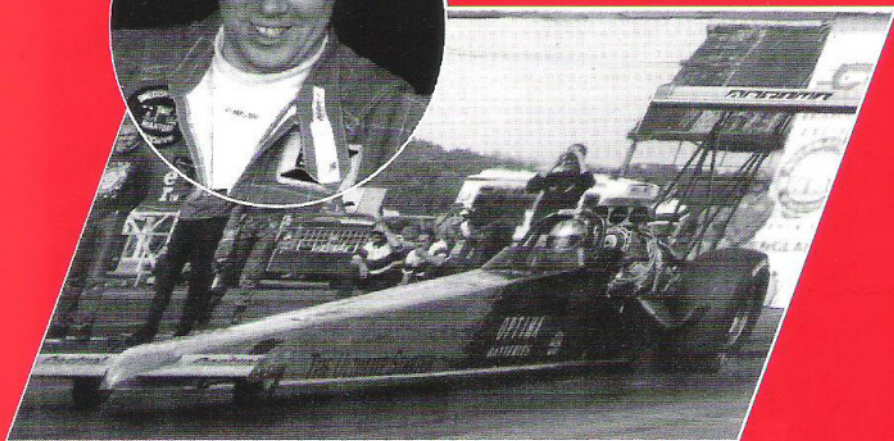
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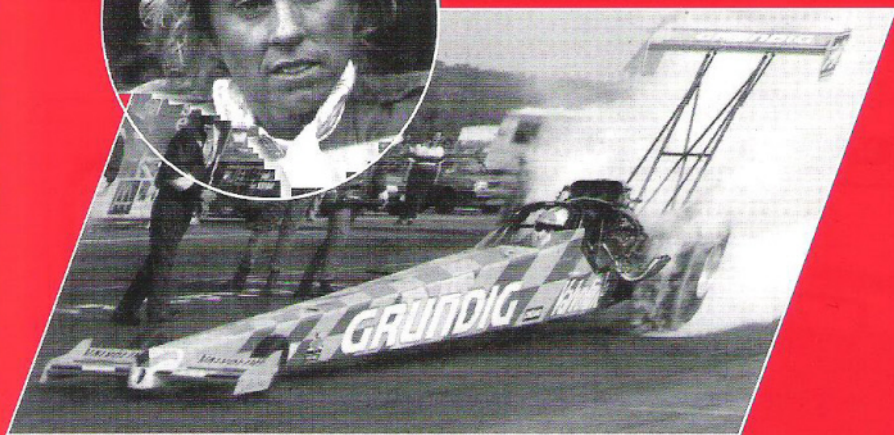
1994 EFTA TOP FUEL SERIES



PETER LANTZ, SWEDEN :

Started Racing	1980
In Top Fuel	1992
Final standing '93	8th spot
Crew Chief	Morgan Swensson
Car Manufacturer	1993 Peter Lantz Chassis
Car Length	300"
Engine	TFX KB
Sponsors	Optima Batteries

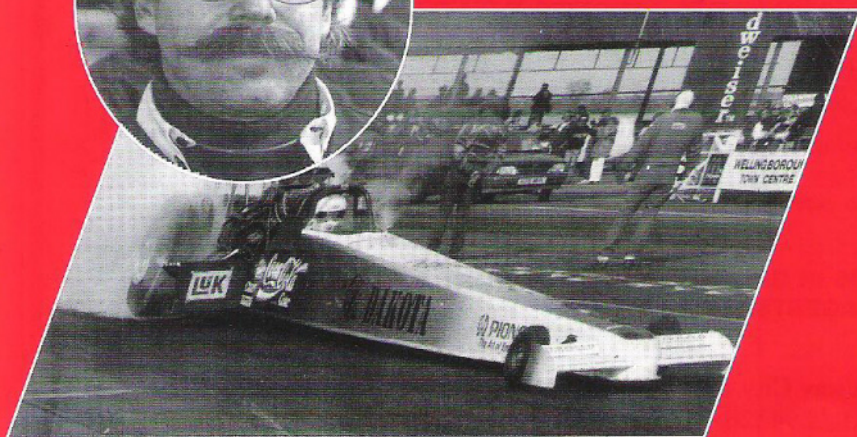
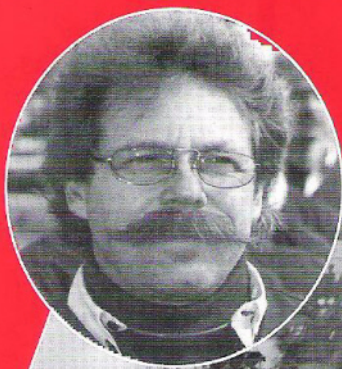
Lantz is the current points leader in the 1994 Championship. His best ET of 5.11 seconds at 281 mph narrowly beat Rico Anthes' best as the fastest run in Europe. The car's chassis, body and wings were manufactured by Lantz himself which sets him apart from the American machinery of the competition. The injector you'll see on the top of his engine is also unique, and was developed by Lantz and his crew chief to add another 10% of horsepower.



VIVECA AVERSTEDT, SWEDEN

Started Racing	1987
In Top Fuel	1992
Final standing '93	2nd spot
Chief Crew	Hakan Averstedt
Car Manufacturer	Norm Parker
Car Length	300"
Engine	Keith Black
Sponsors	Valvoline, Schlitz, Cinzano, Autolight, Flygrevyn, Fram Filter

Still the best looking car in the series, Viveca has had many small annoying problems this season, but with British crew chief John Wright working on home turf, she hopes the car will behave like it did this time last year, when she made it all the way to the finals.



RICO ANTHERS, Germany TF5

Started Racing	1980
In Top Fuel	1992
Final standing '93	5th spot
Chief Crew	Dal Denton, Paul Berry
Car Manufacturer	1993 Swindahl ex Amato
Car Length	300"
Engine	TFX Keith Black 498 ci
Sponsors	Dakato Leathers, MOTO MEDA Motorsport Service, LUK Clutches, Coca Cola, Pioneer

Rico was the unofficial European Top Fuel ET record holder at 5.11 seconds before Lantz beat him. He got through to the final against Risto at the last round in Hockenheim, so he'll be hard to beat. One to watch also for the first four in Europe.

FINAL ROUND COMPETITORS

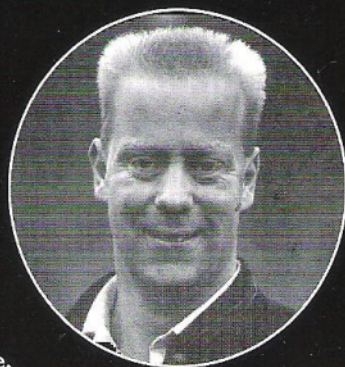
RISTO POUTIAINEN, FINLAND

Started Racing 1983
In Top Fuel 1991
Crew Chief Rune Fjeld
Car Manufacturer 1990 Swindhal
Car Length 300"
Engine Keith Black
Sponsors Mobil 1

Poutiainen surprised all with an event win in Hockenheim in Liv Berstad's old ride with crew chief Rune Fjeld and his 'dream team' as Risto calls it. He ran a 5.15 sec at 285mph in Norway earlier this year and thinks the winner this weekend will start with an R.

TONY BRYNTESSON, SWEDEN TF 9

Started Racing 1975
In Top Fuel 1989
Final standing '93 Didn't compete
Chief Crew Borje Theander
Car Manufacturer 1994 Brad Hadman
Car Length 300"
Engine KB
Sponsors CD cardiac, Bilspport Magazine, Quaker State, Road-Line, Bernt, Pioneer, California Shipping.

