

**STREET**

# Gasser

December 2017



THE OFFICIAL JOURNAL OF THE

*National  
Street Rod  
Association*



**CUSTOM CAR**  
THE UK'S BEST-SELLING HOT ROD MAGAZINE





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**Front Cover:** Merv Barnett at full tilt at Shakey, captured by Callum Pudge

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Valuations are available from Chris Smith (Tel: 07730 416699, email: chrissmith350@gmail.com) details of this process can be found on the NSRA website at <http://www.nsra.org.uk/insurance.htm>

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## From the Editor...

# NICK'S BIT

It's never easy ending a long term relationship, especially when you are the one who cannot understand why the curtain is being brought down. You ask was it something I did or didn't do, was it something I said or again didn't say? You search around for a reason and one which has any sense of reality or meaning. Often the more you search the deeper the loss feels, you can become consumed in what would have and could have been, and all the aspects of the relationship that will no longer be there. You can't see past what you had and if, as in this case, you had invested so much of yourself, not to mention time and money into it, you struggle to accept it's over. Looking back I realise that I have invested the past twenty-five years into this relationship and even at times when it wasn't that good, we still found a way to come together again and continue.

The feeling of being helpless at the end and unable to change the other's views and decisions is at times overwhelming. It is a cliché but time is a great healer and I am sure that eventually I will look back with fondness and remember all the good times when we laughed, played, chased each other and when the day was done how we celebrated and partied the night away. There will always be a special place in my heart and mind for you and if we could just spend one more weekend together who knows what would happen, but I realise now that I am not facing reality when I allow those thoughts to enter my mind. I have no choice as the decision to end our relationship was not mine, and I must let you go. But before I do, I have to thank you for not only being such a huge part of my life but also for that final weekend we spent together. It will live with me for years to come, so thank you, good luck and Godspeed Shakey, it's been a pleasure.



As this is the final *Street Gasser* of the year, it feels appropriate to reflect on what has been a momentous year for the world of Street Rods. It's been a year when we have been forced to say goodbye to some exceptional people and friends to the world that we so love. We fondly remember Pete Chapouris, Bill Hines, Vic Edelbrock Jr, Dave Stuckey, Andy Miles, Steve Lang and Paul Singer, this journey will not be the same without them.

As we said goodbye we also said hello, when we witnessed the return of *Street Machine*, which in these times was quite a surprise, we wish them every success in 2018. The club also said hello to a new venue as we ventured as far East as its possible to go without getting soaked by the sea, with the Fun Run setting up shop in Great Yarmouth. Mixed reactions to this new venue, but those that attended had a good weekend. As I write this the venue in 2018, is still undecided, but you can be reassured, the work by the committee on finding a permanent venue is nonstop and will be ultimately successful. The year personally for me marked the 50th issue of *Street Gasser*, another awesome year of racing in the Gasser Circus, and some significant progress on my latest Street Rod, just as a whole bunch of Dorset's come along.

The year was an outstanding one for events, kicked off with the thrilling and chilling Essex Swap Meet. The club hosted a most enjoyable Pre 49 run and hit new heights with the hugely successful Hot Rod Supernationals at Old Warden. The trips to Shakey proved ever popular with both the NSRA Nostalgia Nationals and Hot Rod Drags, which by November had said thank you and farewell as they relocated to Santa Pod for 2018.

The clubs final car event will be the NEC, and with a ton of other runs and shows squeezed in, we all look forward to doing it all again next year. Of course the end of the year has also brought renewed concern and a level of uncertainty with the arrival of The Roadworthiness Directive. The Club has put together an overview which you should have all received, if not details of how to get a copy are on page 4.

So here it is the final *Street Gasser* of 2017, it's another busy issue, it's been a blast putting it together, I hope you enjoy it. And although it may be a few weeks early, I wish you all a truly memorable and enjoyable festive period with your loved ones.

Until next year,

**Nervous Nick**

## Street Gasser: December 2017

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## Contributors to this issue:

Sue Ayres, Richard Black, Callum Pudge, Stuart Mitchell, Graham Thompson, Mike Key, Sean Milsom & Brandon Vining.



## From the Chair...

As you read this, the AGM should have been and gone and your new Committee will be preparing for 2018. However, writing this *Hot Seat* will be one of my final tasks in my first year as the NSRA Chairman, or Chairperson, or Chairlady, but please not just Chair!!!