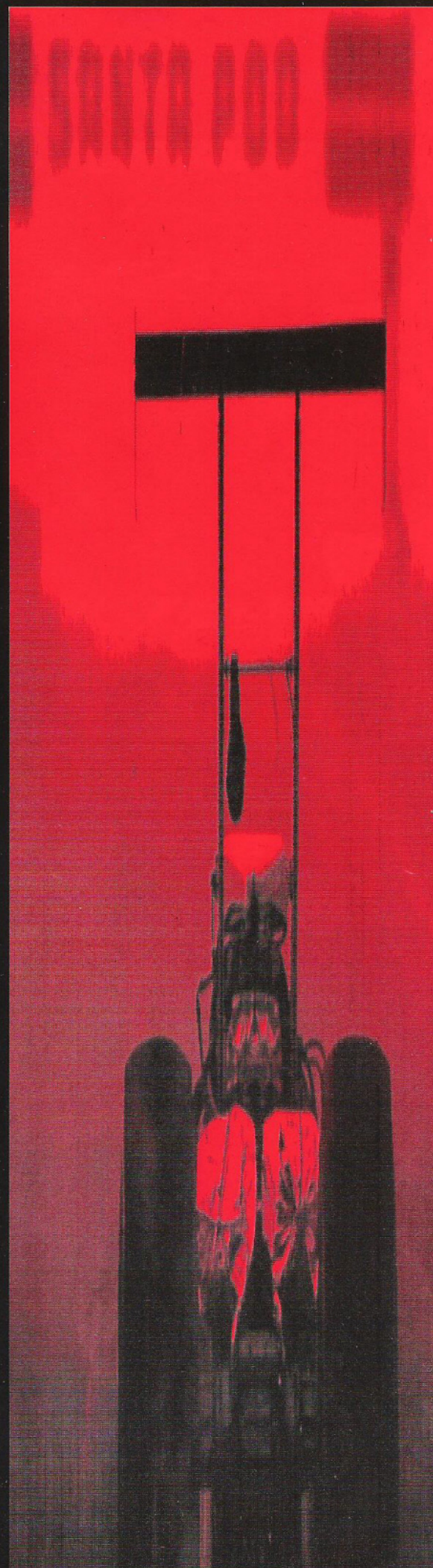


Bryntesson won at Mantorp Park this year and has one of the most knowledgeable crews in Top Fuel. He is number two in the Championship, just 546 points away from Peter Lantz. He still has a chance to win the 94 Championship outright this weekend, if he wins the event and Lantz fails to get part the first round.

TOMMI HAAPANEN

Started in Top Fuel 1994
Car Manufacturer 1989 Uyehara/LaHaie
Car Length 288"
Engine Keith Black
Sponsors ESSO Ultra Synthetic Oil

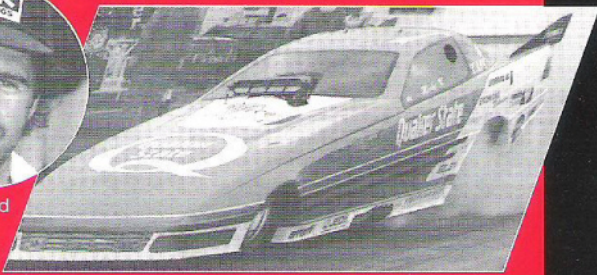
In his rookie year in Top Fuel Tommi is driving the LaHaie dragster Risto Poutiainen campaigned in 92 and 93. He is currently number three in the Championship but feels that he won't be satisfied until he finds some more horsepower.



TOP AL



Micke Kagered



Driver
Car
Engine
Achievements

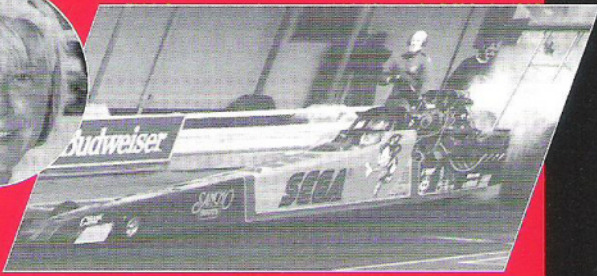
Micke Kagered, Sweden
91 Ford Probe Funny car
KB 527ci
European Champion 93
European MPH Record Holder 230mph
European TAFC Record holder

Best ET
Best MPH
Sponsors

6.06 sec
231 mph
Quaker State



Anita Makela



Driver
Car
Engine
Achievements

Anita Makela, Finland
Dragster Ex-Meyer 91
JPI 438ci
Santa Pod Track Record Holder
2nd in Euro Championship 93
'94 Event Winner Pitea, Hockenheim,
Santa Pod

Best ET
Best MPH

European ET Record holder
5.95 sec
230 mph



Urs Urbacher



Driver
Car
Engine
Achievements

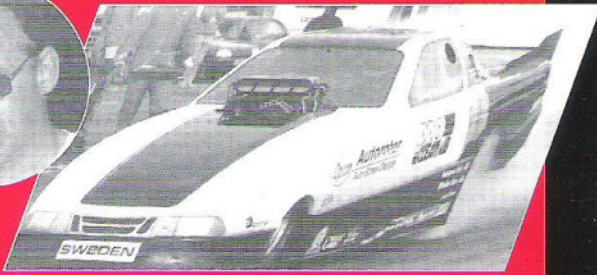
Urs Urbacher, Switzerland
Dodge Daytona Funny Car
KB 540ci Brad Henderson Heads
Event Winner Italy, Austria 93
4th in 93 Euro Championship

Best ET
Best MPH
Sponsors

6.061 sec
228 mph
Quaker State, Oil brack, Wacker,
Sudden Pleasure-Race Cars



Leif Helander



Driver
Car
Engine
Achievements

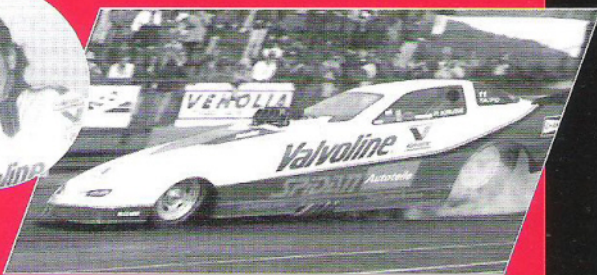
Leif Helander
Oldmobile Achieva
KB 438ci
Swedish Champ '84 & '89
3rd in Euro Champ. '93

Best ET
Best MPH
Sponsors

6.19 sec
230 mph
Pro Clean AB



Peter Kruse



Driver
Car
Engine
Achievements

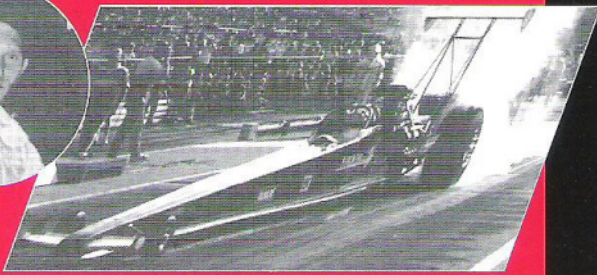
Peter Kruse, Germany
Trans Am Funny Car
KB 541 ci
12th in Euro Championship '93