If you had asked me 12 years ago, would I ever be on the NSRA Committee I would have laughed. Then I would have said what everyone says, "Where would I find the time?". Ironically, I probably had more free time then than I do now. I would have also said "What do I know and what could I possibly contribute?".

However, back in 2008 when most of the Committee were standing down en masse and not too many people were coming forward, I felt that maybe I should have a go. I looked at the vacant posts and thought that I could hopefully manage the role of Membership Secretary and said if no-one else came forward before the AGM I would give it further thought. I am not going to lie because there was a huge sigh

of relief when someone else came forward!

Then due to some changing of roles the position of Secretary became free and I was asked if I would consider doing it. I must have sounded a bit doubtful on the phone because when they had finished their meeting I had a number of retiring Committee members arrive for tea. No pressure then!!!

That first AGM was pretty scary and that first year was a very steep learning curve for all of us, but we did it! The second year was easier but while each year brings new challenges it also brings new rewards. I have learnt a lot about event management but a lot more about working together

as a team. I have been very fortunate to have worked alongside some great people over the last nine years.

We all have our weaknesses and strengths and teamwork is the key and with a good team anything is possible. We even defeated the weather at the Super Nationals!

However, a good year has been clouded by that thorny subject of Legislation. We have no magic wand but we are working very hard as a Committee and we will endeavour to keep the Membership informed of the facts and try to prevent the spreading of unhelpful rumours.

Together with the rest of the



Committee and Crew, we look forward to delivering 'Havin' Fun As Usual' in 2018.

Merry Christmas and a wonderful New Year.

*Sue*

*In the...*

# HOT SEAT



## Legislation Changes

By now you should have all received in the post the club's review of the recently announced changes when taxing your vehicle from May 2018.

Please familiarise yourself with its content. If you have not received yours, please contact our Legislation Officer Pike, and he will ensure you are sent a copy.

In addition to this, if you require more information you could do no better than get hold of a copy of the BIVA Guidance. If you visit the Legislation section on the forum and click on BIVA GUIDANCE, you will discover how to get hold of one and you will also be helping out a very worthy charity in the process.

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# GOODWOOD

## Revival



Words and images: Nervous Nick

If you enjoy dressing up and the occasional fancy dress party does not adequately deal with that yearning, there is the opportunity in September each year to meet thousands of like-minded people. If you are also into motor racing then all your Christmases may have come in one weekend. I am of course referring to the world renowned Goodwood Revival. This year marked the 38th time that the event had been held on the race track. I was lucky

enough to be invited this year via Jungle Pat modelling in Gasoline Alley. The weekend was amazing on so many levels, but it wasn't always this way.

The first car event was held at Goodwood in 1936, and this wasn't on a circuit, it was a makeshift hill climb course. The land where the circuit now stands was compulsorily purchased during World War I and utilised as a training base for the Royal Flying Corps. With hostilities about to recommence

with the Second World War, the land continued its flying association as it became a grass airfield with a squadron of Spitfires. Their task being to defend the South coast and intercept the Luftwaffe as they crossed the channel. With the cessation of the fighting the airfield was closed down before finally being returned to the Goodwood estate.

The then Earl, Freddie March served with the RAF during the war and was a keen

car designer. He still held the position of President of the Junior Car Club, which he had been made just before the war and was asked by fellow member and RAF colleague Tony Gaze when there would be racing at the airfield. This was prompted by the semi-informal racing that had taken place on the perimeter roads during its time as an operational airfield. Freddie recognised the potential for the area and by 1948 he had organised his workforce to ready



AA Ford Commercial

The real deal a 65 GT40





If you can afford the Cobra, you certainly can afford this beautiful transporter!



Modified J40



The Shelby Daytona Coupe transporter 1963



Max, Jungle Pat and Greg the 'Moonshiners'



When it rained this guy stayed dry



The J40 Hauler



TVR Prototype



the roads for racing. The event was a huge success and from that point forward the Goodwood Motor Circuit became arguably the spiritual home for British Motor racing. The circuit hosted many races and had many of the legendary names hammering around the track like Hill, Surtees, Moss, Clark and Fangio.

However, by 1966 for various reasons the circuit was closed, some were to do with operating costs and the ever increasing speeds of the cars competing. Between 1966 and

1998 the circuit was like a sleeping giant, it was not always silent as it was used occasionally for track days, rallying (special stages) but more often than not as a test facility for commercial vehicles.