Best E.T
Best MPH
Sponsors

6.27 sec
227 mph
Valvoline



Bob Feeler



Driver
Car
Engine

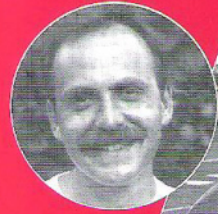
Jens Nybo, Denmark
Dragster
N/A

Driver
Car
Engine
Achievements

Bob Feeler, France
Dragster
Arias 484ci
Rocket car and offshoe power boat
racer

Best ET
Best MPH

Started in Euro Top Alcohol in 93
6.27 sec
219 mph



Dezoe Krivan



Driver
Car:
Engine
Achievements

Dezoe Krivan, Switzerland
91 Chevrolet Beretta Funny Car
KB 526 ci
First class Swiss driver in Top Alcohol

Best E.T
Best MPH
Sponsors

6.32 sec
223 mph
Sanyo, Tensai, Pakhoed, Kendall

N

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COHOL

Driver Barry Sheavills, UK
Car Stage Coach
Engine Keith Black
Chassis Geoff Hauser
Best ET 6.15 sec
Sponsors Torco, Al Motorstores, Wynns, Armour All

Driver Rob Turner, England
Car ex Cory MacClenathan Dragster
Engine KB 438 ci
Achievements Highest British Finisher in Euro Championship 93 (5th)
Best ET 6.22 sec
Best MPH 222 mph

Driver Craig Lowes, England
Car Kjellin Bros Dragster
Engine KB 496 ci
Achievements 4th British Top Alcohol Championships
10th European Top Alcohol Championships
Best ET 6.42 sec
Best MPH 207 mph
Sponsors Hertfordshire BTR, Daytronic Corporation, Total Lubricants, Hawker Energy Products, Loctite

Driver Andrew Hill, England
Car Ex-Dennis Priddle Dragster
Engine Chrysler
Achievements Rookie driver in TA

Driver Doug Bond, England
Car ex-Steve Read Dragster
Engine Donovan 417 ci
Achievements Top Fuel Champ 82
British Top Alcohol Champ 85
Best ET 6.85 sec
Best MPH 203 mph

Driver Mickey Moore, England
Car Model T Altered
Engine Donovan
Best ET 7.01 sec
Best MPH 199 mph

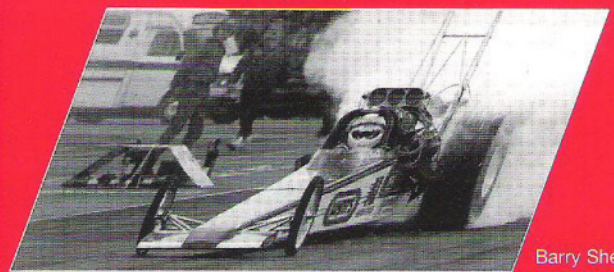
Driver Bernie Hepworth, England
Car Self-built Dodge Daytona Funny Car
Achievements ex-Pro Mod driver. Rookie in Top Alcohol
Best ET 7.62 sec
Best MPH 194 mph

Driver Frank Bennett, England
Car Fiat Topolino Altered, Self built
Engine Chevrolet
Best ET 7.10 sec
Best MPH 192 mph

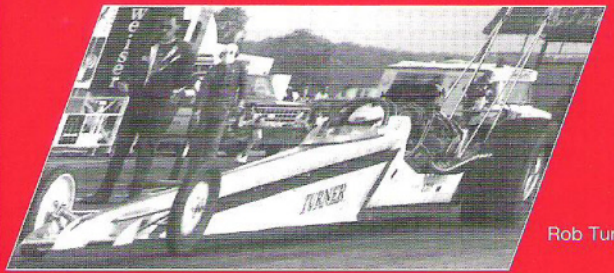
Driver Ken McCormack, England
Car Self built Corvette Funny Car
Engine KB
Best ET 7.20 sec
Best MPH 199 mph

Driver Tony Betts, England
Car Self built Funny Car
Engine KB
Best ET 7.20 sec
Best MPH 199 mph

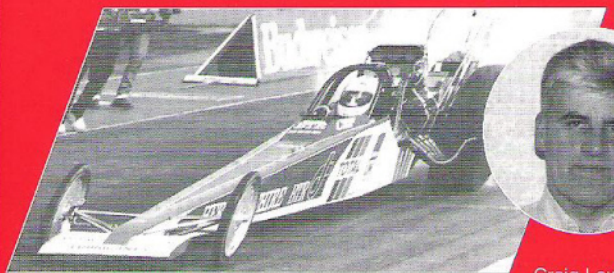
COMPETITORS



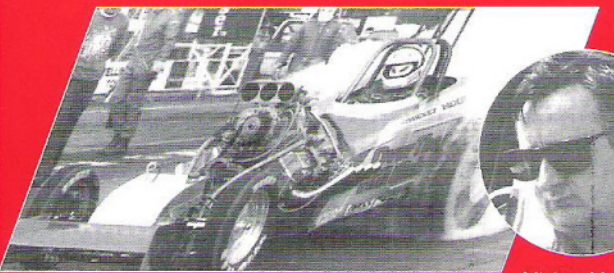
Barry Sheavills



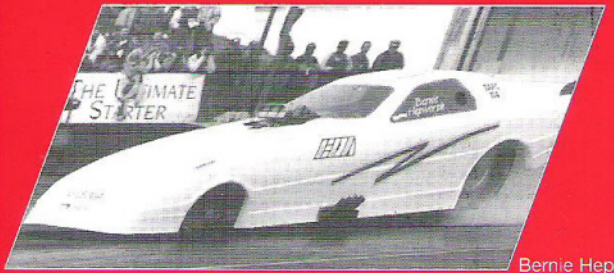
Rob Turner



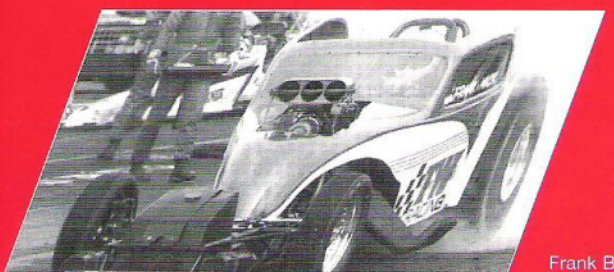
Craig Lowes



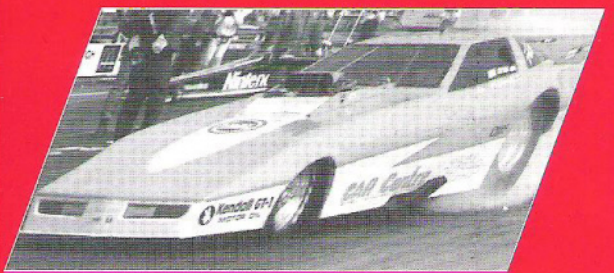
Mickey Moore



Bernie Hepworth



Frank Bennett



Ken McCormack

TOP FUEL

TF8	Peter Lantz	Dragster	Optima Batteries	KB
TF4	Risto Poutiainen	Dragster	Mobil 1	KB
TF2	Viveca Averstedt	Dragster	Valvoline	KB
TF5	Rico Anthes	Dragster	Dakota Leathers	KB
TF9	Tony Bryntesson	Dragster	JTB Racing	KB
TF	Tommi Haapenen	Dragster		KB