An injection of enthusiasm can never be overlooked, and so it was for Goodwood Motor Circuit during the 1990s. This came in the form of Charles, Earl of March who shares his grandfather's passion for cars and motor racing and set about bringing racing back to the

Goodwood estate, initially with his hugely successful Festival of Speed held in the grounds of the nearby Goodwood House. Determined to bring racing back to the circuit, he followed up this success three years later with the Goodwood Revival. The simplicity of the name confirming what this event was to be and is, 'a magical step back in time, a unique chance to revel in the glamour and allure of motor racing in the romantic time capsule of the world's most authentic motor circuit'.

The revival prides itself on having some of the great cars and motorbikes from the periods, with absolutely no modern cars allowed within the event over the weekend. The Revival also pays tribute to its earlier incarnation as an operational war time airfield. The action on the track is matched by that in the air with Spitfires, Hurricanes and Mustangs taking to the skies over the weekend to perform fly pasts with the occasional tight turns and rolls. However, one of the biggest elements for



Yes it did rain just a little



J40's were well represented & raced



The Lotus supporters club AGM





Note driveshaft!



recreating that time capsule feel is the way everyone is dressed, therefore, you are encouraged to dress in one of the periods, be it the '40s, '50s or '60s. Thankfully virtually everyone gets the memo and although I was a Revival virgin, I cannot recall seeing anyone who was not dressed in period attire. Some of the effort that people put into looking correct was stunning and well worth every minute they had put into researching and acquiring their clothes.

As previously mentioned Jungle Pat was a busy lady over the weekend, as was her location the superbly named Gasoline Alley. Each year it has a differing theme, this year it was Moonshine and was superbly arranged and by Goodwood Greg and Max Powell. These two guys were superb hosts, highly entertaining and despite how they looked in some of the images from the weekend, not that menacing at all.

The event appeared to be a

huge success again, this despite some truly awful conditions caused by the amount of rainfall on the days leading up to it which made the car parks and the camp sites a bit of a challenge, but with tractors and trailers ferrying people to the circuit, the mudline for most of the visitors was kept to a minimum.

Wandering around and through the pits you could spot celebrities and some of them were drivers, but the highlight

was always going to be the race cars. The sheer joy for me was seeing cars worth, in some cases millions, being used for what they were designed and built for. No slow cruisers here when you can have door handle to door handle action.

I thoroughly enjoyed the weekend and if you attended you will know exactly what I mean, if not, then I would suggest you treat yourself next year, sort out your period look and head off to the south coast in September. ■

## NSRA Committee

# Who's Who?

**Richard Black**  
Membership  
Secretary



### What does the NSRA mean to you?

*A National club that tries to rep-present all the members but with limited amount of area the committee can cover.*

### When did you first become aware of the NSRA?

*Mid 70's though reading Hot Car, which I still have from issue 1.*

### When did you originally become involved?

*1981.*



### What's your membership number?

*921.*

### What role do you perform and why you put yourself forward for this role?

*Membership secretary, was previously on the committee and missed it and having retired would have the time.*

### Tell us about what that involves and how much of your spare time it takes up?

*Keeping the membership database up to date with new members and renewals, e-mailing, forum pm's and mailing out reminders after membership lapse's by more than a month. Attending NSRA events and others. With a rolling 12 month memberships to action each day.*



### How long have you been on the Committee?

*In 2018 it will be a total of 22 years.*

### If you have served on the Committee, more than once please supply details of your previous roles and who the Chair was at that time?

*Committee Member, Merchandise, Mike Payne, Treasurer /Merchandise, Bob Barton, Treasurer, Bob Barton, Legislative Officer, Membership Secretary, Mick Harle, Jason Hollamby, Sue Ayres.*

### If yes to above, how different was it second time round?

*Still as good but easier than when it was just five of us on the committee.*

### Do you own or have you owned a Street Rod and if so details and images please.

*Own a Model A Sedan Delivery and a 27T Roadster and used to have Ford 37 Phantom Wrecker.*

### What is your ultimate Hot Rod and why?

*37 Lincoln Zephyr Coupe with the V12 flathead, it's just the shape.*

### Do you have a favourite car film?

*Hot Rod.*



### What is your favourite NSRA event of the year and why?

*Super Nationals although see little of it from inside the marquee, but the build-up is fun.*