FUNNY CAR

AFC1	John Spuffard	Pontiac Trans-an	Showtime	500ci
AFC205	Harlan Thompson	Dodge Daytona	Budweiser	500ci
AAFA267	Clive Nechaell	1923 Ford Model T	California Kid	500ci
AFC209	Stefan Jonsson	Vauxhall Calibra	JF Racing	500ci

TOP ALCOHOL

T AFC1	Micke Kagered	Ford Probe	Quaker State	527ci
T AFC11	Peter Kruse	Pontiac Trans-am	Valvoline	
T AFC	Deszoe Krivan			
T AFC114	Bernie Hepworth	Dodge Daytona		540ci
TAD8	Barry Sheavills	Dragster	Stagecoach 6	432ci
T AFC34	Alan Jackson	Chevrolet Beretta		518ci
TAD10	Craig Lowes	Dragster	Team Kaizen	496ci
T AFC120	Ken McCormack	Corvette	Car Care Corvette	484ci
TAD5	Robert Turner	Dragster	Turner Racing	438ci
TAD2	Anita Makela	Dragster		
T AFC4	Urs Urbacher	Dodge Daytona	Motown Shaker	
TAD874	Bob Feeler	Dragster		
TAD	Jens Nybo			
TAD115	David Wilson	Dragster	Krypton	484ci
TAD5	Robert Turner	Dragster	Turner Racing	438ci
T AFC6	Leif Helander	S A A B	Starkotter Racing	
TAD106	Andy Hill	Dragster		440ci

SUPER GAS

SG90	Jim McGhee	Vauxhall Cavalier	Nitemare	454ci
SG48	Paul Watson	Dodge Dart	Grumpy's Gasser	452ci
SG999	Alex Nicol	828 Camaro	Just "A" Rat	468ci
SG50	Brian Pateman	Pontiac Firebird	Quartermaster	455ci
SG4	Phil Drewit	Ford Escort XR3i	Psycho	481ci
SG60	Trevor Graves	Ford Sierra	Bristol Doorslammer	380ci
SG2	Bill Macdermid	1969 828 Camaro	"Billy the Kid"	427ci
SG5	Peter Lane	Chevrolet Camaro	Earsplitenloudenboomer	396ci
SG3	Terry Gibbs	Camaro	Obsession	468ci
SG24	Paul Letchford	Chevrolet Amaro		400ci
SG30	Dave Clarkson	Ford Escort XR3i	Rat Infested	427ci
SG26	Tim Adam	Ford Anglia		355ci
SG9	Pete White	Ford Capri	Up in Smoke	400ci
SG594	George Chiarella	Opel Manta	Straight to the Point	360ci
SG68	Jason Savory	Chevrolet Nova		481ci
SG682	Steve Brown	Ford Pinto	Crazy Horse	452ci
SG222	Martin Harris Jnr	Chevrolet Nova S5		427ci
SG507	Jon Webster	Mercury Conet		429ci
SG490	Simon Oxberry	Ford Maverick	Maverick Racing	355ci
SG56	Ray White	MK1 Ford Zephyr	Pro Zephyr	468ci

SUPER PRO E.T.

200	Steve Johnson	Dragster	Motor Mouse	509ci
453	Martyn Jones	Dragster		482ci
263	Barry Giles	Dragster		482ci
462	Jerry Clayton	Ford Sierra		496ci

PRO E.T.

565	Chris Worsell	Dragster	Low Duck Special	468ci
1	Rob Emmett	Altered 23 T	Yorkshire "T"	427ci
268	Steve Warner	Dragster	Blue Blazer	355ci
103	Chris Orthodoxou	1967 Dodge Dart	Chaos Bros	512ci
184	Dennis Hawkins	Dragster	Wicked Lady	355ci
68	Stephanie Milan	Dragster	She Devil	400ci
319	Eric Humphrey	Chevrolet Monza Funny Car	City Electrical Factors	400ci
590	John Powis	Altered 23 Model T	Henry's Revenge	351ci
164	Ivan Birch	Altered 1934 Plymouth	Snapdragon IV	327ci
485	Mick Hillier	Ford Model T	Pony Express	355ci
606	John Atkinson	Ford Mustang	Jumpin Black Flash	457ci
440	Roger Moore	Triumph Herald		400ci

MODIFIED E.T.

312	Chris Isaacs	Ford Prefect	Bad Attitude	468ci
87	Ray Barrow	Chevrolet Vega	Berzerko Racing	327ci
331	Michael Ismail	Citroen Dyane		460ci
397	Tony Guy	Ford 1932 Model B	Guy Bros 32	355ci
589	Danny Hearn	Dragster	Blue Movie 3	302ci
99	Fay Fischer	1923 Model T Altered	Lucky-Fisch	383ci
587	John Reynolds	Ford Escort	Pocket Rocket	289ci
502	Ray Poole	Vauxhall Firenta		350ci
364	Trevor Capewell	Viat Topolino	Southern Rebel	350ci
1	Gordon Smith	Plymouth Duster	Ghostduster	452ci

710	John Tebenham	Ford Anglia		2000cc
249	Craig Lewis	Dragster	Pegasus	153ci
49	Steve Young	Dragster	Autocat	215ci
4	Paul Mitchell	Quick GS		455ci
25	Brian Huxley	Colt Sapparo	Can Do	460ci

SUPER E.T.

130	Martin Wicker	Austin A30	Little Devil	390ci
1	Lorraine Payne	Dodge Challenger		440ci
409	Bob Lees	Ford Mustang Grande	Yellow Peril	466ci
197	Rick Swatzki	Opel Manta Coupe	Livin' On A Prayer	3500cc
132	Stuart Cree	Chevrolet Monza		402ci
615	Howard Thomas	Chevrolet Camaro	Bristol Bracketeer	427ci
322	Dave Day	Ford 32 3 window Coupe	Days of Thunder	460ci
156	Chris Garner	Ford Cortina		355ci
194	Jon Evans	Toyota Celica	Tokyo Toy	331ci
661	Simon Farmer	1955 Chevrolet	Belmont Racing	421ci
293	Mike Bentley	Ford Sierra		460ci
315	Robert Doyle	Datsun 2605		305ci
287	Bob Owen	MG BGT	Super B	3500cc
801	Andy Holmes	Dodge Dart		440ci
121	Tony Grayston	MKII ford Zodiac		360ci

STREET E.T.

517	Carla Pittau	Chevrolet Canaro	Heaven & Hell	350ci
279	Martin Lewis	Vauxhall Nova SR	Nova Blaze	1300cc
303	Bill Weston	Ford Mustang		302ci
361	Colin Catlin	Ford Escort MK3		1597cc
613	Derek Annable	Chevrolet Camaro		350ci
225	Phil Walker	Pontiac Firebird	Royal Ragtop	400ci
518	Glenn Rees	Chevrolet Camaro	Don't Panic Racing	355ci
584	Tim Holmes	Dodge Coronet		440ci
549	Pat Bedford	1970 Dodge Coronet		383ci
802	Dave Billadeau	Plymouth Duster	All Fired Up 2	340ci
ES22	Keith Ridley	Scimitar	Simie	3000cc

PRO ROVER

PR8	Kevin Jenkins	Rover 200	Goodguys UK	266ci
PR15	Paula Atkin	Ford Pop 100E	JE Engineering	277ci
PR24	Chris Pegg	Ford Escort RS400		4000cc
PR1	Ian Hampstead	Escort MK1	Buildsport	4000cc

OUTLAW ANGLIA

OA11	Paul Wright	Ford Pop		360ci
OA9	Andy Przybyl	Ford Pop		475ci
OA2	Tony Baker	Ford Pop	Torque of the Devil	540ci

TOP FUEL BIKE

TF5	Brian Johnson	Puma		1280cc
TF2	Steve Wollatt	PBR Puma	The Dealer	1327cc
TF838	Roel Koedean	Puma Yamaha		1240cc
TF652	Werner Bruckle	Kawa Pro Sports		1425cc
TF88	Jule Boag	Puma Yamaha		1200cc

PRO STOCK BIKE

PS6	Martin Bishop	Kawasaki B2 750		750cc
PS5	Graham Dance	Suzuki 1100FJ	C Sign Suzuki	1249cc
PS213	Ray Debben	Kawasaki ZX10		1260cc
PS4	Ceri Visick	Suzuki GSX	Barney Blue	1327cc
PS3	Nigel Dowding	Yamaha FZR1000	TTS Mitsui Exup	1098cc
PS168	Nick Pepper	Suzuki CSXR1100		1294cc
PS1	Paul Willis	Suzuki Katana		1325cc
PS15	Eddie Galvin	Suzuki	Classic Windows	1327cc

COMPETITION BIKE

CB438	Robert Brooks	YHR Kawasaki 2900	Yellow Metal	1325cc
CB76	Stephen French	Kawasaki	French Injection	1398cc
CB553	Brian Noble	Suzuki GS1000	Bad Company	1238cc
CB8	Mark Stiles	Suzuki CSXR1100	Two Wheel Data	1260cc
CB86	Martin Cavicchioni	Suzuki 1100FJ	California Dreamin	1290cc
CB22	Mike Beaumont	Suzuki FJ1100	M & B Racing	1325cc
CB1	Tim Blakemore	Kawasaki		1260cc
CB64	Ken Thorne	Kawasaki GP3	Castle Couriers	1170cc
CB6	Dave Branch	Kawasaki Z900	Last Resort	1425cc
CB2	Augy Harrison	Suzuki 1100EFE	Adrena-Line Racing	1260cc
CB617	Chris Golding	Kawasaki Z1	Tokyo Tart	1398cc
CB32	Dave Turner	Suzuki GSX1100	Lazer Suzuki	1135cc
CB4	Tont Bizjak	Suzuki		1428cc
CB31	Roger Turner	Suzuki GSX1100EG	Roger Ramjet	1393cc
CB10	Barry Eastman	Honda CBX	Tokyo Express	1320cc
CB35	Mel Nolan	yamaha PJ	Rice Rocker	1314cc
CB21	Neil Diggins	Kawasaki	Queesiryder	1261cc
CB469	Andrew Folberth	Kawasaki	The Equalizer	1100cc

SUPER STREET BIKE

SS69	James Curnick	Kawasaki GPZ	Nemesis	1325cc
SS14	Dave Smith	Suzuki	Flashback III	1135cc
SS30	Steve Ashby	Suzuki GSXR	Adrenalise	1260cc
SS3	Marc Fossey	Suzuki Katana	M.F.R.	1325cc
SS314	Andrew Richards	Suzuki Katana	Chris Richards Motorcycles	1500cc
SS28	Tony Clark	Suzuki GSXR1100	Lethal Weapon	1500cc
SS6	Pete Jones	Suzuki GSX1100ESD	Low Blow	1135cc
SS758	Graham Balchin	Kawasaki ZXR	-	1325cc
SS9	Andy 'H' Smith	-	-	-
SS35	Jarrold Frost	Suzuki GSX	GSX Turbo	1500cc

9.90 BIKE

218	Den Avenell	Suzuki F.C. Turbo	Purple Haze	1170cc
SB32	Karl Larcombe	Suzuki Katana Turbo	Krazy Kat	1170cc
SB1	Dave Whattam	Suzuki GS1000	-	1176cc
SB98	Kevin Fox	Suzuki GSXR	Lapse of Reason	1052cc
SB97	Guy Chamberlain	Suzuki GSXR1100	-	1100cc
422	Dave Peters	Spondon Suzuki GSXR	-	1260cc
SS118	Mark Sweetman	Suzuki GSX	The Gasman	1260cc
SB23	Bob Sharples	Kawasaki GPZ1100	Berts Special	1425cc
247	Tim Whetton	Suzuki GSX	-	1100cc
610	Jeff Dowsett	Suzuki GSX1100	-	1260cc
SST5	Andy Haley	Kawasaki	-	750cc
SB152	Mark Watkins	Suzuki GSX	Terminator 1	1260cc
555	Bradley O'Connor	Harris Suzuki	-	1216cc
SB72	Mark Patman	Kawasaki	-	-
1001	Jeff Sims	Suzuki EX Turbo	-	1170cc
SB19	Paul Hanson	Suzuki GSXR	-	1260cc
SB77	Paul Carter	Suzuki 1135 EFE	Aggressor	-

10.90 BIKE

597	David Glover	Yamaha FZR 1000 EXC	-	1002cc
SP1	Dave Hall	Suzuki GSX'R'1100M	'R' Tist	1127cc
38	Jamie Sneddon	Suzuki GSX1100E	JBS Roofing	1150cc
790	Steve Debben	Kawasaki Z100	-	1075cc
SP196	Mark Nathan	Suzuki GSXR1100	-	1127cc
51	Geoff Rogerson	Suzuki GSX1100	"Wotta Performance" Racing	1230cc
163	Andy Minor	Suzuki GSX1100	-	1135cc
605	Darren Rose	Suzuki GSr750	-	748cc
SP313	Anthony Wrather	Suzuki GSXR	-	1100cc
478	David Hirst	Yamaha RD400	-	-
184	Mike Vickers	Suzuki	-	1100cc
SST11	John Floyd	Yamaha RD 350LC	-	375cc
SP43	Stewart Chamberlain	Suzuki GS1100	Predator	1100cc

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RAC Scrutiniser: Mr S. Vincent	ACU Scrutiniser: Mr S. Johnson
Race Director:	Mr J. Cross
Safety Officer:	Mr D. Prentice
Time Keepers:	Mrs S. Gandolfi, Miss L. Smart
Doctor:	Dr R. Bullock
Medical Services:	Pro Medics
Secretary of the Meeting:	Mrs S. Gandolfi
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	Rushden
	Northants NN10 9PX