### What is the most difficult part of your role?

*Keeping up with the renewals at the end of the year and e-mailing the reminders out after the membership has lapsed after the months grace.*

### What is the most rewarding aspect of being on the Committee?

*Seeing all the members enjoying the events we put on.*

### If you were not a serving Committee member, what would you be doing?

*Taking part as a member.*

### Where do you think the NSRA will be when it celebrates its 50th Anniversary?

*Still putting on the best events.*

### Two weeks on the beach or two weeks touring Hot Rod shops in California?

*Two weeks touring in California.*





### Words and images: Nervous Nick

In a Hot Rod world that is arguably dominated by two motor manufacturers you often find that Hot Rodders, despite their allegiance to Ford cars, will have a Chevy motor powering their ride. There are however, plenty who occupy the other side of the fence and nothing more than a Ford in Ford will do. One of these is Jim Rutter, he is a blue oval man but that description is arguably doing him an injustice as it goes nowhere near explaining the passion that has driven him for most of his life. Summing him up in that way is not dissimilar to saying that Lewis Hamilton drives a Mercedes – there is an element of truth in there, but nowhere near the reality.

Amongst his family and friends, Jim is renowned for his near lifelong dedication to all things Ford through his impressive and vast collection of Hot Rod parts and Ford collector items. Jim is the equivalent of an American Pickers ultimate pick with his collection consisting of a wide and varied array of items including Ford dealer key rings, stickers, posters, electronic signage, enamel signs, Ford Dealer books, collectors cards, pins, ashtrays, banners, lamps, toys, shop signs, games, t-shirts, dealer overalls, clocks and Ford crockery. The list goes on and on. However, the biggest and most visually stunning expression of Jim's Ford Fever, has been and continues to be represented by the Hot Rods he has built or has had built.

Jim is the son of an American Serviceman and spent eleven of his first thirteen years growing up in Oklahoma which possibly explains where his love of all things Ford is derived from. His passion for Hot Rods certainly began on the streets of Oklahoma, this continued and eventually flourished, once the family returned to the UK.

Jim is rightly proud of having a low NSRA membership number and he was part of the group of like-minded individuals that began their foray into Street Rods in the early '70s. Jim was part of The Sunny Valley Roadsters, an Aylesbury based group of young Rodders, who coincidentally did not have a roadster amongst the member's cars!

Jim cut his Hot Rod teeth on a variety of Ford

Pops, he fondly recalls that three made it to completion and at one time he had a collection of eight that he broke for parts. As well as building his own, he also helped friends with their builds. Jim eventually went on to chop not one but two Pops, one was his and the other his close friend throughout his Hot Rod odyssey, Kev Ransome.

Pops were plentiful during this period which possibly explains why Jim decided to build a Pop Coupe out of one he had stashed in a good old council lockup. The Coupe did not get finished by Jim, but did eventually move on as a rolling project.

By the '80s Jim's longing for a '30s Ford manifested itself in the purchase of a Rodshop 5 window body and chassis. Despite a significant amount of work being undertaken the Rod became listed as a rolling project and soon found a new home where it reached completion.

The dalliance with fibreglass was over and replaced with the urge for some genuine Henry steel. This was initially satisfied with a 1935 Ford Pickup purchased from Real Steel, upgraded all round and painted in Olympic Blue. This was to be the same colour used on Jim's next Ford Hot Rod, this time gracing the steel panels of his Jerry Denning built 1932 roadster. This particular Rod seeming to be Jim's ultimate Ford, and a keeper, but life and changes within that particular journey that we are all on brought about a difficult decision. Jim and his wife Angie were planning to relocate to Cornwall and two factors brought about the tough decision to sell the roadster. The need for some additional cash injection to complete the move and the thought of travelling from Cornwall to far flung Rod runs in an open topped car.

The roadster sold really quickly and with the funds spent on the move west, there was happily some money left over which Jim was quick to invest in ... yes you've guessed it, another Ford. This one being a hardtop 1939 Coupe. Jim kept and used this over the next two years, but now in semi-retirement the search was on for another '30s Hot Rod.

The search took in quite a few cars and even led to

# Jim Rutter has... FORD FEVER







*Unusually and unmistakably the roadster pickup has made use of a commercial grill*



*Once in Cornwall  
Jim enlisted the  
help of the  
supremely gifted  
Jerry Denning...*

Jim being secretly ushered into a garage where he was shown the body and parts that when put back together were the infamous Black Cherry 1932, 3 window coupe.