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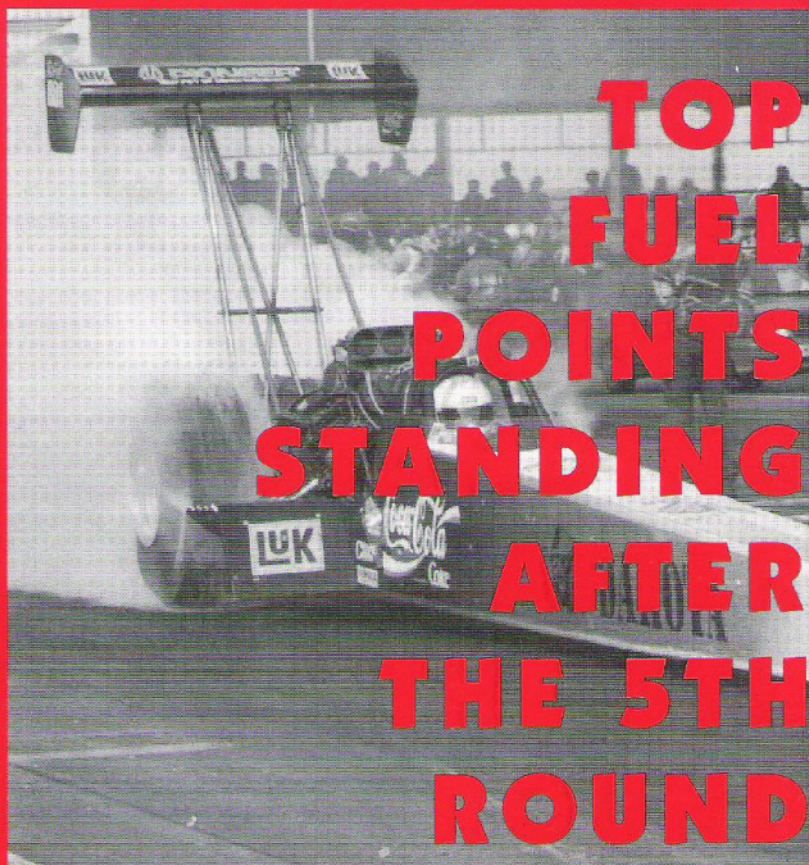
ROUND 9

WORLD FINALS

POINTS STANDING

Current Points

1. Anita Makela, Finland	4522
2. Micke Kagered, Sweden	2710
3. Krister Johansson, Sweden	2584
4. Bob Feeler	2112
5. Urs Urbacher, Switzerland	1978
6. Rob Turner, UK	1932
7. Barry Sheavills, UK	1490
8. Peter Kruse, Germany	1446
9. Dave Wilson, UK	1030
10. Micke Falkstedt	1018
11. Leif Helander, Sweden	946
12. Frank Bennett	914
13. Jens Nybo, Denmark	826
14. Juha Leppanen, Finland	816
15. Lindsay Dueuchar, UK	816
16. Peter Beck, Switzerland	726
17. Ken McCormack, UK	714
18. Alan Jackson, UK	628
19. Dezoe Krivan, Switzerland	610
20. A. Hoyla, Finland	612
21. Bernde Seminati	612
22. Doug Bond, UK	610
23. Craig Lowes, UK	522
24. Bernie Hepworth, UK	512
25. Paul Jackson, UK	406
26. K. Eskelinen, Finland	404
27. Andy Hill, UK	310
28. Mick Moore, UK	314
29. P. Pentilla, Finland	302
30. Tony Betts, UK	226
31. Tony Donges, Sweden	224
32. C. Sundman, Finland	100

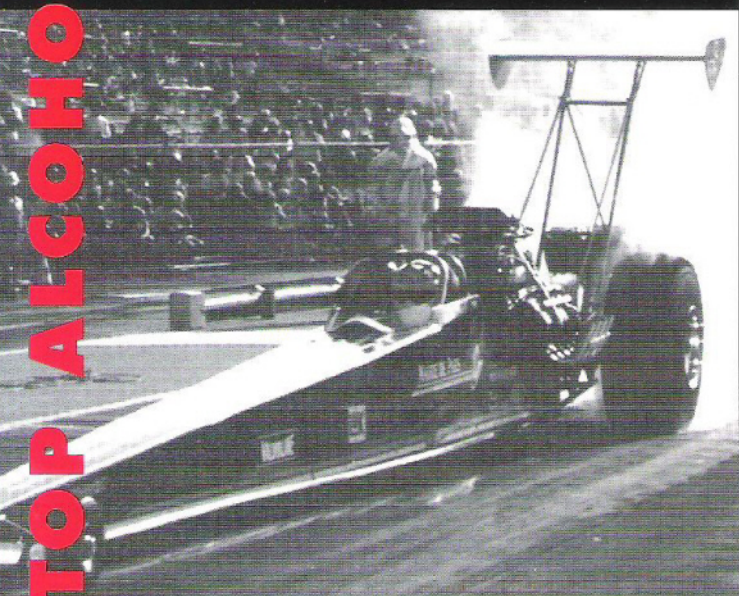


1. Peter Lantz, Sweden	4434
2. Tony Bryntesson, Sweden	3888
3. Tommi Haapanen, Finland	3460
4. Viveca Averstedt, Sweden	2770
5. Risto Poutiainan, Finland	1684
6. Rico Anthes, Germany	1630
7. Monica Oberg, Sweden	1536
8. Liv Berstad, Norway	712

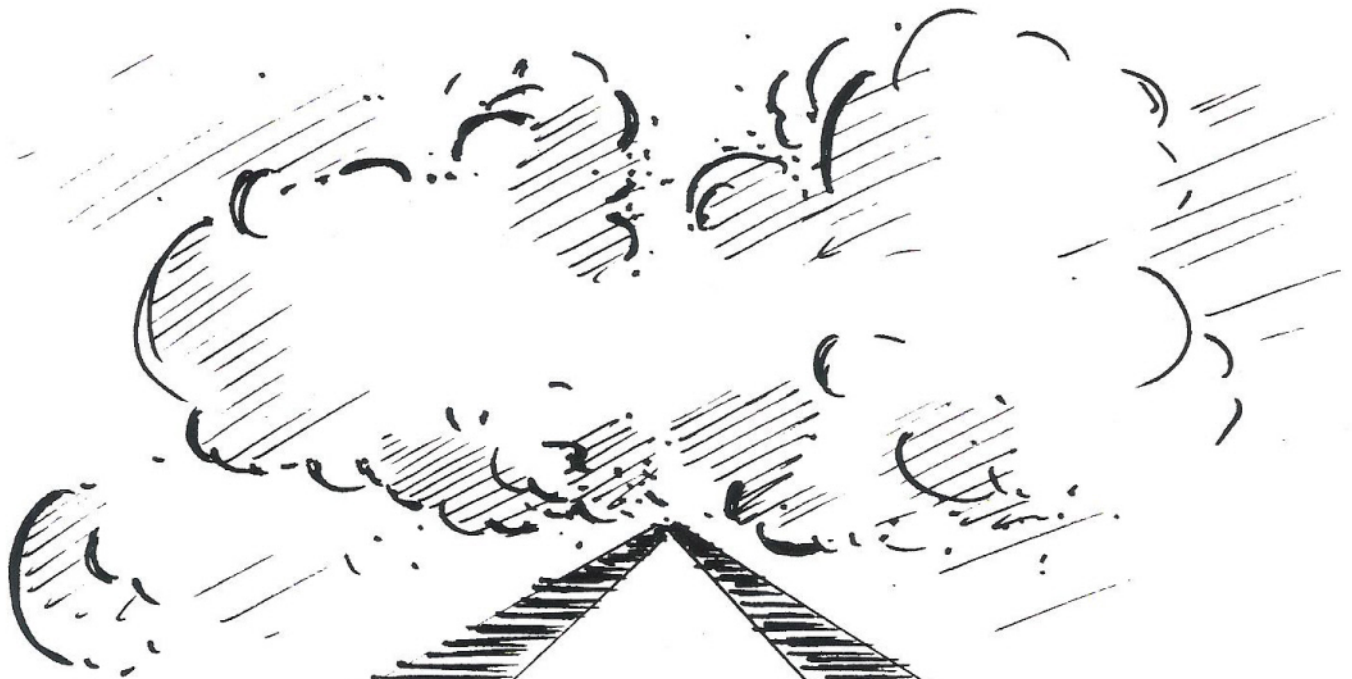
Best Et and MPH Top Fuel Drivers

Peter Lantz, Sweden	- 5.111 sec / 280 mph
Rico Anthes, Germany	- 5.115 sec / 266 mph
Liv Berstad, Norway	- 5.13 sec / 272 mph
Risto Poutiainan, Finland	- 5.15 sec / 284 mph
Monica Oberg, Sweden	- 5.17 sec / 277 mph
Tony Bryntesson, Sweden	- 5.22 sec / 274 mph
Pelle Lindelow, Sweden	- 5.304 sec / 271 mph
Viveca Averstedt, Sweden	- 5.306 sec / 262 mph
Tommi Haapanen, Finland	- 5.32 sec
John Lovett, England	- 5.34 sec / 274 mph
Rolf Iversen, Denmark	- 6.62 sec

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FINAL ROUND OF THE MAC TOOLS SUPER GAS CHAMPIONSHIP 1994

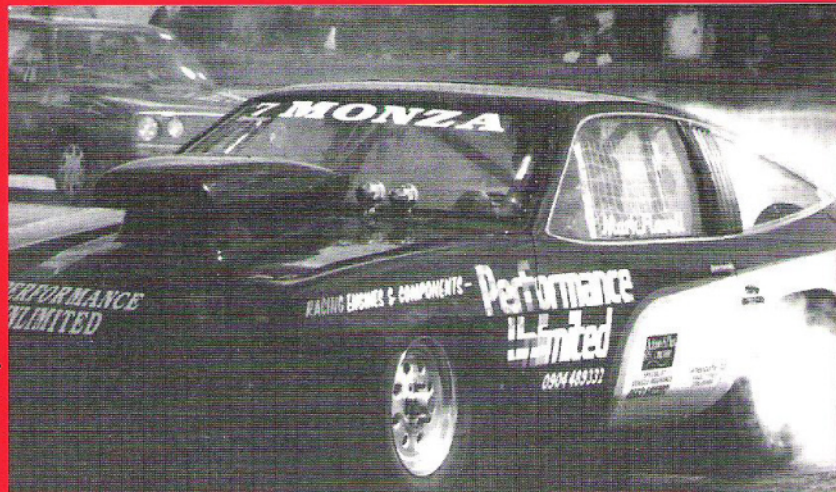
THE WHEELGAME ROUND



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This is the final round of the Mac Tools UK Super Gas Championship. The winner of the nine event series will be decided here with valuable points being earned during the Crane Cams qualifying session and through each race of the five round elimination.

Brian Pateman in his white Pontiac Firebird won the Summer nationals and has two other wins and a runner up finish under his belt. You might think he looks set to take the title - but it ain't over till it's over. For the second year running, Billy 'The Kid' MacDermid also has a good chance of taking the title. Driving the black '69 z28 Camaro he was runner up at last year's World Finals and in the points. This year Billy has appeared in the final at three events and has also claimed the Hauser Race Cars Grand Ninety Nine award winning an elimination round at York with a perfect 9.900!



On paper Phil Drewitt, Terry Gibbs and Alex Nicol could still take it but these guys are going to need nerves of steel to overcome Brian's domination. He's been racing for 13 years and knows how to win with reaction times that are world class. After a JMW Performance Construction re-build of his car, he fitted tyres supplied by Wheelgame who are the class sponsor for this final event. Gordon Appleton of Wheelgame has been delighted to recognise Brian's achievements through the Contingency programme, "Old tyres are the poorest excuse in Drag Racing - good tyres are an essential requirement for winning and Brian has been an excellent demonstrator of that fact".

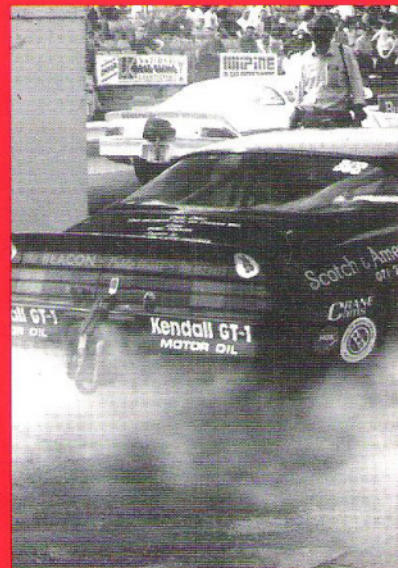


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MAC TOOLS UK SUPER GAS CHAMPIONSHIP Top Ten @ 11.9.94

1. SG50	Brian Pateman	Pontiac Firebird	4140
2. SG2	Bill MacDermid	'69 z28 Camaro	3730
3. SG4	Phil Drewitt	Ford Escort XR3i	3350
4. SG3	Terry Gibbs	'69 Camaro	3250
5. SG999	Alex Nicol	z28 Camaro	3240
6. SG90	Jim McGhee	Vauxhall Cavalier	2960
7. SG60	Trevor Graves	Ford Sierra	2560
7. SG90	Jim McGhee	Vauxhall Cavalier	2960
8. SG81	Nick Davies	'37 Ford	2400
9. SG56	Ray White	Mk I Ford Zephyr	2360
10. SG68	Jason Savory	Chevy Nova	2320



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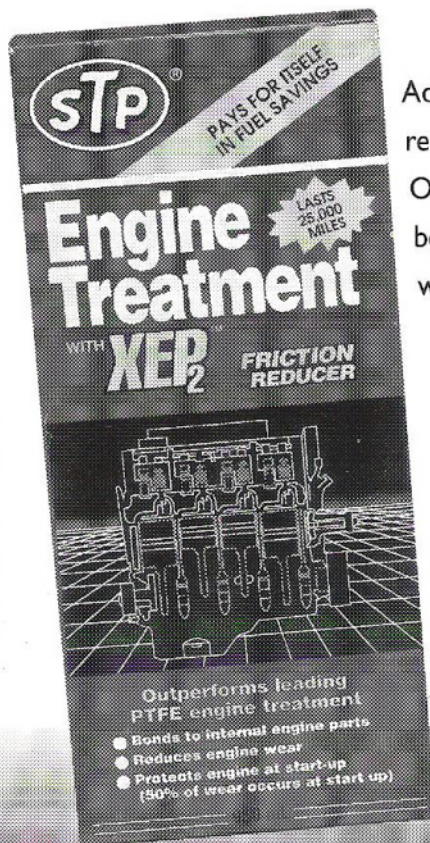
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Guy Croft Tuning have been appointed sole agents for the Canton Mecca Accusump which prevents oil starvation during racing.