Despite not being able to conclude the deal on this piece of Hot Rod folklore, Jim continued the search for his next Ford project. The basis for this was finally to be located in the heart of Scotland, the deal taking some eight months to agree and complete. This was because when initially spotted for sale it was a job lot of parts with Jim only having eyes for the steel Model B roadster pickup body. The seller not wanting to sell just the body, but gradually over time he sold off almost everything else, which ushered in Jim travelling North to collect yet another Ford Hot Rod project.

The return trip was made all the sweeter as Jim had time to contemplate just how the car was going to look and his mind wandered back to the man who had first breathed life into the roadster Pickup body behind him on the trailer, legendary Hot Rod photographer Mike Key no less! The pickup body was surplus to requirements once Mike began work on his 3 window build and had been sold north of the border. Now on the trailer it was somewhat like a charity event, as it was now on the much travelled John o'Groats to Lands' End route.

Once in Cornwall Jim enlisted the help of the supremely gifted Jerry Denning and when Jim's slot

arrived in Jerry's workshop, so did many of the parts that were needed to support and hold the body off the ground.

Starting with a So-Cal chassis is a great place to kick off any build and to this Jerry soon added a new custom made Currie 9" Ford, complete with 11" drums. With the back end off the workshop floor a permanent solution for the front came in the form of an I beam of unknown origin, but it did have forty Ford spindles with the accompanying forty Ford drums. These were to eventually prove insufficient and were later replaced with F100 drums.

Whilst this work was progressing Jim was still sourcing other key ingredients, his search for a Ford engine taking him to Stevenage, where he acquired a 302 which had been removed from a Mustang as the owner was upgrading to a High Power motor. The engine was delivered to Jerry and for good measure Jim dropped off a C4 to Zane Llewellyn for a rebuild which had come out of a Maverick in Dunstable. The C4 received a Hi Stall convertor and the trans and engine were soon married and dropped between the So- Cal rails.

On one of his visits to see progress, Jim changed the carb and added the twin 94's from his roadster. Jim always like to add parts from previous builds if he can and the pickup was also destined to receive the very unusual green enamel Ford badge that had graced not











*Somewhat surprisingly the car has only covered 1500 miles in nearly two years...*

only Jim's Ford Pops, but also his roadster.

As the roadster pickup was coming together it was featured in 'Behind Closed Doors' in the February 2016 issue of *Street Gasser*. Since then the Rod has been finished but at the time of writing and shooting was awaiting its final colour, which if you look carefully at the images you should be able to identify what that will be.

The Rod had its interior done by Sandra Molton, apparently this was only her second Hot Rod interior and what a great job she made of the pleated door panels which are also reproduced on the glide seat.

Jim always adds some neat touches to his Rods and the roadster pickup maintains that with a pair of original Guide headlights, original 1940s Steering wheel and a very neat rotating ball ashtray in the dash from a 1935 Ford. This when rotated has a serrated section on which to strike your match. This coming from Jim's extensive Ford parts collection.

With the roadster pickup falling within the commercial field, Jim decided although he had

perfectly good Model B shell and grill that he would continue the commercial feel with the addition of a '32 Commercial grill. It gives the car a very different look, and it has been further enhanced with the addition of the aforementioned green enamel Ford badge.

Somewhat surprisingly the car has only covered 1500 miles in nearly two years and 600 of those were when Jim drove the roadster all the way from Cornwall to the Hot Rod Supernationals where I managed to capture it on memory cards so you could all enjoy yet another fine Hot Rod from the Ford addict Jim Rutter.

With Jim now in semi-retirement will this be his final Hot Rod? Absolutely no chance of that, he still carries a torch (as so many of us do) for a steel 3W Coupe, he had one slip through his hands and he assures me he won't let that happen again. In fact he would be open to trading upto a 3 Window with the pickup going the other way. It seems there is no cure for Ford Fever, and for Mr Rutter, the best treatment is to ensure "Old Fords never die, they just get faster". ■





*They think it's all over...*

# IT IS NOW!

Julian Balme qualifying for Gasser Circus eliminations in his 'Kandee Twist' Ford



Austin Cambridge Ruston



One 'evil' looking Thames



All dressed up and nowhere to go?