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(See Guy Croft advert later in the programme)



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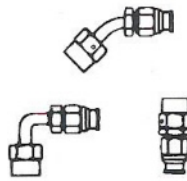
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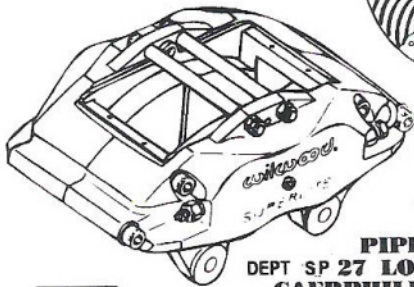
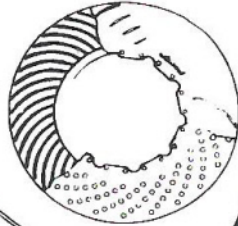


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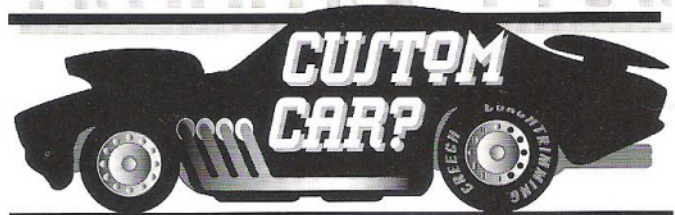
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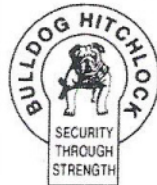
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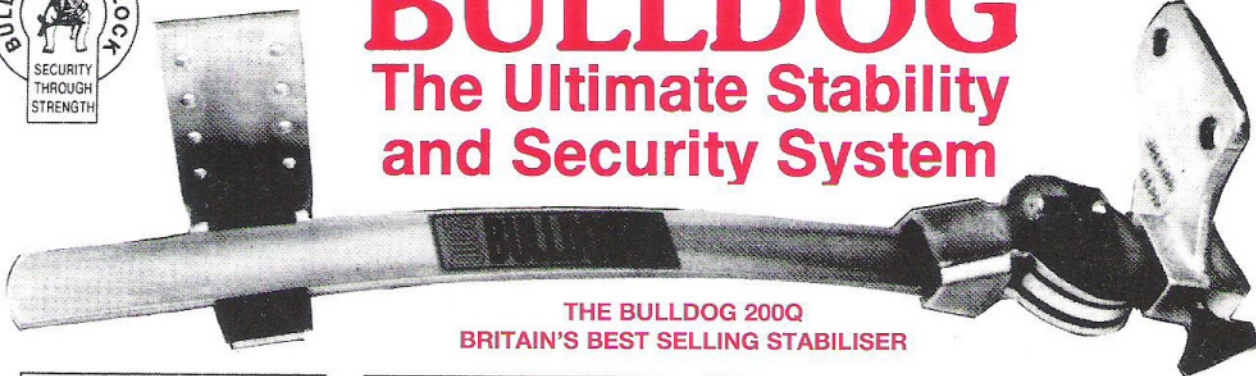
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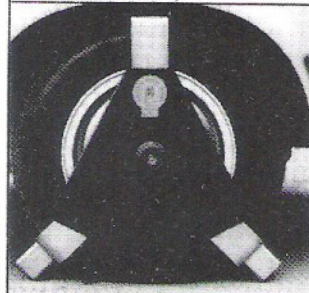
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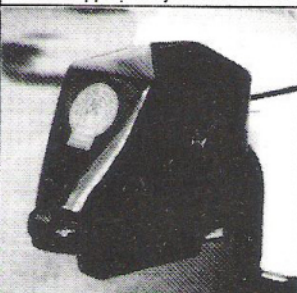


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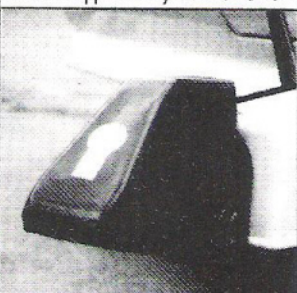


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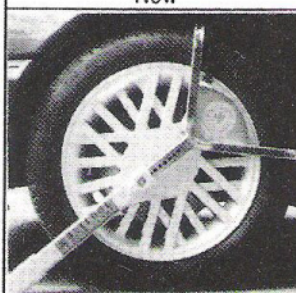


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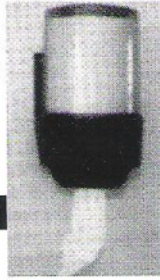
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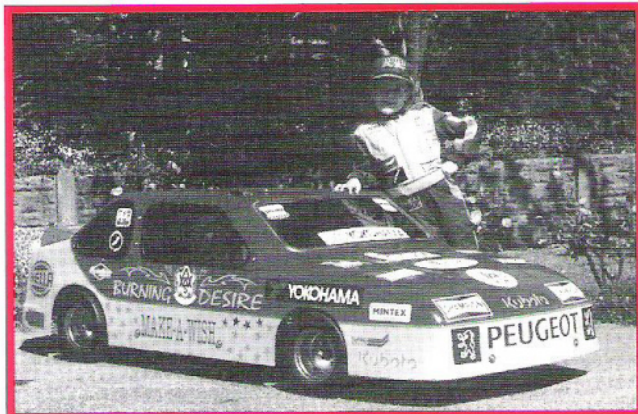
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STEPHEN'S KINDER

Hi guys, well here we are at the World Finals yet again, the Summer Nationals definitely wasn't my scene, with a fully sorted clutch Claire and I thought we had things in the bag, but our sparks department had different ideas, Grandad thinks the ignition was braking down, but we can't be sure. After the meeting everything checked out just fine, in fact on the run back to pit road BatMagic's on board computer showed all systems go and green, full power and full revs. Today for the big one we're going to change everything we can think of and then some, but still with this sort of problem you can never be sure you've found it, until your motor don't light up on the line that is, by then its toooooooo late mate, you're history! This Daniel guy had a reaction time of .56 last meeting and ya can't mess with that. Again I was beaten by this super fast Daniel dude, the best man won, I admit it!!! and he's such a nice guy off track.



PIT TALK

We have struck a deal with our main sponsors Peugeot for the '95 season, they have already supplied us with a whole new transport system. I am to get a new car for next year, BatMagic will still be around of course, but Kubota have supplied new 500cc 4 valve engines and turbo Technics say they can squeeze more than twice as much power out of them. Comet in America are working hard on a new transmission to take all the extra power. Mega Glass here at Rushden are sorting the aerodynamics and

building the new body, whilst Yokohama have laid down some 20 inch super slicks in Japanize velly sticky lacing lubber. I tell you this baby's gonna take to the clouds, I'm hoping to have my first run in it at the Easter Thunderball, be sure to be there!!

WORLD FINALS: HELLOFA WEEKEND

Team sponsors HELLA are backing this weekend, as always there'll be some FAB prizes to be won and lots of free goodies and give aways for you guys to share, be sure to come round and see us.

SEGA SPECIAL PRIZES

Team sponsors "SEGA" have put up a couple of very special prizes for you guys who are into video games, "MEGA DRIVES" man: win one today and take it home.



MAKE-A-WISH

The folks from a MAKE-A-WISH are here in force, I hope you'll all be giving them your full support, as always there'll be lots of goodies and games to play on their stand at the back of the main Grandstand, with special gifts and some SUPER SURprizes for everyone to win. During 1994 the Foundation has been able to do even more of its wonderful work, thanks to all the support it has received from everyone, not least of all the guys here at Santa Pod. May the team and I say a BIG BIG thank you to Graham and John for their sterling work on the mikes to Victoria Garrett for all her help and our TV spots, to Race Director John Cross for always finding our track slots, to our mate Mojo for always being there for us. Not least of all to Bo and all the guys in the Santa Pod management team for making it all possible and for the backing they give so generously to help the Make-A-Wish Foundation. Thank you all!

If you would like to become a Make-A-Wish volunteer, adopt a wish, or think you might be able to help bring a ray of sunshine into a very sick child's life, please come round and talk to us, or contact Make-a-Wish on 0276 24127, they'll always be pleased to here from you.

Hope to see you all at the Easter Thunderball, have a safe trip home and stay lucky.

Stephen, Daniel and Claire
Kindred Race Team.

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