*...if this was to be the final hurrah for the drags at the Staffordshire track, then they all wanted to give a send-off befitting of the old airstrip.*

Words: Sean Milsom & Nervous Nick Photos: □ Callum Pudge, ■ Stuart Mitchell & ■ Nervous Nick

I find being disorganised doesn't work for me, I like to know what's going on and when, especially if it's something in my leisure time. Work I am not so fussed about as I know pretty much that most weeks Monday to Friday I will be earning the money to ensure that the leisure time is packed full of good times. That is why the ongoing uncertainty that has swirled around Shakespeare County Raceway for the past few years has been so unsettling not

only for the guys and girls that so enjoy hammering down their hallowed quarter mile, but must be so draining on the superb team that keep everyone safe, fed, signed on, timed and scrutineered at the strip. Therefore, there was no escaping the somewhat subdued party mood as the cars began rolling through the gates at the commencement of the Hot Rod Drags 2017. And boy did they roll through the gates. It seemed that many were thinking alike

and if this was to be the final hurrah for the drags at the Warwickshire track, then they all wanted to give it a send-off befitting of the old airstrip. Memorabilia hunters were out in force, and most in the queue for event t-shirts and hoodies, which to be honest appeared to have caught out the organisers, as the cardboard boxes were emptied quicker than 7-11 store following a Tornado. The camping areas were rammed and filled all the way upto the

gatehouse, something I have never seen before. The pits were just the same with the Good, the Bad and the Ugly well represented, and all raring to go. Pulling up alongside the NSRA stall to collect my Pit Pass and Scrutineering Slip signifies for me that the weekend has begun as the motorway has been conquered and within a few minutes the car will be rolled off ready to rock 'n' roll. This year there was a most welcome surprise as sat behind the NSRA



Two quite stunning Hot Rods on the prowl



Oops 1



Oops 2

Main image: Callum Pudge



That is one way of polishing your exhaust tips!



Simon Prest out cruising his exquisite 'Big Red' RS Camaro





Merv Barnett does his highwayman bit – reach for the sky!



Hubba Hubba



Harley Coulsell looks well happy



Ray Irish through the lights



Martin Bishop and his blown Pop



The Pike & Denning Express



Outlaw Anglia dropping the laundry



Isle of Man Invaders



Main image: Beavis Making Happy (photo: Stuart Mitchell)

table was Jason Hollamby. It was great to see him looking so good, clearly because of his positive outlook following his life changing accident, but also because Joanne is taking such good care of him. The beaming smile on his face, telling you no matter what, its good to be alive and once again enjoying being with his Hot Rod Friends and the Hot Rod family.

Once setup in the pits it was time to catch up with all the

Gasser Circus guys and girls before having a wander to catch up with a good number of NSRA members, all intent on having a weekend to remember.

This would also be the weekend that would see who was going to take the title of Gasser Circus Champion. The results from Round Four showed Brian Gibson in the lead in his Identity Crisis Dodge Dart with Harvey Turner hard on his heels in his dad's '55 Chevy Green Onions

followed by the B&G Racing Ford Falcon in third place; all to play for.

It was great to see nineteen cars and crew turn out despite the less than favourable weather forecast, rain was forecast in part on all three days. No surprise then that Saturday dawned it was cold and wet with persistent drizzle through to midday. The track crew worked as hard as they could to get the track ready for racing and by mid-afternoon

the fire up road was open. However, the organisers realised that it would be almost impossible to cater for all the cars in the various classes including the Gasser Circus, Outlaw Anglias and Supercharged Outlaws. The solution was to dispense with the qualification for the classes, and the rest of Saturday would be a 'run-what-ya-brung' and everyone would need to join the queue. We then had a drivers

meeting to discuss this as the alternative was to pull names out of a hat to determine qualifying position for the eliminations ladder; that was not our preferred solution, as with nineteen cars fighting for sixteen places on the ladder, three would be eliminated without turning a wheel if their names were not pulled out.

So, like the other classes, everybody joined the queue, although we didn't quite manage to do so all together; some of the

Gassers ended up further back in the queue. We then got word that the organisers wanted as many of the Gasser Circus cars to run together as possible so we were directed to pull through to form the class (apologies to all the other racers we went around). Finally, we were to get some track time but for one Sean Milsom it didn't last long as he was shut down on the start-line for an oil leak from the gear box following a good burn out. The

Morris van was pushed back and then towed back to the pits to diagnose the problem, which when found would end the racing weekend for team Ain't Misbehavin'.

Everybody else had managed to get at least one qualifying run in so we would be able to use that data to decide qualifying positions. Also out was Neil Harris with his Little Tin Soldier Austin Devon pick up who had not made the minimum 13.5

second qualifying time and Martin Bishop in his Bad 'n' Blown Ford Pop; he'd missed out on the number sixteen spot by 0.001 seconds! Proceedings were brought to a halt by the return of the rain which also lead to the cancellation of the cackle-fest and fireworks planned for the evening. Well it did for most people, apart from the brilliant showman Andy Fadster, who having got his Altered onto the track decided those who had





Main image: Wheels up action from Suzy Q (photo: Stuart Mitchell)

braved the elements in the stands deserved a little show even if that was confined to doughnuts on the track. Andy taking drifting to a whole new level, that no one, and I mean no one, can compete with.

Spirits may have been dampened around the track but in the Gasser Circus pits we had our end-of-season barbecue and partied late into the evening.

After another cold night, we awoke to a cloudy and damp Sunday morning with racing scheduled to start about 11.30am. Round one of eliminations would see number one qualifier B&G Racing against The Mighty Mouse, number two qualifier Whiplash against Honky Tonkin 2, number three qualifier Horrid Henry against Psychedelic Relic, Green Onions up against

Wragged Wedge, Identity Crisis against Gas Guzzler, Kande Twist against Gas Junkie, Roarin' Rat against Crowd Pleaser and Rat Poison against Nog Bad the Bad; the latter being a no-show when problems were discovered with the rear differential and Nick wisely pulled out. In terms of the championship, all eyes would be on Identity Crisis and Green Onions, the latter having

to go further in the competition than Identity Crisis.

In the first pairing, B&G Racing took the win over Mighty Mouse and going through to round two, followed by Honky Tonkin' 2 who put Whiplash on the trailer. Psychedelic Relic then beat Horrid Henry with the next pair up being Gas Guzzler against Identity Crisis; a great burnout by Brian Gibson in

Identity Crisis with a rather more modest effort from Chris Hill in Gas Guzzler. When the lights came down, Gas Guzzler was away first with Brian surprisingly spinning the wheels away from the line and Chris taking the win; Identity Crisis was out leaving the door wide open for Harvey Turner in Green Onions.

The next pairing saw Kande

Twist get through against Gas Junkie followed by Green Onions against Wragged Wedge; with Brian Gibson now out, this race would decide the championship. Side by side burnouts, then into stage and away on the green.....and Tim Holmes takes the win in his Dodge Polara Wragged Wedge, knocking out Harvey Turner in Green Onions in the process. All

of which meant our 2017 Champion had been decided after the first round of eliminations; congratulations to Brian Gibson in Identity Crisis for a well-deserved win.

In the final pairings in round one of eliminations, Crowd Pleaser put Roarin' Rat on the trailer and Rat Poison went through on a bye. Round two of eliminations saw B&G Racing

against Gas Guzzler with the B&G Racing Ford Falcon taking the win, followed by the Psychedelic Relic Ford Pop of Merv Barnet taking the win over Julian Balme in his beautiful '57 Ford Ranchero wagon Kande Twist. The next pairing was the Honky Tonkin' 2 Chevy Nova of Lee Pike and Jerry Denning against John Gibson in his '55 Chevy Crowd Pleaser, with





Gasser Circus Champion,  
Brian Gibson



Packing a punch under the hood



The Fadster Cacklefest!



Misbehavin' me thinks



So close but yet so far



Mark Bull's Sprite  
now in froggy colours



The Miller Missile



Barnaby Levy appears to be playing hop scotch!



Main image: Callum Pudge



Honky Tonkin'2 taking the win. The final pairing saw Tim Holmes in Wragged Wedge beat John Gumble in his Rat Poison Willys pick up. Semi-finals next with the B&G Racing Ford Falcon taking the win against Merv Barnett in his Psychedelic Relic Ford Pop followed by Tim Holmes in his Wragged Wedge beating Lee Pike and Jerry Denning with their Honky Tonkin' 2 Chevy Nova. This set up a final between Wragged Wedge and B&G

Racing with Tim Holmes gifting the win to Nick Barnett and John Grant by way of a red light. This brought the curtain down on the 2017 Gasser Circus Showdown, and as recent weeks have shown it also brought down the curtain on the Hot Rod Drags being hosted at Shakespeare County Raceway. We all realised that could happen, and like the Gasser Circus t-shirts designed by Alan Rimmell, we say thank you and farewell. ■



# POPSTALGIA



## Words and images: Graham Thompson

On Sunday I made the drive up the A5 to Bosworth Water Trust near Market Bosworth for Popstalgia 6. As the name implies, the event is primarily aimed at both modified and stock Ford Poplars, Anglias, Fordsons, Prefects, Pilots, E83Ws, Y-Types and 100Es including their derivatives which

take centre stage but other Rods and cars of interest are also in attendance.

The event is organized by Keith 'Roasty' Elliott with help from his family who do a magnificent job and this year they were ably assisted by members of the A602s. On Saturday there was a cruise to the Donnington F1 Museum and

on Sunday it was the show and shine at the Bosworth Water Trust site which is a pleasant venue.

Popstalgia is held on the last weekend of September, the weather in previous years has been good. On Sunday Popstalgia 6 was no exception and the warm autumn sun shone down as about fifty Pops etc.

including the iconic Pinball Wizard, assembled on the show field with a variety of other classics, Rods, customs and American cars nearby. This is a laid back event which for me, is the final 'proper' run of the season and a last chance to meet up with like-minded souls and friends before the winter sets in. ■





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# EURONATS

Sweden

29<sup>th</sup> – 30<sup>th</sup> June 2018

The 22<sup>nd</sup> European Street Rod Nationals will be hosted in Högbo Bruk Sweden on the 29<sup>th</sup> and 30<sup>th</sup> June 2018 by the Outback Rodders on behalf of the Swedish Street Rod Association at the Beautiful venue of Högbo Brukshotell.

We are currently in the process of planning a 3 Day Trip over to the event which will be around 1300 Miles driving through the Netherlands, Germany, Denmark and into Sweden.

For more details about the event please contact either:

Gary Sims  
nsra.esra@nsra.org 07753339178

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Outbackrodders.se



# HEIRS TO THE THRONE

*A spotlight on Junior NSRA members*

## PROFILE: BRANDON VINING



### 1. How old are you and why do you like Hot Rods?

*I am 15 and I like hot rods because I have grown up with them and they are much more interesting than modern cars.*

### 2. Do your parents have a Hot Rod and if so what is it?

*Yes, my dad has a 1958 Chevy Brookwood wagon on air ride.*

### 3. Do you have any type of Hot Rod based collection, posters, magazine, stickers, toys etc?

*Yes, I have dragster models, signed Don Garlits pictures and posters and Crazy Horses book also including many signatures.*

### 4. Do you have a favourite Hot Rod show and if so what and why?

*This years Hot Rod Reunion in California which was epic being one of the many supporters for Nick Davies with Havoc.*



### 5. Have you ever owned or driven a Tot Rod, if so which one?

*I am on my third tot rod now, the first was a steel 1929 Ford Model A roadster pick up at the age of 4, the second a fully fendered 1932 Ford Roadster and my current 1934 Ford Roadster with full roll cage, butterfly wheel and working chute.*



### 6. Do you watch any of the Hot Rod based shows on TV, if so which ones?

*I only watch roadkill on youtube.*

### 7. Do you have a favourite Hot Rod?

*Wayne Allman's 'Mental Breakdown'.*

### 8. Do you know where this line comes from 'geez what a waste of machinery'?

*It comes from American Graffiti (my dad made me watch it).*

### 9. Hot Rod shows or drag racing events – which do you prefer and why?

*Drag racing as there is more action than normal car shows.*

### 10. What Hot Rod do you want to own/build in the future? Or what's your dream car?

*I'd like to own and race a nostalgic AA/ fuel altered.*

### 11. What does the NSRA mean to you?

*A great family events organisation.*

### 12. If the NSRA were to do something specific at one of the shows for younger members, what would interest you? i.e. pinstripping masterclass etc.

*I'd be interested in a passenger ride in a doorslammer drag car and to teach younger members pinstripping classes.*





*Back in the day...*



It's 1974 and a young racer named Al O'Connor stands proudly between his race car *Al's Gasser* and his support vehicle *Al's Hauler*.